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.

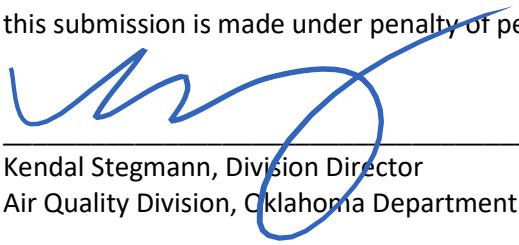
During the reporting period of July 1, 2020 to December 31, 2020, the State of Oklahoma, through DEQ, elected to take advantage of five Eligible Mitigation Action categories from Appendix D-2 of the Agreement: Category 1 (Class 8 Local Freight Trucks and Port Drayage Trucks), Category 2 (Class 4-8 Eligible Buses), Category 6 (Class 4-7 Local Freight Trucks), 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,

Kendal Stegmann, Division Director
Kendal.Stegmann@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.



Kendal Stegmann, Division Director
Air Quality Division, Oklahoma Department of Environmental Quality

VOLKSWAGEN ENVIRONMENTAL MITIGATION TRUST SEMIANNUAL REPORT

BENEFICIARY: State of Oklahoma
LEAD AGENCY: Oklahoma Department of Environmental Quality
REPORTING PERIOD: July 1, 2020 – December 31, 2020

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, 2020 to December 31, 2020, the State of Oklahoma, through DEQ, elected to take advantage of five Eligible Mitigation Action categories from Appendix D-2 of the Agreement: Category 1 (Class 8 Local Freight Trucks and Port Drayage Trucks), Category 2 (Class 4-8 Eligible Buses), Category 6 (Class 4-7 Local Freight Trucks), 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-01F65501–0 covers the FY19 Oklahoma Clean Diesel Program and Grant #DS-01F65501–1 covers the FY20 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 most recent DERA quarterly reports. More details on these programs are below.

1. 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 for $320,118.00, with Project ID# DS-01F65501–0, on September 26, 2019. This D-4 was approved on November 26, 2019. One Attachment A for this program was submitted during a previous reporting period for $38,475. Additional Attachment As totaling $280,004.90 were submitted during this reporting period. To date, DEQ has requested to draw down $318,479.90 of the $320,118.00 associated with this D-4.

The FY19 Oklahoma Clean Diesel Program focuses on replacing diesel school buses of EMY 1996-2009 with new gasoline or new diesel school buses. During this reporting period, twelve project partners completed their projects and received reimbursements. One project partner, Fort Towson, has been granted an extended deadline of January 15, 2021 due to delays resulting from COVID-19. To date, 27 old buses have been replaced with 27 new diesel buses. After Fort Towson completes their project, the number of replaced school buses is expected to increase to 30. Because the FY19DERA program is part of a 2-year grant, it shares a project end date with FY20 DERA of December 30, 2022.

TABLE 1: FY19 DERA ESTIMATED PROJECT COSTS VS. ACTUAL PROJECT COSTS

Blank fields indicate that projects are still in progress and amounts are not yet known.

Project Partner	Estimated Award Amount	Actual Award Amount	Estimated Amount To Be Funded by Trust	Actual Amount Funded by Trust To Date	Difference*
Edmond Public Schools	$239,607.50	$239,607.50	$95,843.00	$95,843.00	$0.00
Davenport Public Schools	$40,930.00		$16,372.00		
Mustang Public Schools	$62,907.75	$62,907.75	$25,163.10	$25,163.10	$0.00
Noble Public Schools	$42,500.00	$42,500.00	$17,000.00	$17,000.00	$0.00
Boswell Public Schools	$45,000.00	$43,823.00	$18,000.00	$17,529.20	-$479.80
Washington Public Schools	$39,963.50	$39,963.50	$15,985.40	$15,985.40	$0.00
Lexington Public Schools	$22,500.00	$18,890.00	$9,000.00	$7,556.00	-$1,444.00
Middleberg Public Schools	$43,804.00	$43,804.00	$17,521.60	$17,521.60	$0.00
Bishop Public Schools	$20,920.50	$20,920.50	$8,368.20	$8,368.20	$0.00
Silo Public Schools	$25,000.00	$24,985.91	$10,000.00	$9,994.36	-$5.64
Fort Towson Public Schools	$59,750.00		$23,900.00		
Enid Public Schools	$38,317.00	$37,253.75	$15,326.80	$14,901.50	-$425.30
Mounds Public Schools	$19,989.00	$19,989.00	$7,995.60	$7,995.60	$0.00
Administrative	n/a	n/a	$38,475.00	$23,314.75	
TOTALS	**$701,189.25**	**$594,644.91**	**$318,950.70****	**$261,172.71**	**-$2,354.74**

**Difference does not necessarily reflect reimbursements due to the Trust, as funds drawn may not equal estimates.*

*** Total does not equal estimate from the D-4 submittal (Table 11) because D-4 was based on anticipated projects rather than actual projects.*

2. FY20 DERA

DEQ was awarded $507,011 on September 27, 2020 by EPA for the FY20 DERA program. DEQ submitted an advanced D-4 to the Trust for $338,007.00, with Project ID# DS-01F65501–1, on November 17, 2020 and is awaiting approval. No Attachment A funding requests have been submitted yet for this D-4.

The FY20 Oklahoma Clean Diesel Program focuses on replacing diesel school buses of EMY 1996-2009 with new gasoline or new diesel school buses. DEQ opened an application period for this program on October 7, 2020. The deadline for the FY20 DERA grant application was December 6, 2020. Project selection is currently being finalized. As a result of this program, DEQ anticipates that 26 old diesel school buses will be replaced with 26 new diesel or gasoline school buses throughout the state. Because the FY20DERA program is part of a 2-year grant, it shares a project end date with FY19 DERA of December 30, 2022. The grant solicitation for this program appears as Appendix B.

B. OKLAHOMA ALTERNATIVE FUEL SCHOOL BUS PROGRAM

The Oklahoma Alternative Fuel School Bus Program was launched in November of 2018. This program replaces diesel school buses of EMY 2009 or older with new alternative fuel school buses, and functions 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 grant solicitation (included in a previous semiannual report) 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.

Out of the eleven schools selected for award, ten schools replaced 27 diesel school buses with new propane/LPG or natural gas/CNG school buses, and one school terminated their project. This program has a project period of three years, but all projects have been completed and reimbursed more than a year prior to the deadline. Projected termination dates for these projects was September 1, 2021; this deadline has been met by all awardees.

During this project period, DEQ closed out D-4 with project ID # OK-AFSB-1, and a refund for the remainder was sent to the Trust on July 3, 2020. Amounts that were refunded include:

$ 16.38	from Bethany PS
$215,000.00	from Lawton PS
$149,662.68	Administrative Funds

TABLE 2: FY2018 (YEAR ONE) ALTERNATIVE FUEL SCHOOL BUS PROJECT SUMMARIES

Project Partner	Estimated Award Amount	Actual Award Amount	Estimated Amount To Be Funded by Trust	Actual Amount Funded by Trust	Difference
Anadarko PS	$226,955.00	$226,955.00	$226,955.00	$226,955.00	$0.00
Bethany PS	$90,000.00	$89,983.62	$90,000.00	$89,983.62	$16.38
Keys PS	$90,836.00	$90,836.00	$90,836.00	$90,836.00	$0.00
Lawton PS	$215,000.00	$0.00	$215,000.00	$0.00	$215,000.00
Mangum PS	$88,966.00	$88,966.00	$88,966.00	$88,966.00	$0.00
McCord PS	$36,655.00	$36,655.00	$36,655.00	$36,655.00	$0.00
Perkins-Tryon PS	$128,092.00	$128,092.00	$128,092.00	$128,092.00	$0.00
Ponca City PS	$41,977.50	$41,977.50	$41,977.50	$41,977.50	$0.00
Stroud PS	$45,418.00	$45,418.00	$45,418.00	$45,418.00	$0.00
Weatherford PS	$215,760.00	$215,760.00	$215,760.00	$215,760.00	$0.00
Wellston PS	$161,544.00	$161,544.00	$161,544.00	$161,544.00	$0.00
Administrative	n/a	n/a	$176,568.96	$26,906.28	$149,662.68
TOTALS	**$1,341,203.50**	**$1,126,187.12**	**$1,517,772.46**	**$1,153,093.40**	**$364,679.06**

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 for and approved on December 9, 2019. An amendment was submitted on October 8, 2020 to pull in leftover funds from D-4 with project ID # OK-AFSB-1 and to extend the project timeline in order to allow for an additional application period and round of funding. This amendment was approved on November 9, 2020. The additional round of funding became the FY2020 Alternative Fuel School Bus Program. The amended total for the D-4 submitted on October 8, 2020 was $3,031,403.62.

During this reporting period, three Attachment A funding requests were submitted, totaling $467,760.90. The termination date for these projects is September 1, 2022.

A grant solicitation for this program (included in a previous semiannual report) 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 were approved for funding.

During this project period, four awardees completed their projects, and two other entities made significant progress and expect to be finished within the next few months. Despite schools having many uncertainties in regards to the school year and the budget, some entities have made good progress on their projects with expected completion dates in the next reporting period.

TABLE 3: FY 2019 (YEAR 2) ALTERNATIVE FUEL SCHOOL BUS PROJECT SUMMARIES

Blank fields indicate that projects are still in progress and amounts are not yet known.

Project Partner	Estimated Award Amount	Actual Award Amount	Estimated Amount To Be Funded by Trust	Actual Amount Funded by Trust To Date	Difference*
Anadarko PS	$227,090.00		$227,090.00		
Battiest Schools	$225,877.00		$225,877.00		
Bethany School District	$93,790.90	$93,790.90	$93,790.90	$93,790.90	$0.00
Chattanooga PS	$181,288.00	$181,288.00	$181,288.00	$181,288.00	$0.00
Cordell PS	$125,257.23		$125,257.23		
Davenport PS	$44,054.00	$43,773.24	$44,054.00	$43,773.24	-$280.76
Empire PS	$125,257.23		$125,257.23		
Gans PS	$125,624.00		$125,624.00		
Keys PS	$91,834.00		$91,834.00		
Ponca City PS	$115,505.00		$115,505.00		
Wellston PS	$83,628.00	$83,628.00	$83,628.00	$83,628.00	$0.00
Administrative	n/a	n/a	$126,000.00	$15,978.48	
TOTALS	**$1,439,205.36**	**$402,480.14**	**$1,565,205.36****	**$418,458.62**	**-$280.76**

**Difference does not necessarily reflect reimbursements due to the Trust, as funds drawn may not equal estimates.*

*** Total does not equal estimate from the D-4 submittal (Table 11) because D-4 was based on anticipated projects for Year 2 and Year 3 programs combined, rather than actual projects for a single round of funding.*

3. FY2020 (YEAR 3) ALTERNATIVE FUEL SCHOOL BUS PROGRAM

This round of projects was funded through an amendment to D-4 # OK-AFSB-2. This D-4 was submitted on October 8, 2019 and approved on December 9, 2019. An amendment was submitted on October 8, 2020 to pull in leftover funds from D-4 with project ID # OK-AFSB-1, and to extend the project timeline in order to allow for an additional application period and round of funding. This amendment was approved on November 9, 2020. The additional round of funding became the FY2020 Alternative Fuel School Bus Program. The amended total for the D-4 submitted on October 8, 2020 was $3,031,403.62.

During this project period, DEQ published another grant solicitation for more alternatively fueled school bus projects, which is included in this report as Appendix C. On October 7, 2020, DEQ published the grant solicitation, application, and updated program fact sheets. The application period was open until close of business on December 4, 2020. Three applications were received during this project period and scored by the scoring committee. By the end of this reporting period, the awards were in the process of being finalized. In the next period, the awards will be announced and the eligible entities will be notified.

C. CHARGEOK

The ChargeOK program Round 1 launched in December of 2018 to fund electric vehicle charging stations throughout the State of Oklahoma. Applications were accepted until March 1, 2019. ChargeOK Round 2 launched in July 2020, and Applications were accepted until September 8, 2020. The grant solicitation for Round 2 can be found in Appendix D of this report. For both Rounds, ChargeOK projects were selected by an inter-agency panel. The projected termination date for both Round 1 and Round 2 projects is September 21, 2021. The website for the ChargeOK Program can be found at the following link: 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 for Part 1, with Project ID #OK-EVSE, was submitted on September 19, 2019 and approved on November 18, 2019. An Attachment A was submitted with the D-4 to draw down the full $1,833,984.47 associated with those projects. The D-4 for Part 2, with Project ID #OK-EVSE-2, was submitted on October 8, 2019 and approved on November 18, 2019. #OK-EVSE-2 was approved for $1,304,388.20. An Attachment A to draw down $305,065.08 to go towards projects associated with #OK-EVSE-2 was submitted on June 4, 2020.

Due to cancelled projects and projects being built under budget in Round 1 Part 1, of the $1,833,984.47 funds requested, only $1,717,137.03 have been used to date. Therefore, DEQ anticipates that approximately $116,882.44 will need to be returned to Wilmington Trust. The final calculation and associated return to the Trust will be made once all projects from this round have been completed.

TABLE 4: ChargeOK ROUND 1 PART 1 PROJECT SUMMARIES

Blank fields indicate that projects are still in progress and amounts are not yet known.

Project Description	Project Partner	Estimated Project Total	Estimated Amount To Be Funded by Project Partner	Estimated Amount To Be Funded by Trust	Actual Amount Funded by Trust To Date	Difference*
Install 1 level 2 charger in Pawhuska OK	City of Pawhuska	$21,394.00	$4,278.80	$17,115.20	$15,300.33	-$1,814.87
Install 1 level 2 charger at the Holiday Inn Express & Suites, Owasso OK	Roshan Patel DBA Leisurehm	$10,100.00	$2,020.00	$8,080.00	$8,080.00	$0.00
Install 1 level 2 charger at The Fairfield Inn and Suites, Catoosa OK	Roshan Patel DBA Leisurehm	$10,100.00	$2,020.00	$8,080.00	$8,080.00	$0.00
Install 10 level 2 chargers at 4 locations in Edmond OK	City of Edmond	$55,235.00	$29,868.00	$25,367.00	$25,365.00	-$2.00
Install 1 level 3 charger each in Edmond, Midwest City, and Oklahoma City OK	OnCue	$390,440.36	$97,610.09	$292,830.27	198,274.53**	
Install 1 level 3 charger at 2837 NW 36th St. Oklahoma City OK	OnCue	$128,974.32	$32,334.32	$96,639.00	$96,640.00	$1.00
Install 2 level 2, and 2 level 3 Chargers in Chandler OK The reassigned project was changed to 4 level 3 chargers	Carey Johnson Oil Company reassigned to Francis Solar	$181,863.00	$66,902.00	$114,961.00	$114,961.00	$0.00
Install 2 level 2, and 1 level 3 charger in McAlester OK The reassigned project was changed to 4 level 3 chargers	Carey Johnson Oil Company reassigned to Francis Solar	$182,063.00	$66,972.00	$115,091.00	$114,961.00	-$130.00
***Install 2 level 3 chargers in Enid, Guymon, Henryetta, Norman, Seiling, Stillwater, and Tulsa Ok. Install 4 level 3 chargers in Blackwell, Lawton, Muskogee, Tulsa, Wagoner, OK.	Francis Solar	$6,705,464.00	$5,699,644.00	$1,005,821.00	$890,884.43	-$114,936.57
	Administrative	$150,000.00	$0.00	$150,000.00	$129,989.20	
	Project Totals	**$7,835,633.68**	**$6,001,649.21**	**$1,833,984.47**	**$1,602,535.49**	**-$116,882.44**
	Percentage	100%	76.59%	23.41%	20.45%	1.49%

**Difference does not necessarily reflect reimbursements due to the Trust, as funds drawn may not equal estimates.*

***Project is not complete. This amount is not final and is expected to increase during the next reporting period.*

****This project has changed since the submitted D-4. Original estimates included 1 charger in McAlester and 2 additional chargers in Henryetta, but those items will not be completed.*

TABLE 5: ChargeOK ROUND 1 PART 2 PROJECT SUMMARIES

Blank fields indicate that projects are still in progress and amounts are not yet known.

Project Description	Project Partner	Estimated Project Total	Estimated Amount To Be Funded by Project Partner	Estimated Amount To Be Funded by Trust	Actual Amount Funded by Trust	Difference*
Install 8 level 2 charger at Oklahoma City Community College in Oklahoma City	Oklahoma City Community College	$255,506.00	$127,753.00	$127,753.00	$127,753	$0.00
Install 2 level 3 chargers in Antlers, Chickasha and Muskogee Oklahoma. Install 4 level 3 chargers in Durant, Oklahoma.	Francis Solar	$1,761,367.00	$1,497,161.00	$264,206.00	$177,312.08	$86,893.92
	Administrative	$0.00	$0.00	$0.00	$0.00	$0.00
	Project Totals	**$2,016,873.00**	**$1,624,914.00**	**$391,959.00**	**$305,065.08****	**$86,893.92**
	Percentage	100%	80.57%	19.43%	15.12%	4.31%

**Difference does not necessarily reflect reimbursements due to the Trust, as funds drawn may not equal estimates.*

*** Total does not equal estimate from the D-4 submittal (Table 11) because D-4 was based on projects for Round 1 Part 2 and Round 2 combined, rather than projects for a single round of funding.*

TABLE 6: ChargeOK ROUND 2 PROJECT SUMMARIES

Blank fields indicate that projects are still in progress and amounts are not yet known.

Project Description	Project Partner	Estimated Project Total	Estimated Amount To Be Funded by Project Partner	Estimated Amount To Be Funded by Trust	Actual Amount Funded by Trust To Date	Difference
Install 2 level 3 chargers in Broken Bow OK	Green Energy Solutions	$154,214.40	$46,264.32	$107,950.08		
Install 2 level 3 chargers in the City of Comanche OK	City of Comanche	$88,140.00	$17,628.00	$70,512.00		
Install 1 level 3 charger in the City of Perry OK	City of Perry	$66,758.80	$13,351.80	$53,407.00		
Install 2 level 3 chargers in the City of Hobart OK	Francis Energy	$317,117.00	$63,423.40	$253,693.60		
Install 2 level 3 chargers in the City of Duncan OK	ASAP Energy	$123,181.00	$24,636.20	$98,544.80		
Install 2 level 3 chargers in the City of Weatherford OK	ASAP Energy	$151,946.00	$30,389.20	$121,556.80		
Install 2 level 3 Chargers in the City of Okemah OK	Excel Food Mart	$213,097.16	$42,619.43	$170,477.73		
	Administrative	$121,180.91		$121,180.91		
	Project Totals	**$1,235,635.47**	**$238,312.35**	**$997,322.92****		
	Percentage	100%	19.29%	80.71%		

**Difference does not necessarily reflect reimbursements due to the Trust, as funds drawn may not equal estimates.*

*** Total does not equal estimate from the D-4 submittal (Table 11) because D-4 was based on projects for Round 1 Part 2 and Round 2 combined, rather than projects for a single round of funding.*

TABLE 7: ChargeOK ROUND 1 PART 1 PROJECT STATUS

Project Description	Project Partner	STATUS UPDATE
Install 1 level 2 charger in Pawhuska OK	City of Pawhuska	Project completed and reimbursed
Install 1 level 2 charger at the Holiday Inn Express & Suites, Owasso OK	Roshan Patel DBA Leisurehm	Project completed and reimbursed
Install 1 level 2 charger at The Fairfield Inn and Suites, Catoosa OK	Roshan Patel DBA Leisurehm	Project completed and reimbursed
Install 10 level 2 chargers at 4 locations in Edmond OK	City of Edmond	Project completed and reimbursed
Install 1 level 3 charger each in Edmond, Midwest City, and Oklahoma City OK	OnCue	Edmond and Midwest City projects are complete and reimbursed. The Oklahoma City Convenience store is being built.
Install 1 level 3 charger at 2837 NW 36th St. Oklahoma City OK	OnCue	Project completed and reimbursed
Install 2 level 3 chargers in Enid, Guymon, Henryetta, Norman, Seiling, Stillwater, and Tulsa Ok. Install 4 level 3 chargers in Blackwell, Chandler, Lawton, McAlester, Muskogee, Tulsa, Wagoner, OK.	Francis Solar	All projects completed and reimbursed.

TABLE 8: ChargeOK ROUND 1 PART 2 PROJECT STATUS

Project Description	Project Partner	STATUS UPDATE
Install 8 level 2 charger at Oklahoma City Community College in Oklahoma City	Oklahoma City Community College	Project completed and reimbursed
Install 2 level 3 chargers in Antlers, Chickasha and Muskogee Oklahoma. Install 4 level 3 chargers in Durant, Oklahoma.	Francis Solar	Project completed and reimbursed

TABLE 9: ChargeOK ROUND 2 PROJECT STATUS

Project Description	Project Partner	STATUS UPDATE
Install 2 level 3 charger in Broken Bow OK	Green Energy Solutions	Notice to Proceed sent
Install 2 level 3 chargers in the City of Comanche OK	City of Comanche	Notice to Proceed sent
Install 1 level 3 charger in the City of Perry OK	City of Perry	Notice to Proceed sent
Install 2 level 3 chargers in the City of Hobart OK	Francis Energy	Notice to Proceed sent
Install 2 level 3 chargers in the City of Duncan OK	ASAP Energy	Notice to Proceed sent
Install 2 level 3 chargers in the City of Weatherford OK	ASAP Energy	Notice to Proceed sent
Install 2 level 3 chargers in the City of Okemah OK	Excel Food Mart	Notice to Proceed sent

D. On-Road Vehicle Program

The application period opened on July 13, 2020 and closed on September 30, 2020. The grant solicitation is included as Appendix E. The applications were reviewed and scored in October and the potential awardees were notified in early November. The notification then triggered a deadline for additional documentation to be sent to DEQ. The awardee list was finalized and three D-4s were submitted. The first D-4, identified as OK-OnRd-1, was submitted on December 3, 2020 and covers shuttle and transit bus projects related to this program. The second D-4, OK-OnRd-2, was submitted on December 4, 2020 and covers Class 4-7 trucks. OK-OnRd-3 was submitted on December 21, 2020 and includes Class 8 trucks. DEQ is awaiting approval for all three. An Attachment A was submitted with each of these three D-4s in order to request draw down of funds to go towards existing and projected administrative cost of this program; Attachment As total $141,000.00. More details, including amounts of individual D-4s, appear in Table 11.

The final award packet, including reporting forms and the Memorandum of Agreement, has been developed. Once the D-4s are approved, the final award packet is ready for distribution and the projects can soon begin. Award recipients and projects will be listed on our website. The website for the On-Road Program can be found at the following link: https://www.deq.ok.gov/air-quality-division/volkswagen-settlement/on-road-program/. The projected termination date for these projects is September 30, 2023.

TABLE 10: ON-ROAD PROGRAM PROJECT SUMMARIES (Continues on next page)

Blank fields indicate that projects are still in progress and amounts are not yet known.

Project Description	Project Partner	Estimated Project Total	Estimated Amount To Be Funded by Project Partner	Estimated Amount To Be Funded by Trust	Actual Amount Funded by Trust To Date	Difference
EMA 1—Large Trucks						
2 – Class 8 CNG powered refuse trucks	City of Oklahoma City	$602,685.74	$300,685.74	$302,000.00		
14 - Class 8 Diesel powered freight trucks	Sysco Oklahoma, LLC	$1,498,000.00	$1,183,420.00	$314,580.00		
1 - Class 8 CNG powered refuse truck	City of Midwest City	$275,652.00	$75,652.00	$200,000.00		
1 – Class 8 Diesel powered dump truck	Canadian County	$147,659.44	$36,914.86	$110,744.58		
3 – Class 8 Diesel powered hauling trucks	City of Tulsa	$252,672.54	$63,168.12	$189,504.42		
1 – Class 8 CNG powered refuse truck	City of Moore	$216,204.00	$54,051.00	$162,153.00		
3 – Class 8 Diesel powered dump trucks	City of Lawton	$367,374.00	$91,842.00	$275,532.00		
1 – Class 8 Diesel powered refuse truck	City of Lawton	$273,500.00	$68,375.00	$205,125.00		
1 – Class 8 Diesel powered refuse truck	City of Lawton	$210,500.00	$52,625.00	$157,875.00		
4 – Class 8 CNG powered dump trucks	A & A Trucking, Inc.	$1,123,711.60	$865,257.92	$258,453.68		
1 – Class 8 CNG powered refuse truck	City of Elk City	$284,053.00	$71,013.25	$213,039.75		
8 – Class 8 Diesel powered concrete mixer trucks	Atlas-Tuck Concrete, Inc.	$1,774,403.84	$1,330,802.88	$443,600.96		
	Administrative	$80,761.00	$0	$80,761.00		
	Project Totals	**$7,107,177.16**	**$4,193,807.77**	**$2,913,369.39**		
	Percentage	100%	59.01%	40.99%		

Project Description	Project Partner	Estimated Project Total	Estimated Amount To Be Funded by Project Partner	Estimated Amount To Be Funded by Trust	Actual Amount Funded by Trust To Date	Difference
EMA 2—Transit and Shuttle Buses						
1 - Class 8 electric powered transit bus with a capacity of 32 passengers priced at $900,000	City of Norman	$900,000	$450,000	$450,000		
1 - Class 8 CNG powered transit bus with a capacity of 39 passengers priced at $543,628	Central Oklahoma Transportation and Parking Authority	$543,628	$135,907	$407,721		
2 - Class 4-8 CNG powered shuttle buses $172,627	Central Oklahoma Transportation and Parking Authority	$345,254	$86,314	$258,940		
	Administrative	$47,000	$0	$47,000		
	Project Totals	**$1,835,882**	**$672,221**	**$1,163,661**		
	Percentage	100%	36.62%	63.38%		
EMA 6—Medium Trucks						
1 - Class 7 diesel powered dump truck at $88,265	City of Stroud	$88,265	$22,067	$66,198		
	Administrative	$13,239	$0	$13,239		
	Project Totals	**$101,504**	**$22,067**	**$79,437**		
	Percentage	100%	21.74%	78.26%		
On-Road Program Totals	**Administrative**	$141,000.00	$0.00	$141,000.00		
	Project Totals	**$9,044,563.16**	**$4,888,095.77**	**$4,156,467.39**		
	Percentage	100%	54.04%	45.96%		

III. FUNDING AND EMISSIONS OVERVIEW

A. D-4 Submittal Summary

During this project period, DEQ submitted four D-4s (see sequential request #s 8-11 in Table 11), and completed reimbursement related to D-4 #OK-AFSB-1 to close out that D-4. 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 11: D-4 SUBMITTAL SUMMARY

Sequential Request #	Program/ Submittal Name	D-4 Project ID	Date Submitted to Trust	Date Approved by Trust	Requested Amount (Minus Refunds*)	Request % of total allocation	Administrative (Minus Refunds*)	Administrative % of request	Administrative % of allocation
1	DERAFY17	DS-01F36801-0	August 9 2018	September 21 2018	$163,236.56	0.70	$0.00	0.00	0.00
2	DERAFY18	DS-01F36801-0 (2)	May 6 2019	July 8 2019	$296,776.70	1.42	$20,012.00	6.70	0.10
3	AFSB1	OK-AFSB-1	May 6 2019	July 24 2019	$1,153,093.40	5.51	$26,906.28	1.77	0.13
4	Oklahoma EVSE Program FY19	OK-EVSE	August 13 2019	October 15 2019	$1,833,984.47	8.77	$150,000.00	8.18	0.72
5	Oklahoma EVSE Program FY19	OK-EVSE-2	September 19 2019	November 18 2019	$1,304,388.20	6.23	$121,180.91	0.00	0.00
6	DERAFY19	DS - 01F65501 - 0	September 26 2019	November 26 2019	$320,118.00	1.53	$38,475.00	12.02	0.18
7	AFSB2	OK-AFSB-2	October 8 2019	December 9 2019	$3,031,403.62	14.49	$126,000.00	4.16	0.60
8	DERA FY20	DS - 01F65501 - 1	October 8 2020	November 17 2020	$338,007.00	1.62	$24,170.00	7.15	0.12
9	Oklahoma On-Road Program	OK-OnRd-1	December 3 2020	pending	$1,163,661.00	5.56	$47,000.00	4.04	0.22
10	Oklahoma On-Road Program Medium Trucks	OK-OnRd-2	December 4 2020	pending	$79,437.00	0.38	$13,239.00	16.67**	0.06
11	Oklahoma On-Road Program Large Trucks	OK-OnRd-3	December 21 2020	pending	$2,913,369.39	13.92	$80,761.00	2.77	0.39
TOTAL					**$12,597,475.34**	**60.20**	**$647,744.19**	**n/a**	**3.10**

**Amounts shown are amounts requested in the D-4, minus any amount refunded due to project completion.*

***Administrative is 16.67% of the total amount requested in the D-4, but equals 15% of total project costs as presented within the D-4, and therefore is within required limits.*

B. BMP Compliance Review

DEQ submitted Oklahoma's Beneficiary Mitigation Plan (BMP) through Intralinks on June 8, 2018, and no amendments have been submitted. 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 12 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 12: 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	$1,118,138.26	$974,110.25
On-Road *(Category 1, Eligible Large Trucks; Category 2, Eligible Buses; Category 6, Medium Trucks)*	20%	$4,184,497.02	$4,156,467.39	$28,029.63
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. The below values have been updated as needed if changes have occurred during project implementation.

TABLE 13: SUMMARY OF ESTIMATED EMISSIONS REDUCTIONS (Continues on next page)

D-4 Sequential Request #	Program/ Submittal Name	D-4 Project ID	Tool Used	Metric Notes	NOx	PM2.5	HC	CO	GHG	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	28.49	1.94	3.67	10.96	**	3,825.0	**
4	Oklahoma EVSE Program FY19****	OK-EVSE	GREET	5 yr. short tons	14.15	**	**	171.12	**	18,253.8	16.96
5	Oklahoma EVSE Program FY19****	OK-EVSE-2	GREET	5 yr. short tons	9.44	**	**	122.24	**	13,299.3	2.00
6	DERAFY19****	DS-01F65501-0	DEQ	lifetime short tons	9.489	0.410	0.994	2.478	**	2,073.90	**
7	AFSB2****	OK-AFSB-2	DEQ	lifetime short tons	24.75	1.51	3.07	9.73	**	4,590.0	**
8	DERAFY20*	DS-01F65501-1	DEQ	Lifetime short tons	26.241	1.692	3.207	11	**	6,132.70	**
9	Oklahoma On-Road Program*	OK-OnRd-1	Argonne Heavy Duty Vehicle Emissions Calculator	lifetime short tons	1.882	0.052	**	**	136	**	**

D-4 Sequential Request #	Program/ Submittal Name	D-4 Project ID	Tool Used	Metric Notes	NOx	PM2.5	HC	CO	GHG	CO2	VOC
10	Oklahoma On-Road Program – Medium Trucks*	OK-OnRd-2	Argonne Heavy Duty Vehicle Emissions Calculator	lifetime short tons	0.15	**	**	**	**	**	**
11	Oklahoma On-Road Program - Large Trucks*	OK-OnRd-3	Argonne Heavy Duty Vehicle Emissions Calculator	lifetime short tons	57.911	2.822	**	**	1,279	**	**
TOTAL					**195.995**	**10.235**	**14.44**	**338.3364**	**1,415**	**51,403.0**	**18.96**

** indicates preliminary estimates, as projects are not completed*

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

**** indicates that estimates have been updated due to project changes or corrections since the last semiannual report submittal*

***** indicates that estimates are both preliminary and have been updated since last semiannual report submittal*

IV. APPENDIX A:
DERA QUARTERLY REPORTS

FY19/FY20 DERA Quarterly Reports

April-June 2020: Included

July-September 2020: Included

October-December 2020: To be included in next report

Due to overlapping reporting timelines for the DERA and Volkswagen Trust programs, DERA quarterly reports will lag one period as they appear in the Volkswagen semiannual report. Beginning in January of 2021, The Volkswagen report for the January-June timeframe will include quarterly reports for the DERA October-March timeframe. The Volkswagen report for the July-December timeframe will include DERA quarterly reports for the April-September timeframe.

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

Grant Recipient	**OK Dept. of Environmental Qualit**
Grant #	**01F65501**
Reporting Perio	**April - June, 2020**

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

WORKPLAN BU	**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	$2,851.79		$1,901.25		$9,391.16		$6,239.55	
Fringe Benefits	$1,821.97		$1,214.24		$5,087.65		$3,408.72	
Travel								
Equipment								
Supplies								
Contractual								
Subawards								
Participant Support Costs (e.g., Rebates)								
Other								
Indirect Charges	$1,312.03		$874.52		$4,064.38		$2,708.27	
TOTALS	$5,985.79	$0.00	$3,990.01	$0.00	$18,543.19	$0.00	$12,356.54	$0.00

Table 2. Narrative Responses

Question	Answer
What actual accomplishments occurred during the reporting period?	All thirteen awardees Memorandum of Agreement (MOA) have been executed between DEQ and the recipient. All DEQ Purchase Orders were created and all schools have been given their Notice to Proceed. The schools are currently in their Project Implementation phase and are awaiting the delivery of their bus or buses.
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	No rebates or subawards were disbursed during this reporting period. Thirteens schools have been awarded the DERA grant. They will not be reimbursed until their projects are complete and have supplied a Certificate of Destruction for each bus put out of service.
Provide a comparison of actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the project Work Plan.	All schools are on track with the Oklahoma DEQ DERA Workplan. A number of schools expressed concerns on the possibility of not getting their buses before the September 1, 2020 deadline because of delays caused from the Covid 19 pandemic. EPA has extended the DERA grant until 2021 so this is no longer a concern.
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 does not foresee any trouble with meeting the objectives of the program.
How do you propose to remedy any problems? Identify how and the date you will get back on course to meet the anticipated outputs/outcomes and/or timelines/milestones specified in the project work plan.	All projects are on course with the workplan, and DEQ is in the process of updating the workplan to reflect the new timeline extension.
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 list of awardees, their award amounts, and how many buses they are replacing was put on our agency website. Because VW funds were used as a state match, Oklahoma's DERA workplan was also included in our semiannual report to Wilmington Trust, which is placed on a public website, listed below.
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 https://www.vwenvironmentalmitigationtrust.com/
What project activities are planned for the next reporting period?	During July- September, 2020, DEQ plans for all FY19 subgrantees to finish projects. A finished project will look like a subgrantee who has purchased and received their new vehicle(s); scrapped their old vehicle(s); and submitted a complete and correct Request for Reimbursement to DEQ. Throughout this quarter DEQ plans to oversee final project implementation for FY19 subgrantees, provide monitoring and oversight of these projects, and continue the collection of quarterly reports.

Table 3. Subaward Reporting Requirements	
Requirement	**Response**
Summaries of results of reviews of financial and programmatic reports	During this quarter, $5,985.79 of federal funds have been used. The cumulated federal funds expended is $18,543.19. These funds went toward personnel, fringe, travel, 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. This quarter, $3,990.01 of Oklahoma VW funds have been used with a cumulative total of $12,356.54. These funds went toward personnel, fringe, and indirect charges.
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance	All schools are waiting on bus or buses to be delivered. No site visits were performed.
Environmental results the subrecipient achieved	Since all of the schools are still in the process of receiving their buses, no environmental results were found in this quarter.
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

Grant Recipients	Award Amount	Number of Buses
Edmond Public Schools	$239,607.50	10
Davenport Public Schools	$40,930.00	1
Mustang Public Schools	$62,907.75	3
Noble Public Schools	$42,500.00	2
Boswell Public School	$45,000.00	2
Washington Public Schools	$39,963.50	2
Lexington Public Schools	$22,500.00	1
Middleberg Public Schools	$43,804.00	2
Bishop Public Schools	$20,920.50	1
Silo Public School	$25,000.00	1
Fort Towson Public Schools	$59,750	3
Enid Public Schools	$38,317.00	1
Mounds Public School	$19,989.00	1

Grant Recipient	**01F65501**	
Reporting Period	**April 1st - June 30, 2020**	

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2018			
		Vehicle Name:	International Bus			
		Vehicle Owner:	Bishop Public School			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance	Bishop Public School			
		- State(s):	Oklahoma			
		- County:	Comanche			
		- City:	Lawton			
		- Zip Code:	73505			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	1HVBBAAO11H401719			
		Vehicle Make:	International			
		Vehicle Model:	3800			
Use pull-down menu		Vehicle Model Year:	2001			
		Engine Serial Number:				
		Engine Make:	International			
		Engine Model:	DT466			
Use pull-down menu		Engine Model Year:	2001			
		Engine Horsepower:	190			
Liters per cylinder		Engine Cylinder Displacement:	8.2			
		Engine Number of Cylinders:	6			
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	430			
Miles per vehicle		Annual Miles Traveled:				
Hours per engine		Annual Idling Hours:	180			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	0			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2020			
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020			
Use pull-down menu		Upgrade Type:				
Use pull-down menu		Upgrade:				
Cost of vehicle or equipment only		Upgrade Cost Per Unit:				
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:				
Use pull-down menu		New Engine Model Year:	2021			
		New Engine Horsepower:	190			
Liters per cylinder		New Engine Cylinder Displacement:	8.2			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	Gasoline			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	60			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	20			

Grant Recipient	Boswell Public Schools
Reporting Period	

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2019	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020	2020		
		Vehicle Name:	Bus			
		Vehicle Owner:	Boswell Public Schools	Boswell Public Schools		
This is On Highway		Vehicle Type:	On Highway	On Highway		
Leave this row blank		Primary Place of Performance	Boswell District	Boswell District		
		- State(s):	Oklahoma	Oklahoma		
		- County:	Choctaw	Choctaw		
		- City:	Boswell	Boswell		
		- Zip Code:	74727	74727		
Use pull-down menu		Target:	School Bus	School Bus		
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses	School Buses		
This is "1"/Enter one vehicle per column		Quantity:	1	1		
		Vehicle Identification Number:	1HVBBAAM9VH493612	1BAKFCKH69F256806		
		Vehicle Make:	INTL	BLUBRD		
		Vehicle Model:	380	BBCV		
Use pull-down menu		Vehicle Model Year:	1997	2009		
		Engine Serial Number:		7CPXH0442H1K		
		Engine Make:	Intl T444E	CAT		
		Engine Model:	7.3 L V8	C7		
Use pull-down menu		Engine Model Year:	1997	2006		
		Engine Horsepower:		268		
Liters per cylinder		Engine Cylinder Displacement:	V8	straight		
		Engine Number of Cylinders:	8	6		
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD		
Gallons per year		Annual Amount of Fuel Used:	2400	2500		
Miles per vehicle		Annual Miles Traveled:	4500	4800		
Hours per engine		Annual Idling Hours:	150	150		
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	3	8		
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2022	2028		
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020	2020		
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement		
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel		
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	$87,647.00	$87,647.00		
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	0	0		
Use pull-down menu		New Engine Model Year:				
		New Engine Horsepower:				
Liters per cylinder		New Engine Cylinder Displacement:				
		New Engine Number of Cylinders:				
Use pull-down menu		New Engine Fuel Type:	ULSD	ULSD		
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	50	50		
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	200	200		

Grant Recipient	Davenport Public Schools
Reporting Period	April 1 - June 30

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2018			
		Vehicle Name:	1997 Thomas Type-D School Bus			
		Vehicle Owner:	Davenport Public School			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma			
		- County:	Lincoln			
		- City:	Davenport			
		- Zip Code:	74026			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	1T7HT4B21X1075832			
		Vehicle Make:	Thomas			
		Vehicle Model:				
Use pull-down menu		Vehicle Model Year:	1998			
		Engine Serial Number:	45783722			
		Engine Make:	Cummins			
		Engine Model:	ER1SC250			
Use pull-down menu		Engine Model Year:	1998			
		Engine Horsepower:	230			
Liters per cylinder		Engine Cylinder Displacement:	5.9 Liters			
		Engine Number of Cylinders:	6			
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	833			
Miles per vehicle		Annual Miles Traveled:	5000			
Hours per engine		Annual Idling Hours:	25			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	10			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2030			
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	163,720.00			
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	N/A			
Use pull-down menu		New Engine Model Year:	2021			
		New Engine Horsepower:	300			
Liters per cylinder		New Engine Cylinder Displacement:	8.9 Liters			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	ULSD			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	N/A - We do not have the bus at this time			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	N/A - We do not have the bus at this time			

Grant Recipient	Enid Public Schools
Reporting Period	July 15th 2020

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2019	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020			
		Vehicle Name:	2021 International RE S Bus PB305			
		Vehicle Owner:	Enid Public Schools			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma			
		- County:	Garfield			
		- City:	Enid			
		- Zip Code:	73701			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	4DRBWTAR6MB870105			
		Vehicle Make:	International (IC)			
		Vehicle Model:	PB 305			
Use pull-down menu		Vehicle Model Year:	2021			
		Engine Serial Number:	Not Available			
		Engine Make:	Cummins			
		Engine Model:	L9			
Use pull-down menu		Engine Model Year:	2021			
		Engine Horsepower:	300 HP			
Liters per cylinder		Engine Cylinder Displacement:	6			
		Engine Number of Cylinders:	6			
Use pull-down menu		Engine Fuel Type:	Diesel			
Gallons per year		Annual Amount of Fuel Used:	Not Available at this time. Will receive in August			
Miles per vehicle		Annual Miles Traveled:	Not Available at this time. Will receive in August			
Hours per engine		Annual Idling Hours:	Not Available at this time. Will receive in August			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	20			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2040			
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:				
Use pull-down menu		Upgrade Type:				
Use pull-down menu		Upgrade:				
Cost of vehicle or equipment only		Upgrade Cost Per Unit:				
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:				
Use pull-down menu		New Engine Model Year:				
		New Engine Horsepower:				
Liters per cylinder		New Engine Cylinder Displacement:				
		New Engine Number of Cylinders:				
Use pull-down menu		New Engine Fuel Type:				
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:				
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:				

		Grant Recipient	Edmond Public Schools				
		Reporting Period	April 1st - June 30th				
Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4	Group 5
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2018	2018	2018	2018	2018
		Vehicle Name:	School Bus #2	School Bus #23	School Bus #80	School Bus #43	School Bus #31
		Vehicle Owner:	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools
This is On Highway		Vehicle Type:	On Highway	On Highway	On Highway	On Highway	On Highway
Leave this row blank		Primary Place of Performance					
		- State(s):	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma
		- County:	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma
		- City:	Edmond	Edmond	Edmond	Edmond	Edmond
		- Zip Code:	73003	73003	73003	73003	73003
Use pull-down menu		Target:	School Bus	School Bus	School Bus	School Bus	School Bus
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses	School Buses	School Buses	School Buses	School Buses
his is "1"/Enter one vehicle per column		Quantity:	1	1	1	1	1
		Vehicle Identification Number:	4DRBUAAN88B633547	4DRBUAAN68B633546	4DRBUAAN48B633545	4DRBRAAN13B960804	4DRBRAAN52B947357
		Vehicle Make:	International	International	International	International	International
		Vehicle Model:	CE300	CE300	CE300	IC3S530	IC3S530
Use pull-down menu		Vehicle Model Year:	2008	2008	2008	2003	2002
		Engine Serial Number:	466HM2U3002847	466HM2U3002503	466HM2U3002442	470HM2U1397568	470HM2U1349470
		Engine Make:	International	International	International	International	International
		Engine Model:	DT466	DT466	DT466	DT466E	DT466E
Use pull-down menu		Engine Model Year:	2007	2007	2007	2003	2002
		Engine Horsepower:	210	210	210	195	195
Liters per cylinder		Engine Cylinder Displacement:	466 cubic inch	466 cubic inch	466 cubic inch	466 cubic inch	466 cubic inch
		Engine Number of Cylinders:	6	6	6	6	6
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD	ULSD	ULSD	ULSD
Gallons per year		Annual Amount of Fuel Used:	2,199	1,642	1,421	1,244	1,368
Miles per vehicle		Annual Miles Traveled:	16,497	12,319	10,658	9,336	10,266
Hours per engine		Annual Idling Hours:	80	60	52	45	50
ife remaining at time of upgrade action		Remaining Life:	13	13	13	6	7
ld by the fleet owner if not for the grant		Normal Attrition Year:	2033	2033	2033	2028	2027
Use pull-down menu	NEW VEHICLE/UPGRADE INFORMATIO	Year of Upgrade Action:	2020	2020	2020	2020	2020
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
Use pull-down menu		Upgrade:	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	$95,843	$95,843	$95,843	$95,843	$95,843
uipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	N/A	N/A	N/A	N/A	N/A
Use pull-down menu		New Engine Model Year:	2021	2021	2021	2021	2021
		New Engine Horsepower:	320	320	320	320	320
Liters per cylinder		New Engine Cylinder Displacement:	413 cubic inch	413 cubic inch	413 cubic inch	413 cubic inch	413 cubic inch
		New Engine Number of Cylinders:	10	10	10	10	10
Use pull-down menu		New Engine Fuel Type:	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline
ot occur due to new vehicle/equipment		Annual Idling Hours Reduced:	8.6	8.6	8.6	8.6	8.6
nsumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	2,199	1,642	1,421	1,244	1,368

Group 6	Group 7	Group 8	Group 9	Group 10
2018	2018	2018	2018	2018
School Bus #3	School Bus #82	School Bus #56	School Bus #76	School Bus #25
Edmond Public Schools	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools
On Highway	On Highway	On Highway	On Highway	On Highway
Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma
Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma
Edmond	Edmond	Edmond	Edmond	Edmond
73003	73003	73003	73003	73003
School Bus	School Bus	School Bus	School Bus	School Bus
School Buses	School Buses	School Buses	School Buses	School Buses
1	1	1	1	1
4DRBRAAN22B947350	4DRBUAAN08B633543	4DRBUAAN59B068143	4DRBUAAN28B633544	4DRBUAAN99B068145
International	International	International	International	International
IC3S530	CE300	CE300	CE300	CE300
2002	2008	2009	2008	2009
470HM2U1348623	466HM2U30002450	466HM2U3031471	466HM2U3002498	466HM2U3031465
International	International	International	International	International
DT466E	DT466	DT466	DT466	DT466
2002	2007	2008	2007	2008
195	210	210	210	210
466 cubic inch	466 cubic inch	466 cubic inch	466 cubic inch	466 cubic inch
6	6	6	6	6
ULSD	ULSD	ULSD	ULSD	ULSD
970	1,793	1,713	1,708	2,140
7,278	13,450	12,852	12,817	16,050
35	65	62	62	77
7	13	14	13	14
2027	2033	2034	2033	2034
2020	2020	2020	2020	2020
Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline
$95,843	$95,843	$95,843	$95,843	$95,843
N/A	N/A	N/A	N/A	N/A
2021	2021	2021	2021	2021
320	320	320	320	320
413 cubic inch	413 cubic inch	413 cubic inch	413 cubic inch	413 cubic inch
10	10	10	10	10
Gasoline	Gasoline	Gasoline	Gasoline	Gasoline
8.6	8.6	8.6	8.6	8.6
970	1,793	1,713	1,708	2,140

Grant Recipient	Fort Towson Public Schools
Reporting Period	April 1st - June 30th

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:				
		Vehicle Name:	Ft Towson 1	Ft Towson 2	Ft Towson 3	
		Vehicle Owner:	Fort Towson PS	Fort Towson PS	Fort Towson PS	
This is On Highway		Vehicle Type:				
Leave this row blank		Primary Place of Performance	Oklahoma	Oklahoma	Oklahoma	
		- State(s):	Oklahoma	Oklahoma	Oklahoma	
		- County:				
		- City:	Fort Towson	Fort Towson	Fort Towson	
		- Zip Code:				
Use pull-down menu		Target:	School Bus	School Bus	School Bus	
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses	School Buses	School Buses	
This is "1"/Enter one vehicle per column		Quantity:	1	1	1	
		Vehicle Identification Number:	4DRBUAFPX5B9849	4UZAAXCT44CM766	1BAKGCPH49F2665	
		Vehicle Make:	International	Thomas	Blue Bird	
		Vehicle Model:				
Use pull-down menu		Vehicle Model Year:	2005	2004	2009	
		Engine Serial Number:				
		Engine Make:	Cummins	Cummins	Cummins	
		Engine Model:				
Use pull-down menu		Engine Model Year:	2005	2004	2009	
		Engine Horsepower:				
Liters per cylinder		Engine Cylinder Displacement:				
		Engine Number of Cylinders:				
Use pull-down menu		Engine Fuel Type:				
Gallons per year		Annual Amount of Fuel Used:	1164	2883	1164	
Miles per vehicle		Annual Miles Traveled:	6639	8478	12426	
Hours per engine		Annual Idling Hours:	71	69	71	
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:				
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:				
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:				
Use pull-down menu		Upgrade Type:				
Use pull-down menu		Upgrade:				
Cost of vehicle or equipment only		Upgrade Cost Per Unit:				
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:				
Use pull-down menu		New Engine Model Year:				
		New Engine Horsepower:				
Liters per cylinder		New Engine Cylinder Displacement:				
		New Engine Number of Cylinders:				
Use pull-down menu		New Engine Fuel Type:				
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:				
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:				

Grant Recipient	
Reporting Period	

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2018			
		Vehicle Name:	School Bus #7			
		Vehicle Owner:	Lexington Public Schools			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma			
		- County:	Cleveland			
		- City:	Lexington			
		- Zip Code:	73051			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	1HVBBAAP3VH472958			
		Vehicle Make:	Blue Bird Body Company			
		Vehicle Model:				
Use pull-down menu		Vehicle Model Year:	1998			
		Engine Serial Number:	469HM2U1033269			
		Engine Make:	International			
		Engine Model:	DT 466E			
Use pull-down menu		Engine Model Year:	1997			
		Engine Horsepower:				
Liters per cylinder		Engine Cylinder Displacement:	466 in3/7.6L			
		Engine Number of Cylinders:	inline 6			
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	1815			
Miles per vehicle		Annual Miles Traveled:	11349			
Hours per engine		Annual Idling Hours:	31			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	0			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2012			
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:				
Use pull-down menu		Upgrade Type:				
Use pull-down menu		Upgrade:				
Cost of vehicle or equipment only		Upgrade Cost Per Unit:				
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:				
Use pull-down menu		New Engine Model Year:				
		New Engine Horsepower:				
Liters per cylinder		New Engine Cylinder Displacement:				
		New Engine Number of Cylinders:				
Use pull-down menu		New Engine Fuel Type:				
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:				
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:				

Grant Recipient	Middleberg Public School
Reporting Period	

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:				
		Vehicle Name:	Route Bus 4	Route Bus 6		
		Vehicle Owner:	Middleberg School	Middleberg School		
This is On Highway		Vehicle Type:	On Highway	On Highway		
Leave this row blank		Primary Place of Performance	Highway	Highway		
		- State(s):	OK	OK		
		- County:	Grady	Grady		
		- City:	Blanchard	Blanchard		
		- Zip Code:	73010	73010		
Use pull-down menu		Target:	School Bus	School Bus		
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses	School Buses		
This is "1"/Enter one vehicle per column		Quantity:	1	1		
		Vehicle Identification Number:	1BAKCCKH86F235816	4DRBUSKP1AB166552		
		Vehicle Make:	Bluebird	International		
		Vehicle Model:	Vision	3800		
Use pull-down menu		Vehicle Model Year:	2006	2010		
		Engine Serial Number:	WAX04917	AB166552		
		Engine Make:	CAT	IHC Maxforce		
		Engine Model:	C-7	DT-466		
Use pull-down menu		Engine Model Year:	2006	2008		
		Engine Horsepower:	210	230		
Liters per cylinder		Engine Cylinder Displacement:				
		Engine Number of Cylinders:				
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD		
Gallons per year		Annual Amount of Fuel Used:				
Miles per vehicle		Annual Miles Traveled:				
Hours per engine		Annual Idling Hours:				
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:				
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:				
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:				
Use pull-down menu		Upgrade Type:				
Use pull-down menu		Upgrade:				
Cost of vehicle or equipment only		Upgrade Cost Per Unit:				
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:				
Use pull-down menu		New Engine Model Year:				
		New Engine Horsepower:				
Liters per cylinder		New Engine Cylinder Displacement:				
		New Engine Number of Cylinders:				
Use pull-down menu		New Engine Fuel Type:				
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:				
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:				

Grant Recipient	Mounds Schools
Reporting Period	April-June, 2020

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:				
		Vehicle Name:	Thomas C2			
		Vehicle Owner:				
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance	Mounds			
		- State(s):	OK			
		- County:	Creek			
		- City:	Mounds			
		- Zip Code:	74047			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses			
This is "1"/Enter one vehicle per column		Quantity:	1BAKGCKH28F252912			
		Vehicle Identification Number:	1			
		Vehicle Make:	2020			
		Vehicle Model:	C2			
Use pull-down menu		Vehicle Model Year:	2020			
		Engine Serial Number:	C7S03620			
		Engine Make:	Caterpiller			
		Engine Model:	C7 Acert			
Use pull-down menu		Engine Model Year:	2007			
		Engine Horsepower:	350 BHP			
Liters per cylinder		Engine Cylinder Displacement:	7.2			
		Engine Number of Cylinders:	6			
Use pull-down menu		Engine Fuel Type:	Diesel			
Gallons per year		Annual Amount of Fuel Used:				
Miles per vehicle		Annual Miles Traveled:	6800			
Hours per engine		Annual Idling Hours:	85			
Years per engine; Total number of years of engine		Remaining Life:	8			
Year in which vehicle would normally be retired/sold		Normal Attrition Year:	2028			
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	79956			
Cost of labor to install equipment ("N/A" if vehicle		Upgrade Labor Cost Per Unit:				
Use pull-down menu		New Engine Model Year:	2020			
		New Engine Horsepower:	320			
Liters per cylinder		New Engine Cylinder Displacement:	6.7			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	ULSD			
Hours per vehicle; Number of idling hours that will		Annual Idling Hours Reduced:	70			
Gallons per year; Number of gallons not consumed		Annual Diesel Gallons Reduced:				

Grant Recipient	Mustang Public Schools
Reporting Period	

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020	2020	2020	
		Vehicle Name:			BUS 4	
		Vehicle Owner:	Mustang Public Schools	Mustang Public Schools	Mustang Public Schools	
This is On Highway		Vehicle Type:	On Highway	On Highway	On Highway	
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma	Oklahoma	Oklahoma	
		- County:	Canadian	Canadian	Canadian	
		- City:	Mustang	Mustang	Mustang	
		- Zip Code:	73064	73064	73064	
Use pull-down menu		Target:	School Bus	School Bus	School Bus	
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses	School Buses	School Buses	
This is "1"/Enter one vehicle per column		Quantity:	1	1	1	
		Vehicle Identification Number:	1HVBBABN2YH282943	1HVBBABN71H397950	1GBM7T1C42J514927	
		Vehicle Make:	INTERNATIONAL	INTERNATIONAL	CHEVY	
		Vehicle Model:	SCHOOL BUS	SCHOOL BUS	SCHOOL BUS	
Use pull-down menu		Vehicle Model Year:	2000	2000	2003	
		Engine Serial Number:				
		Engine Make:				
		Engine Model:				
Use pull-down menu		Engine Model Year:				
		Engine Horsepower:				
Liters per cylinder		Engine Cylinder Displacement:				
		Engine Number of Cylinders:				
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD	ULSD	
Gallons per year		Annual Amount of Fuel Used:	2300	2200	2500	
Miles per vehicle		Annual Miles Traveled:	10000	11000	14000	
Hours per engine		Annual Idling Hours:	150	150	150	
Years per engine; Total number of years of engine life remaining at time of upgrade		Remaining Life:	3	3	3	
Year in which vehicle would normally be retired/sold by the fleet owner if not for the		Normal Attrition Year:	2024	2024	2024	
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020	2020	2020	
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	
Use pull-down menu		Upgrade:	Vehicle Replacement - Gasoline	Engine Replacement - Gasoline	Engine Replacement - Gasoline	
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	90877	90877	90877	
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:				
Use pull-down menu		New Engine Model Year:	2020	2020	2020	
		New Engine Horsepower:	320 HP	320 HP	320 HP	
Liters per cylinder		New Engine Cylinder Displacement:				
		New Engine Number of Cylinders:	3	3	3	
Use pull-down menu		New Engine Fuel Type:	Gasoline	Gasoline	Gasoline	
Hours per vehicle; Number of idling hours that will not occur due to new		Annual Idling Hours Reduced:				
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	2300	2200	2500	

Grant Recipient	
Reporting Period	

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2019	2019		
		Vehicle Name:	Noble 1	Noble 2		
		Vehicle Owner:	Noble Public Schools	Noble Public Schools		
This is On Highway		Vehicle Type:	On Highway	On Highway		
Leave this row blank		Primary Place of Performance	Noble	Noble		
		- State(s):	OK	OK		
		- County:	Cleveland	Cleveland		
		- City:	Noble	Noble		
		- Zip Code:	73068	73068		
Use pull-down menu		Target:	School Bus	School Bus		
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses	School Buses		
This is "1"/Enter one vehicle per column		Quantity:	1	1		
		Vehicle Identification Number:	4DRBUSKP89B115509	1BAKCCPH78F249833		
		Vehicle Make:	International	Blue Bird		
		Vehicle Model:	PB10500/CE200	Vision		
Use pull-down menu		Vehicle Model Year:	2009	2008		
		Engine Serial Number:	8NVXH0290AGA	46756919		
		Engine Make:	Max Force 7	Cummins		
		Engine Model:	6.4 Diesel	6.7 Diesel		
Use pull-down menu		Engine Model Year:	2008	2009		
		Engine Horsepower:	230	200		
Liters per cylinder		Engine Cylinder Displacement:	6.7	6.4		
		Engine Number of Cylinders:	8	6		
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD		
Gallons per year		Annual Amount of Fuel Used:	2700	2950		
Miles per vehicle		Annual Miles Traveled:	22000	22000		
Hours per engine		Annual Idling Hours:	20	20		
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	3	2		
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2028	2029		
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:				
Use pull-down menu		Upgrade Type:				
Use pull-down menu		Upgrade:				
Cost of vehicle or equipment only		Upgrade Cost Per Unit:				
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:				
Use pull-down menu		New Engine Model Year:				
		New Engine Horsepower:				
Liters per cylinder		New Engine Cylinder Displacement:				
		New Engine Number of Cylinders:				
Use pull-down menu		New Engine Fuel Type:				
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:				
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:				

Grant Recipient	
Reporting Period	

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020			
		Vehicle Name:				
		Vehicle Owner:	Silo Public Schools			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance	Bryan County			
		- State(s):	Okalhoma			
		- County:	Bryan			
		- City:	Silo			
		- Zip Code:	74701			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	1HVBBAAP2XH210061			
		Vehicle Make:	29000 lbs			
		Vehicle Model:				
Use pull-down menu		Vehicle Model Year:	1999			
		Engine Serial Number:				
		Engine Make:				
		Engine Model:				
Use pull-down menu		Engine Model Year:				
		Engine Horsepower:				
Liters per cylinder		Engine Cylinder Displacement:				
		Engine Number of Cylinders:				
Use pull-down menu		Engine Fuel Type:				
Gallons per year		Annual Amount of Fuel Used:				
Miles per vehicle		Annual Miles Traveled:				
Hours per engine		Annual Idling Hours:				
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:				
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:				
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:				
Cost of vehicle or equipment only		Upgrade Cost Per Unit:				
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:				
Use pull-down menu		New Engine Model Year:	2021			
		New Engine Horsepower:	240HP			
Liters per cylinder		New Engine Cylinder Displacement:	6.7L			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	Diesel			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:				
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:				

Grant Recipient	Washington Public Schools
Reporting Period	April 1st-June 30th

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2018	2018		
		Vehicle Name:	2002 Blue Bird bus	2002 Blue Bird bus		
		Vehicle Owner:	Washington Schools	Washington Schools		
This is On Highway		Vehicle Type:	On Highway	On highway		
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma	Oklahoma		
		- County:	McClain	McClain		
		- City:	Washington	Washington		
		- Zip Code:	73093	73093		
Use pull-down menu		Target:	School Bus	School Bus		
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses	School Buses		
This is "1"/Enter one vehicle per column		Quantity:	1	1		
		Vehicle Identification Number:	1GBL7T1C72J512360	1GBL&T1C92J512392		
		Vehicle Make:	Blue Bird Bus	Blue Bird Bus		
		Vehicle Model:	GM CV 6600	GM CV 6600		
Use pull-down menu		Vehicle Model Year:	2003	2003		
		Engine Serial Number:	CKM49574	CKM49541		
		Engine Make:	Caterpillar	Caterpillar		
		Engine Model:	3126	3126		
Use pull-down menu		Engine Model Year:	2002	2002		
		Engine Horsepower:	246	246		
Liters per cylinder		Engine Cylinder Displacement:	7.2 L	7.2 L		
		Engine Number of Cylinders:	6	6		
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD		
Gallons per year		Annual Amount of Fuel Used:	2362	1750		
Miles per vehicle		Annual Miles Traveled:	9450	7000		
Hours per engine		Annual Idling Hours:	2625	2625		
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	3	3		
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2023	2023		
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020	2020		
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement		
Use pull-down menu		Upgrade:	Engine Replacement - Diesel	Engine Replacement - Diesel		
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	88,450.00	88,450.00		
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	NA	NA		
Use pull-down menu		New Engine Model Year:	2020	2020		
		New Engine Horsepower:	250	250		
Liters per cylinder		New Engine Cylinder Displacement:	6.7 L	6.7 L		
		New Engine Number of Cylinders:	6	6		
Use pull-down menu		New Engine Fuel Type:	ULSD	ULSD		
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	825	825		
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	862	250		

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

Grant Recipient	**OK Dept. of Environmental Quality**
Grant #	**01F65501**
Reporting Period	**July - Sept, 2020**

Instructions: Complete all relevant fields in this worksheet and use the other worksheets in this excel file to provide your project fleet

WORKPLAN BUDGET	**FY19**	
Total EPA Funds Awarded	$480,177	$507,011
Total Mandatory Cost-Share	$2,112,324	$2,353,185
Total Voluntary Matching Funds	$320,110	$338,007
Total Project Costs	$2,912,611	$3,198,203

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	$2,998.26		$1,998.79		$12,389.42		$8,238.34	
Fringe Benefits	$1,669.91		$1,113.13		$6,757.56		$4,521.85	
Travel								
Equipment								
Supplies								
Contractual								
Subawards								
Participant Support Costs (e.g., Rebates)								
Other	$208,099.20	$127,648.00	$138,732.80		$208,099.20	$127,648.00	$138,732.80	
Indirect Charges	$1,201.58		$801.04		$5,265.96		$3,509.31	
TOTALS	$213,968.95	$127,648.00	$142,645.76	$0.00	$232,512.14	$127,648.00	$155,002.30	$0.00

Table 2. Narrative Responses

Question	Answer
What actual accomplishments occurred during the reporting period?	Noble Public Schools has received their reimbursement check. Nine other public schools have filed for reimbursement and are currently being processed by DEQ's finance department. Three schools are still awaiting buses and have extended their project deadline through an addendum to their MOAs.
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	No schools were awarded during this period, however Noble Public Schools has completed their previously-awarded project and received their reimbursement award of $42,500.
Provide a comparison of actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the project Work Plan.	The current pandemic has made it harder for schools to be able to complete their projects by the September 1st deadline. Eight schools asked for extensions. DEQ handled the extensions by making addendums to the MOAs. These extensions range from 1 to 3 additional months for those schools affected, and the extensions are not expected to impact DEQ's final closeout deadline with EPA for this award.

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 current pandemic created longer delivery times than was initially expected. DEQ was understanding and let the schools file for extensions so that they could finish their projects.
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.	DEQ dealt with the situation with understanding and patience. With the Covid19 situation, it was impossible to predict how the pandemic would affect the projects. DEQ feels that projects are on track to get all schools reimbursed by the end of the year. We will continue communications with schools to stay aprised of their project status and monitor for further complications.
If any cost-shares are reported for this Reporting Period in Table 1 above, identify the source of the funds.	Nobe Schools paid $126,648 in cost shares for their school buses.
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 list of awardees, their award amounts, and how many buses they are replacing appears on our agency website. Because VW funds were used as a state match, Oklahoma's DERA workplan was also included in our semiannual report to Wilmington Trust, which is placed on a public website, listed below. The most recent semiannual report to Wilmington Trust was due at the end of July, and the next semiannual report will be due in January.
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 https://www.vwenvironmentalmitigationtrust.com/ https://www.deq.ok.gov/air-quality-division/clean-diesel-dera/
What project activities are planned for the next reporting period?	During Oct - Dec, 2020, DEQ plans to have all the FY19 schools reimbursed and the projects complete. The Grant Solicitation for the FY20 period and the application were opened on October 7, 2020. The deadline is on December 4th. DEQ plans to have the applicants scored and awarded in January 2021.

Table 3. Subaward Reporting Requirements	
Requirement	**Response**
Summaries of results of reviews of financial and programmatic reports	During this quarter, $213,968.95 of federal funds have been used. The cumulated federal funds expended is $232,512.14. These funds went toward personnel, fringe, travel, subawards, and indirect charges. Zero dollars of Oklahoma funds (not VW) have been used. Noble Public School has paid the mandatory share of $127,648, no other cost shares were paid during this quarter. These funds would represent the subgrantees' portions of all vehicles and/or equipment purchased. This quarter, $142,645.76 of Oklahoma VW funds have been used with a cumulative total of $155,002.30. These funds
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance	No site visits were done during this quarter.
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. The Noble Schools replacement during this quarter of two buses will have a lifetime reduction of 0.473 short tons² of NOx, based on the Diesel Emissions Calculator. Cumulative emission benefits from October 1, 2019 to September 30, 2020 are 0.003 short tons² of PM2.5, 0.024 short tons² of HC, and 0.09 short tons² of CO.
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

Grant Recipients	Award Amount	Number of Buses
Edmond Public Schools	$239,607.50	10
Davenport Public Schools	$40,930.00	1
Mustang Public Schools	$62,907.75	3
Noble Public Schools	$42,500.00	2
Boswell Public School	$45,000.00	2
Washington Public Schools	$39,963.50	2
Lexington Public Schools	$22,500.00	1
Middleberg Public Schools	$43,804.00	2
Bishop Public Schools	$20,920.50	1
Silo Public School	$25,000.00	1
Fort Towson Public Schools	$59,750	3
Enid Public Schools	$38,317.00	1
Mounds Public School	$19,989.00	1

Grant Recipient	**Bishop Public Schools**	
Reporting Period	**July 1 - Sept 30, 2020**	

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2018			
		Vehicle Name:	International Bus			
		Vehicle Owner:	Bishop Public School			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance	Bishop Public School			
		- State(s):	Oklahoma			
		- County:	Comanche			
		- City:	Lawton			
		- Zip Code:	73505			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	1HVBBAAO11H401719			
		Vehicle Make:	International			
		Vehicle Model:	3800			
Use pull-down menu		Vehicle Model Year:	2001			
		Engine Serial Number:	1290298			
		Engine Make:	International			
		Engine Model:	DT466			
Use pull-down menu		Engine Model Year:	2001			
		Engine Horsepower:	190			
Liters per cylinder		Engine Cylinder Displacement:	8.2			
		Engine Number of Cylinders:	6			
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	430			
Miles per vehicle		Annual Miles Traveled:	2830			
Hours per engine		Annual Idling Hours:	180			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	0			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2020			
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	$83,883			
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	$0			
Use pull-down menu		New Engine Model Year:	2021			
		New Engine Horsepower:	190			
Liters per cylinder		New Engine Cylinder Displacement:	8.2			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	Gasoline			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	60			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	20			

Grant Recipient	Boswell Public Schools
Reporting Period	July 1 - Sept 30, 2020

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2019	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020	2020		
		Vehicle Name:	International	Bluebird		
		Vehicle Owner:	Boswell Public Schools	Boswell Public Schools		
This is On Highway		Vehicle Type:	On Highway	On Highway		
Leave this row blank		Primary Place of Performance	Boswell District	Boswell District		
		- State(s):	Oklahoma	Oklahoma		
		- County:	Choctaw	Choctaw		
		- City:	Boswell	Boswell		
		- Zip Code:	74727	74727		
Use pull-down menu		Target:	School Bus	School Bus		
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses	School Buses		
This is "1"/Enter one vehicle per column		Quantity:	1	1		
		Vehicle Identification Number:	1HVBBAAM9VH493612	1BAKFCKH69F256806		
		Vehicle Make:	INTL	BLUBRD		
		Vehicle Model:	380	BBCV		
Use pull-down menu		Vehicle Model Year:	1997	2009		
		Engine Serial Number:	N4VISTAR 236	7CPXH0442H1K		
		Engine Make:	Intl T444E	CAT		
		Engine Model:	7.3 L V8	C7		
Use pull-down menu		Engine Model Year:	1997	2006		
		Engine Horsepower:	210	268		
Liters per cylinder		Engine Cylinder Displacement:	V8	straight		
		Engine Number of Cylinders:	8	6		
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD		
Gallons per year		Annual Amount of Fuel Used:	2400	2500		
Miles per vehicle		Annual Miles Traveled:	4500	4800		
Hours per engine		Annual Idling Hours:	150	150		
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	3	8		
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2022	2028		
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020	2020		
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement		
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel		
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	$87,647.00	$87,647.00		
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	0	0		
Use pull-down menu		New Engine Model Year:	2021	2021		
		New Engine Horsepower:	300	300		
Liters per cylinder		New Engine Cylinder Displacement:	8.9	8.9		
		New Engine Number of Cylinders:	6	6		
Use pull-down menu		New Engine Fuel Type:	ULSD	ULSD		
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	50	50		
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	200	200		

Grant Recipient	Davenport Public Schools
Reporting Period	July 1 - Sept 30, 2020

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2018			
		Vehicle Name:	1997 Thomas Type-D School Bus			
		Vehicle Owner:	Davenport Public School			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance	Davenport			
		- State(s):	Oklahoma			
		- County:	Lincoln			
		- City:	Davenport			
		- Zip Code:	74026			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	1T7HT4B21X1075832			
		Vehicle Make:	Thomas			
		Vehicle Model:	School bus			
Use pull-down menu		Vehicle Model Year:	1998			
		Engine Serial Number:	45783722			
		Engine Make:	Cummins			
		Engine Model:	ER1SC250			
Use pull-down menu		Engine Model Year:	1998			
		Engine Horsepower:	230			
Liters per cylinder		Engine Cylinder Displacement:	5.9 Liters			
		Engine Number of Cylinders:	6			
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	833			
Miles per vehicle		Annual Miles Traveled:	5000			
Hours per engine		Annual Idling Hours:	25			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	10			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2030			
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	163,720.00			
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	N/A			
Use pull-down menu		New Engine Model Year:	2021			
		New Engine Horsepower:	300			
Liters per cylinder		New Engine Cylinder Displacement:	8.9 Liters			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	ULSD			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	N/A - We do not have the bus at this time			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	N/A - We do not have the bus at this time			

Grant Recipient	Enid Public Schools
Reporting Period	July 1 - Sept 30, 2020

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2019	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020			
		Vehicle Name:	2021 International RE S Bus PB305			
		Vehicle Owner:	Enid Public Schools			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma			
		- County:	Garfield			
		- City:	Enid			
		- Zip Code:	73701			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	4DRBWTAR6MB870105			
		Vehicle Make:	International (IC)			
		Vehicle Model:	PB 305			
Use pull-down menu		Vehicle Model Year:	2021			
		Engine Serial Number:	Not Available			
		Engine Make:	Cummins			
		Engine Model:	L9			
Use pull-down menu		Engine Model Year:	2021			
		Engine Horsepower:	300 HP			
Liters per cylinder		Engine Cylinder Displacement:	6			
		Engine Number of Cylinders:	6			
Use pull-down menu		Engine Fuel Type:	Diesel			
Gallons per year		Annual Amount of Fuel Used:	3000			
Miles per vehicle		Annual Miles Traveled:	21,600			
Hours per engine		Annual Idling Hours:	800			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	20			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2040			
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:				
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:				
Use pull-down menu		New Engine Model Year:				
		New Engine Horsepower:				
Liters per cylinder		New Engine Cylinder Displacement:				
		New Engine Number of Cylinders:				
Use pull-down menu		New Engine Fuel Type:				
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:				
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:				

Grant Recipient	Edmond Public Schools
Reporting Period	July 1 - Sept 30, 2020

structions / Uni		Fleet Information	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8	Group 9	Group 10
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds U	2018	2018	2018	2018	2018	2018	2018	2018	2018	2018
		Vehicle Name:	School Bus #2	School Bus #23	School Bus #80	School Bus #43	School Bus #31	School Bus #3	School Bus #82	School Bus #56	School Bus #76	School Bus #25
		Vehicle Owner:	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools
This is On Highway		Vehicle Type:	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway
eave this row blank		Primary Place of Performance										
		- State(s):	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma
		- County:	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma
		- City:	Edmond	Edmond	Edmond	Edmond	Edmond	Edmond	Edmond	Edmond	Edmond	Edmond
		- Zip Code:	73003	73003	73003	73003	73003	73003	73003	73003	73003	73003
Use pull-down menu		Target:	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus
Use pull-down menu		Vehicle Class or Equipment	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses
e vehicle per column		Quantity:	1	1	1	1	1	1	1	1	1	1
		Vehicle Identification Numb	4DRBUAAN88B633547	4DRBUAAN68B633546	4DRBUAAN48B633545	4DRBRAAN13B960804	4DRBRAAN52B947357	4DRBRAAN22B947350	4DRBUAAN08B633543	4DRBUAAN59B068143	4DRBUAAN28B633544	4DRBUAAN99B068145
		Vehicle Make:	International	International	International	International	International	International	International	International	International	International
		Vehicle Model:	CE300	CE300	CE300	IC3S530	IC3S530	IC3S530	CE300	CE300	CE300	CE300
Use pull-down menu		Vehicle Model Year:	2008	2008	2008	2003	2002	2002	2008	2009	2008	2009
		Engine Serial Number:	466HM2U3002847	466HM2U3002503	466HM2U3002442	470HM2U1397568	470HM2U1349470	470HM2U1348623	466HM2U30002450	466HM2U3031471	466HM2U3002498	466HM2U3031465
		Engine Make:	International	International	International	International	International	International	International	International	International	International
		Engine Model:	DT466	DT466	DT466	DT466E	DT466E	DT466E	DT466	DT466	DT466	DT466
Use pull-down menu		Engine Model Year:	2007	2007	2007	2003	2002	2002	2007	2008	2007	2008
		Engine Horsepower:	210	210	210	195	195	195	210	210	210	210
Liters per cylinder		Engine Cylinder Displacem	466 cubic inch	466 cubic inch	466 cubic inch	466 cubic inch	466 cubic inch	466 cubic inch	466 cubic inch	466 cubic inch	466 cubic inch	466 cubic inch
		Engine Number of Cylinders	6	6	6	6	6	6	6	6	6	6
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD
Gallons per year		Annual Amount of Fuel Use	2,199	1,642	1,421	1,244	1,368	970	1,793	1,713	1,708	2,140
Miles per vehicle		Annual Miles Traveled:	16,497	12,319	10,658	9,336	10,266	7,278	13,450	12,852	12,817	16,050
Hours per engine		Annual Idling Hours:	80	60	52	45	50	35	65	62	62	77
e of upgrade action		Remaining Life:	13	13	13	6	7	7	13	14	13	14
r if not for the grant		Normal Attrition Year:	2033	2033	2033	2028	2027	2027	2033	2034	2033	2034
Use pull-down menu	NEW VEHICLE/UPGRADE INFORMAT	Year of Upgrade Action:	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
Use pull-down menu		Upgrade:	hicle Replacement - Gasol	hicle Replacement - Gasol	hicle Replacement - Gasol	hicle Replacement - Gasol	hicle Replacement - Gasol	hicle Replacement - Gasol	hicle Replacement - Gasol	hicle Replacement - Gasol	hicle Replacement - Gasol	hicle Replacement - Gasoline
e or equipment only		Upgrade Cost Per Unit:	$95,843	$95,843	$95,843	$95,843	$95,843	$95,843	$95,843	$95,843	$95,843	$95,843
ehicle replacement)		Upgrade Labor Cost Per Ur	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Use pull-down menu		New Engine Model Year:	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021
		New Engine Horsepower:	320	320	320	320	320	320	320	320	320	320
Liters per cylinder		New Engine Cylinder Displa	413 cubic inch	413 cubic inch	413 cubic inch	413 cubic inch	413 cubic inch	413 cubic inch	413 cubic inch	413 cubic inch	413 cubic inch	413 cubic inch
		New Engine Number of Cyl	10	10	10	10	10	10	10	10	10	10
Use pull-down menu		New Engine Fuel Type:	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline
w vehicle/equipment		Annual Idling Hours Reduce	8.6	8.6	8.6	8.6	8.6	8.6	8.6	8.6	8.6	8.6
w vehicle/equipment		Annual Diesel Gallons Redu	2,199	1,642	1,421	1,244	1,368	970	1,793	1,713	1,708	2,140

Grant Recipient	Fort Towson Public Schools
Reporting Period	July 1 - Sept 30, 2020

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2018	2018	2018	
		Vehicle Name:	Ft Towson 1	Ft Towson 2	Ft Towson 3	
		Vehicle Owner:	Fort Towson PS	Fort Towson PS	Fort Towson PS	
This is On Highway		Vehicle Type:	On Highway	On Highway	On Highway	
Leave this row blank		Primary Place of Performance	Oklahoma	Oklahoma	Oklahoma	
		- State(s):	Oklahoma	Oklahoma	Oklahoma	
		- County:	Choctaw	Choctaw	Choctaw	
		- City:	Fort Towson	Fort Towson	Fort Towson	
		- Zip Code:	74735	74735	74735	
Use pull-down menu		Target:	School Bus	School Bus	School Bus	
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses	School Buses	School Buses	
This is "1"/Enter one vehicle per column		Quantity:	1	1	1	
		Vehicle Identification Number:	4DRBUAFPX5B9849	4UZAAXCT44CM766	1BAKGCPH49F2665	
		Vehicle Make:	International	Thomas	Blue Bird	
		Vehicle Model:	School Bus	School Bus	School Bus	
Use pull-down menu		Vehicle Model Year:	2005	2004	2009	
		Engine Serial Number:				
		Engine Make:	Cummins	Cummins	Cummins	
		Engine Model:	School Bus	School Bus	School Bus	
Use pull-down menu		Engine Model Year:	2005	2004	2009	
		Engine Horsepower:				
Liters per cylinder		Engine Cylinder Displacement:				
		Engine Number of Cylinders:				
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD	ULSD	
Gallons per year		Annual Amount of Fuel Used:	1164	2883	1164	
Miles per vehicle		Annual Miles Traveled:	6639	8478	12426	
Hours per engine		Annual Idling Hours:	71	69	71	
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	5	5	5	
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2025	2025	2025	
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020	2020	2020	
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	
Cost of vehicle or equipment only		Upgrade Cost Per Unit:				
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:				
Use pull-down menu		New Engine Model Year:				
		New Engine Horsepower:				
Liters per cylinder		New Engine Cylinder Displacement:				
		New Engine Number of Cylinders:				
Use pull-down menu		New Engine Fuel Type:				
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:				
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:				

Grant Recipient	Lexington Public Schools
Reporting Period	July 1 - Sept 30, 2020

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2018			
		Vehicle Name:	School Bus #7			
		Vehicle Owner:	Lexington Public Schools			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma			
		- County:	Cleveland			
		- City:	Lexington			
		- Zip Code:	73051			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses			
This is "1"/Enter one vehicle per		Quantity:	1			
		Vehicle Identification Number:	1HVBBAAP3VH472958			
		Vehicle Make:	Blue Bird Body Company			
		Vehicle Model:	School Bus			
Use pull-down menu		Vehicle Model Year:	1998			
		Engine Serial Number:	469HM2U1033269			
		Engine Make:	International			
		Engine Model:	DT 466E			
Use pull-down menu		Engine Model Year:	1997			
		Engine Horsepower:	190			
Liters per cylinder		Engine Cylinder Displacement:	466 in3/7.6L			
		Engine Number of Cylinders:	inline 6			
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	1815			
Miles per vehicle		Annual Miles Traveled:	11349			
Hours per engine		Annual Idling Hours:	31			
Years per engine; Total number		Remaining Life:	0			
Year in which vehicle would		Normal Attrition Year:	2012			
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment		Upgrade Cost Per Unit:	$75,560			
Cost of labor to install		Upgrade Labor Cost Per Unit:	0			
Use pull-down menu		New Engine Model Year:	2021			
		New Engine Horsepower:				
Liters per cylinder		New Engine Cylinder Displacement:				
		New Engine Number of Cylinders:				
Use pull-down menu		New Engine Fuel Type:	ULSD			
Hours per vehicle; Number of		Annual Idling Hours Reduced:				
Gallons per year; Number of		Annual Diesel Gallons Reduced:				

Grant Recipient	Middleberg Public School
Reporting Period	July 1 - Sept 30, 2020

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2018	2018		
		Vehicle Name:	Route Bus 4	Route Bus 6		
		Vehicle Owner:	Middleberg School	Middleberg School		
This is On Highway		Vehicle Type:	On Highway	On Highway		
Leave this row blank		Primary Place of Performance	Highway	Highway		
		- State(s):	OK	OK		
		- County:	Grady	Grady		
		- City:	Blanchard	Blanchard		
		- Zip Code:	73010	73010		
Use pull-down menu		Target:	School Bus	School Bus		
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses	School Buses		
This is "1"/Enter one vehicle per column		Quantity:	1	1		
		Vehicle Identification Number:	1BAKCCKH86F235816	4DRBUSKP1AB166552		
		Vehicle Make:	Bluebird	International		
		Vehicle Model:	Vision	3800		
Use pull-down menu		Vehicle Model Year:	2006	2010		
		Engine Serial Number:	WAX04917	AB166552		
		Engine Make:	CAT	IHC Maxforce		
		Engine Model:	C-7	DT-466		
Use pull-down menu		Engine Model Year:	2006	2008		
		Engine Horsepower:	210	230		
Liters per cylinder		Engine Cylinder Displacement:				
		Engine Number of Cylinders:				
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD		
Gallons per year		Annual Amount of Fuel Used:	1080	1080		
Miles per vehicle		Annual Miles Traveled:	9000	9000		
Hours per engine		Annual Idling Hours:	108	108		
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	5	5		
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2025	2025		
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020	2020		
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement		
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel		
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	$89,827	$89,827		
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	0	0		
Use pull-down menu		New Engine Model Year:	2021	2021		
		New Engine Horsepower:				
Liters per cylinder		New Engine Cylinder Displacement:				
		New Engine Number of Cylinders:				
Use pull-down menu		New Engine Fuel Type:	ULSd	ULSD		
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:				
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:				

Grant Recipient	Mounds Schools
Reporting Period	July 1 - Sept 30, 2020

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2018			
		Vehicle Name:	Thomas C2			
		Vehicle Owner:	Mounds Public Schools			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance	Mounds			
		- State(s):	OK			
		- County:	Creek			
		- City:	Mounds			
		- Zip Code:	74047			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses			
This is "1"/Enter one vehicle per column		Quantity:	1BAKGCKH28F252912			
		Vehicle Identification Number:	1			
		Vehicle Make:	2020			
		Vehicle Model:	C2			
Use pull-down menu		Vehicle Model Year:	2020			
		Engine Serial Number:	C7S03620			
		Engine Make:	Caterpiller			
		Engine Model:	C7 Acert			
Use pull-down menu		Engine Model Year:	2007			
		Engine Horsepower:	350 BHP			
Liters per cylinder		Engine Cylinder Displacement:	7.2			
		Engine Number of Cylinders:	6			
Use pull-down menu		Engine Fuel Type:	Diesel			
Gallons per year		Annual Amount of Fuel Used:	1000			
Miles per vehicle		Annual Miles Traveled:	6800			
Hours per engine		Annual Idling Hours:	85			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	8			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2028			
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	79956			
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:				
Use pull-down menu		New Engine Model Year:	2020			
		New Engine Horsepower:	320			
Liters per cylinder		New Engine Cylinder Displacement:	6.7			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	ULSD			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	70			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:				

Grant Recipient	Mustang Public Schools
Reporting Period	July 1 - Sept 30, 2020

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020	2020	2020	
		Vehicle Name:	International	International	International	
		Vehicle Owner:	Mustang Public Schools	Mustang Public Schools	Mustang Public Schools	
This is On Highway		Vehicle Type:	On Highway	On Highway	On Highway	
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma	Oklahoma	Oklahoma	
		- County:	Canadian	Canadian	Canadian	
		- City:	Mustang	Mustang	Mustang	
		- Zip Code:	73064	73064	73064	
Use pull-down menu		Target:	School Bus	School Bus	School Bus	
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses	School Buses	School Buses	
This is "1"/Enter one vehicle per column		Quantity:	1	1	1	
		Vehicle Identification Number:	1HVBBABN2YH282943	1HVBBABN71H397950	1GBM7T1C42J514927	
		Vehicle Make:	INTERNATIONAL	INTERNATIONAL	CHEVY	
		Vehicle Model:	SCHOOL BUS	SCHOOL BUS	SCHOOL BUS	
Use pull-down menu		Vehicle Model Year:	2000	2000	2003	
		Engine Serial Number:	XNVXH0444ANR	CKM54879	YNVXHO444ANB	
		Engine Make:	IHC - Navistay	CAT	IHC	
		Engine Model:	T-444e	3126	T-444E	
Use pull-down menu		Engine Model Year:	2000	2000	2003	
		Engine Horsepower:	210	207	210	
Liters per cylinder		Engine Cylinder Displacement:				
		Engine Number of Cylinders:				
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD	ULSD	
Gallons per year		Annual Amount of Fuel Used:	2300	2200	2500	
Miles per vehicle		Annual Miles Traveled:	10000	11000	14000	
Hours per engine		Annual Idling Hours:	150	150	150	
Years per engine; Total number of years of engine life remaining at time of upgrade		Remaining Life:	3	3	3	
Year in which vehicle would normally be retired/sold by the fleet owner if not for the		Normal Attrition Year:	2024	2024	2024	
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020	2020	2020	
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	
Use pull-down menu		Upgrade:	Vehicle Replacement - Gasoline	Engine Replacement - Gasoline	Engine Replacement - Gasoline	
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	90877	90877	90877	
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:				
Use pull-down menu		New Engine Model Year:	2020	2020	2020	
		New Engine Horsepower:	320 HP	320 HP	320 HP	
Liters per cylinder		New Engine Cylinder Displacement:				
		New Engine Number of Cylinders:	3	3	3	
Use pull-down menu		New Engine Fuel Type:	Gasoline	Gasoline	Gasoline	
Hours per vehicle; Number of idling hours that will not occur due to new		Annual Idling Hours Reduced:				
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	2300	2200	2500	

Grant Recipient	Noble Public Schools
Reporting Period	July 1 - Sept 30, 2020

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2019	2019		
		Vehicle Name:	Noble 1	Noble 2		
		Vehicle Owner:	Noble Public Schools	Noble Public Schools		
This is On Highway		Vehicle Type:	On Highway	On Highway		
Leave this row blank		Primary Place of Performance	Noble	Noble		
		- State(s):	OK	OK		
		- County:	Cleveland	Cleveland		
		- City:	Noble	Noble		
		- Zip Code:	73068	73068		
Use pull-down menu		Target:	School Bus	School Bus		
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses	School Buses		
This is "1"/Enter one vehicle per column		Quantity:	1	1		
		Vehicle Identification Number:	4DRBUSKP89B115509	1BAKCCPH78F249833		
		Vehicle Make:	International	Blue Bird		
		Vehicle Model:	PB10500/CE200	Vision		
Use pull-down menu		Vehicle Model Year:	2009	2008		
		Engine Serial Number:	8NVXH0290AGA	46756919		
		Engine Make:	Max Force 7	Cummins		
		Engine Model:	6.4 Diesel	6.7 Diesel		
Use pull-down menu		Engine Model Year:	2008	2009		
		Engine Horsepower:	230	200		
Liters per cylinder		Engine Cylinder Displacement:	6.7	6.4		
		Engine Number of Cylinders:	8	6		
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD		
Gallons per year		Annual Amount of Fuel Used:	2700	2950		
Miles per vehicle		Annual Miles Traveled:	22000	22000		
Hours per engine		Annual Idling Hours:	20	20		
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	3	2		
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2028	2029		
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020	2020		
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement		
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel		
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	$78,819	$94,729		
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	0	0		
Use pull-down menu		New Engine Model Year:	2021	2021		
		New Engine Horsepower:	362	362		
Liters per cylinder		New Engine Cylinder Displacement:	B6.7	B6.7		
		New Engine Number of Cylinders:	6	6		
Use pull-down menu		New Engine Fuel Type:	ULSD	ULSD		
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	26	26		
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	200	200		

Grant Recipient	Silo Public Schools
Reporting Period	July 1 - Sept 30, 2020

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020			
		Vehicle Name:	International			
		Vehicle Owner:	Silo Public Schools			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance	Bryan County			
		- State(s):	Okalhoma			
		- County:	Bryan			
		- City:	Silo			
		- Zip Code:	74701			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses			
This is "1"/Enter one vehicle per		Quantity:	1			
		Vehicle Identification Number:	1HVBBAAP2XH210061			
		Vehicle Make:	29000 lbs			
		Vehicle Model:	466			
Use pull-down menu		Vehicle Model Year:	1999			
		Engine Serial Number:	1HVBBAAP2XH210061			
		Engine Make:	International			
		Engine Model:	466			
Use pull-down menu		Engine Model Year:	1999			
		Engine Horsepower:				
Liters per cylinder		Engine Cylinder Displacement:				
		Engine Number of Cylinders:				
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	1080			
Miles per vehicle		Annual Miles Traveled:	5200			
Hours per engine		Annual Idling Hours:	250			
Years per engine; Total number		Remaining Life:	5			
Year in which vehicle would		Normal Attrition Year:	2025			
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment		Upgrade Cost Per Unit:	$106,323			
Cost of labor to install equipment		Upgrade Labor Cost Per Unit:	0			
Use pull-down menu		New Engine Model Year:	2021			
		New Engine Horsepower:	240HP			
Liters per cylinder		New Engine Cylinder Displacement:	6.7L			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	Diesel			
Hours per vehicle; Number of		Annual Idling Hours Reduced:				
Gallons per year; Number of		Annual Diesel Gallons Reduced:				

Grant Recipient	Washington Public Schools
Reporting Period	July 1 - Sept 30, 2020

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2018	2018		
		Vehicle Name:	2002 Blue Bird bus	2002 Blue Bird bus		
		Vehicle Owner:	Washington Schools	Washington Schools		
This is On Highway		Vehicle Type:	On Highway	On highway		
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma	Oklahoma		
		- County:	McClain	McClain		
		- City:	Washington	Washington		
		- Zip Code:	73093	73093		
Use pull-down menu		Target:	School Bus	School Bus		
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses	School Buses		
This is "1"/Enter one vehicle per column		Quantity:	1	1		
		Vehicle Identification Number:	1GBL7T1C72J512360	1GBL&T1C92J512392		
		Vehicle Make:	Blue Bird Bus	Blue Bird Bus		
		Vehicle Model:	GM CV 6600	GM CV 6600		
Use pull-down menu		Vehicle Model Year:	2003	2003		
		Engine Serial Number:	CKM49574	CKM49541		
		Engine Make:	Caterpillar	Caterpillar		
		Engine Model:	3126	3126		
Use pull-down menu		Engine Model Year:	2002	2002		
		Engine Horsepower:	246	246		
Liters per cylinder		Engine Cylinder Displacement:	7.2 L	7.2 L		
		Engine Number of Cylinders:	6	6		
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD		
Gallons per year		Annual Amount of Fuel Used:	2362	1750		
Miles per vehicle		Annual Miles Traveled:	9450	7000		
Hours per engine		Annual Idling Hours:	2625	2625		
Years per engine; Total number of years		Remaining Life:	3	3		
Year in which vehicle would normally be		Normal Attrition Year:	2023	2023		
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020	2020		
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement		
Use pull-down menu		Upgrade:	Engine Replacement - Diesel	Engine Replacement - Diesel		
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	88,450.00	88,450.00		
Cost of labor to install equipment ("N/A"		Upgrade Labor Cost Per Unit:	NA	NA		
Use pull-down menu		New Engine Model Year:	2020	2020		
		New Engine Horsepower:	250	250		
Liters per cylinder		New Engine Cylinder Displacement:	6.7 L	6.7 L		
		New Engine Number of Cylinders:	6	6		
Use pull-down menu		New Engine Fuel Type:	ULSD	ULSD		
Hours per vehicle; Number of idling		Annual Idling Hours Reduced:	825	825		
Gallons per year; Number of gallons not		Annual Diesel Gallons Reduced:	862	250		

V. APPENDIX B:
FISCAL YEAR 2020 OKLAHOMA CLEAN DIESEL (DERA) GRANT PROGRAM GRANT SOLICITATION

OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY
FISCAL YEAR 2020 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 $784,592. 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 33 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 (4:30 p.m. CST) on **December 4, 2020**. Applications submitted by 4:30 p.m. CST on **November 27, 2020** 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, 2021. 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 2020 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, 2024 is considered to be normal attrition and therefore not eligible for FY 2020 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 4:30pm CST on November 27, 2020 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 4, 2020 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 4, 2020. 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 $784,592 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, 2021. 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 4, 2020 by 4:30 p.m. CST. The deadline for applications to be screened for completeness is 4:30pm CST on November 27, 2020. 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.

VI. APPENDIX C:
FISCAL YEAR 2020 ALTERNATIVE FUEL SCHOOL BUS PROGRAM GRANT SOLICITATION

OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY
FISCAL YEAR 2020 ALTERNATIVE FUEL SCHOOL BUS PROGRAM
FUNDING OPPORTUNITY ANNOUNCEMENT
GRANT SOLICITATION

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OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY
FISCAL YEAR 2020 ALTERNATIVE FUEL SCHOOL BUS PROGRAM
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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 $1,300,000. 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 4, 2020; all projects must be completed and all paperwork submitted by close of business September 1, 2023. 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 4, 2020.

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, 2023. 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, 2023. Requests for extension must be submitted by close of business, 4:30 pm CST, August 1, 2023.

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, 2023; 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, 2023.

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 $1,300,000 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

Final Application Deadline: The deadline for all applications is 4:30 pm CST December 4, 2020. Applications may be submitted electronically or by hardcopy submission. See below for more details on application submission.

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

VII. APPENDIX D:
FISCAL YEAR 2021 OKLAHOMA ELECTRIC VEHICLE CHARGING GRANT PROGRAM (ChargeOK) GRANT SOLICITATION

Oklahoma Electric Vehicle Charging Grant Program

Funded by the Volkswagen Settlement Environmental Mitigation Trust

Grant Solicitation

FY 2021

OKLAHOMA
DEPARTMENT OF ENVIRONMENTAL QUALITY

Important Information

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

Project Funding – Under the ChargeOK Grant Program Round 2 (FY2021), there is approximately $1.1 million available for reimbursement grants from the Oklahoma Department of Environmental Quality (DEQ) funded by the Volkswagen Settlement Environmental Mitigation Trust.

Application Submission Period – The ChargeOK Grant Program application submission period will begin upon public notice of availability and will close 63-days later. All applications must be submitted by 5:00 PM on September 8, 2020. DEQ has assembled a committee to review and score applications.

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

Submission Format – The application is available online at www.deq.ok.gov/air-quality-division/volkswagen-settlement/chargeok-oklahoma-electric-vehicle-charging-program. Completed application packets may be submitted by email to VWSettlement@deq.ok.gov. If application packet is 10 megabytes or larger, applicants must use postal service, addressed to the following:

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

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

Table of Contents

I. Overview and Background

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

A maximum of 15 percent of Oklahoma's State Mitigation Trust allocation, approximately $3.1 million, will be used to fund light-duty zero emission vehicle supply equipment (ZEVSE) projects. $2.0 million was used to incentivize development of ZEVSE projects in Oklahoma last year. We have $1,114,353 remaining to award for this solicitation.

II. Funding Information

A. Available Funding

DEQ anticipates awarding a total of approximately $1,114,353 on a competitive basis for the purchase, installation, and operation of publicly accessible charging stations proposed by the applicants. Each grant award will be for a single charging site located within 10 miles of one of the designated Locations listed in this Solicitation. See III. Eligible Project Locations for more information.

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

B. Funding Type

The ChargeOK Grant Program is funded as a reimbursement grant program. Grant payments are disbursed as reimbursements after the work is completed, verified, and approved. Verification will occur through a site

[1] A $2.866 billion environmental mitigation trust (State Mitigation Trust) was established by the Environmental Mitigation Trust Agreement for State Beneficiaries filed by the United States (U.S.) Department of Justice, with the U.S. District Court for the Northern District of California on October2, 2017, in the case, *In Re: Volkswagen "Clean Diesel" Marketing, Sales Practices, and Products Liability Litigation* (No. 3:15-md-02672-CRB (N.D. Cal.), MDL No. 2672). Additional information about the case, settlement, and its' programs are available on Oklahoma's Department of Environmental Quality website.

visit and photograph by a state official, or by obtaining evidence of public use, and photographs of the site from the internet. Under a reimbursement grant, the grantee will pay all project costs and submit an itemized list providing the cost of all goods and services used in the construction of the site and a notorized affidavit testifying that the list is true, copies of project invoices which have a reimburseable amount of equal to or greater than $2,500, along with an invoice to DEQ. Reimbursement may take up to 45 days if there are no issues with the reimbursement package. Detailed invoice requirements and submission instructions will be provided to successful applicants.

C. Project Period

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

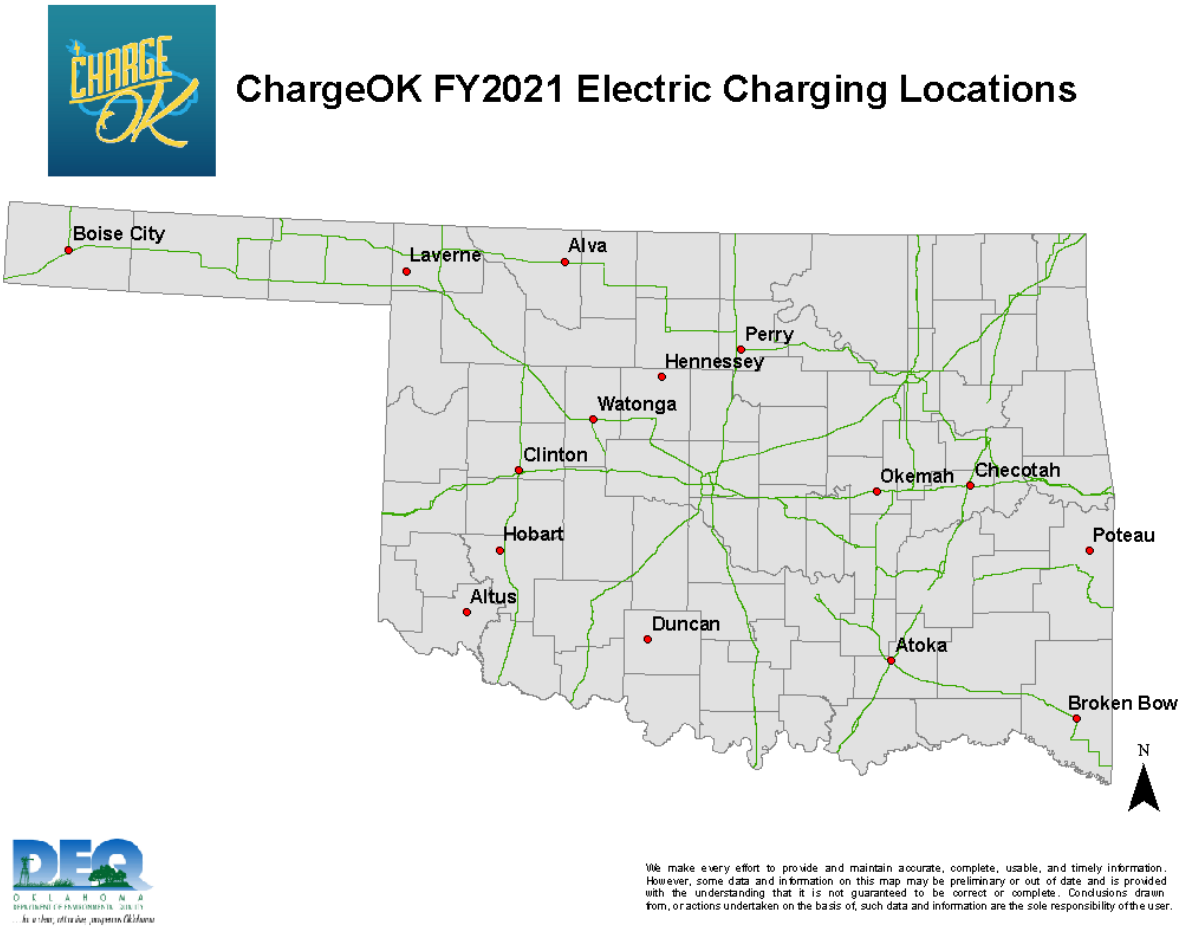
Note: Any applicant who begins a project and incurs costs before receiving a fully executed MOA and Notice to Proceed (prior to the beginning of the project period) does so with the understanding that the costs may not be reimbursed.

III. Eligible EV Charging Site Categories

With consideration for existing and planned investments of electric charging stations within Oklahoma, the ChargeOK Grant Program offers incentives for additional projects based on site locations chosen to fill in the EV charging network in Oklahoma. The locations chosen are listed below. Only projects located within 10 miles of the listed locations will be considered for the grant.

1. Altus
2. Alva
3. Atoka
4. Boise City
5. Broken Bow
6. Checotah
7. Clinton
8. Duncan
9. Hennessey
10. Hobart
11. Laverne
12. Okemah
13. Perry
14. Poteau
15. Watonga

Figure 1: Target cities for installation of electric vehicle charging equipment



IV. Eligibility Information

A. Eligible Applicants

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

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

B. Cost Share Requirements

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

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

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

C. Eligible and Ineligible Costs

Eligible Cost:

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

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

Ineligible Cost:

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

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

V. Project Specifications

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

Providing additional project information beyond these requirements is encouraged.

All projects *shall meet* the following requirements:

1. **Category**: Projects shall be located within one of the outlined categories (Transportation Corridor or Single Point Location).

2. **Host Site Selection**:
    a. **Location**: Project host sites shall be within a maximum distance of 2 miles of an exit off the highway or interstate, though closer proximity of less than 0.5 miles is highly encouraged and points will be awarded accordingly during the scoring process. All charging sites shall be publicly accessible to the general public 24-hours per day/ 7-days a week, adequately lit from dusk to dawn, and be within a short and safe walking distance to retail or service establishments such as restrooms, convenience stores, restaurants, shopping centers, or tourism destinations.
    b. **Agreements**: Site host agreements shall be negotiated with the host site owners to achieve assurance that each charging station will remain at the site and operational for a minimum of 5 years. Additionally, all applicants are required to collaborate with local electric utility and include appropriate documentation from the utility,

such as a letter or service notice, indicating power supply availability for the proposed project.

c. **Register**: Upon completion of the project, applicant shall register the location with the Alternative Fuel Data Center station locator tool at www.afdc.energy.gov/, and https://www.plugshare.com/ .

3. **Ongoing Services:**
   a. **Customer Service**: Projects shall include a customer service support telephone number available 24 hours per day, 7 days a week and clearly posted to assist customers with difficulties accessing or operating the charging station.
   b. **Parking**: Projects shall include paved parking spaces enabling the maximum number of vehicles capable of being charged simultaneously, and shall include adequate space for future expansion.
   c. **Networking**: Projects shall be connected to a network by Wi-Fi or cellular connection. Furthermore, projects shall maintain appropriate EV charging network hardware and software that include the capabilities for: remote diagnostics, remote start of the equipment, and collecting and reporting usage data.
   d. **Payment Options**: If charging service is not provided as a free service/amenity, then charging stations must be Payment Card Industry compliant to allow direct use of a credit or debit card at the charging station itself. Stations may also offer additional payment methods including subscription methods, smart cards, or smart phone applications. Real-time pricing and fee information shall be displayed on device or payment screen. Charging station equipment shall allow for flexible pricing including, but not limited to, per minute or per hour, by space, or by time of day.
   e. **Signage**: "Electric vehicle charging only" signs are required on each side of each charging station along with "electric vehicle charging only" stenciled graphics on each striped parking stall.
   f. **Compliance**: Site development, project installation, and maintenance shall be done in compliance with all applicable laws, ordinances, regulations and standards, including, but not limited to, the Americans with Disabilities Act (ADA).
   g. **Maintenance**: Projects (charging units) must come with a minimum of 5-year manufacturer's warranty and continually be in full-working order to the extent possible. Should repair be necessary, charging units shall be fully operating within 72 hours of equipment issue/breakdown to ensure a 95% annual uptime guarantee. Proof of the charging station equipment warranty and a maintenance plan must be submitted to ODEQ prior to project completion as a condition of final payment approval.

4. **Equipment Requirements**:
    a. Each charging unit must offer both CHAdeMo and SAE CCS (Society of Automotive Engineers Combined Charging System) charging protocol connectors. Each Level 2 charging unit must offer a J1772 compatible connector.
    b. All charging station equipment must come with a minimum of a 5-year warranty.
    c. Charging stations shall use Open Charge Point Protocol.
    d. Charging equipment must be certified through the Nationally Recognized Testing Laboratory (NRTL) program to demonstrate compliance with appropriate product safety test standards. A complete list of accredited NRTLs can be found online at: https://www.osha.gov/dts/otpca/nrtl/nrtllist.html. Supporting evidence must be provided.
    e. If Level 2 EVSE is included, it must be capable of providing electric power at each plug at a minimum of 6.6 kW continuous with electric service rated at 208V (30A continuous).
    f. Future Proofing: Conduit and an electrical service box of adequate size and disconnect capacity that will allow additional electrical cable to be run to the site for future installation of two additional 50 kW charging stations or a higher power station up to 350 kW must be included in the installation. The charging enclosure must be constructed for use outdoors in accordance with UL50, Standard for Enclosures for Electrical Equipment, NEMA, Type 3R exterior enclosure or equivalent.
    g. Charging equipment shall be capable of operating without any decrease in performance over an ambient temperature range of minus 22 to 122 degrees Fahrenheit with a relative humidity of up to 95%.
    h. Projects shall incorporate a cord management system or method to eliminate potential for cable entanglement, user injury and connector damage from lying on the ground.

VI. Project Reporting, Monitoring, and General Conditions

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

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

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

Pursuant to paragraphs 4.2.7 and 5.2.14 of the Volkswagen State Mitigation Trust, state beneficiary funding requests to the Trust must be published on a public-facing website by both the Trustee and the state beneficiary. Thus, applications submitted to this grant program are subject to being published online, either in whole or in part. To the extent any information contained in or included as part of an application to this grant program is a trade secret or confidential business information (CBI), within the meaning of Oklahoma law (including 51 Okla. Stat. (O.S.) 24A.10 and 27A O.S. 2-5-104(17)), the applicant must specifically designate it as such. Please provide two copies of your application: one clean version and one redacted version, specifically identifying which provisions in the application are considered CBI. In the interest of transparency, it is requested that the applicant avoid designating the whole application as CBI and only redact those portions of the application which are specifically CBI.

VII. Application Review, Scoring, and Selection

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

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

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

All applicants will receive email notification from DEQ, addressed to the contact person specified in the application, notifying the applicant whether or not they are being offered grant funding. Applicants selected for funding will also be notified through email concerning the next steps in the award process, including execution of a Memorandum Of Agreement. This agreement will establish project timelines, the reimbursement process, reporting requirements, ensure the grant recipient will adhere to the competitive bid/procurement process, if applicable, and other applicable information. Once the MOA has been signed by both parties, then the applicant will receive an email notification from DEQ with a Notice to Proceed. Again, applicants who begin a project and previously incur costs before receiving a Notice to Proceed does so with the understanding that the costs will not be reimbursed.

VIII. Glossary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Trustee – Wilmington Trust, N.A., the firm approved by the Court in *In re: Volkswagen “Clean Diesel” Marketing, Sales Practices, and Products Liability*

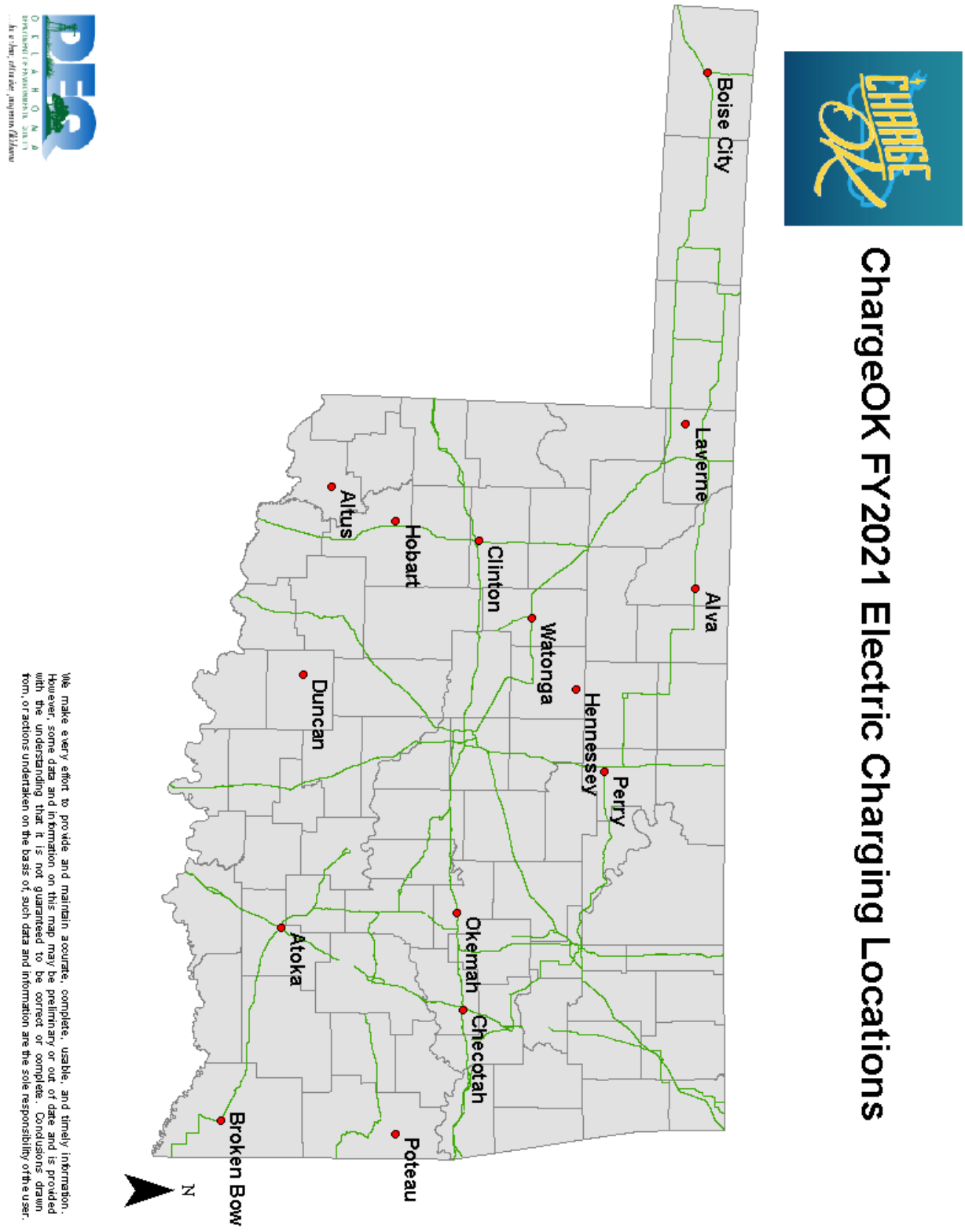
Litigation, MDL No. 2672 CRB (JSC), on March 15, 2017 to administer the State Trust Agreement and disburse the funds from the State Mitigation Trust.

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

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

THIS GRANT SOLICITATION WAS PREPARED ON: February 13, 2020
THIS GRANT SOLICITATION WAS MODIFIED ON: June 29, 2020

Appendix 1: Target Cities for Installation of Electric Vehicle Charging Equipment



Appendix 2: Scoring Criteria

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

CRITERIA	MAXIMUM POSSIBLE POINTS
Project Narrative	5
Station Location and Access to Amenities	20
Cost Effectiveness: • Matching Funds requested • Budget Narrative • Business Model	20
Station Design, Facilities Requirements, Minimum Station Specifications	*20*
Organization, Staff Experience, Qualifications	15
Project Partnerships: • Key Partners Identified • Site Agreement Attached • Utility Service Notice	10
Innovation and Sustainability: • Future Proofing • Use of Renewable Energy	5
Detail and Completeness	5
TOTAL	100

VIII. APPENDIX E:
ON-ROAD GRANT SOLICITATION

Oklahoma Department of Environmental Quality
Volkswagen Settlement Trust
On-Road Grant Solicitation

Application Deadline Sept 30, 2020

PROGRAM SUMMARY

The Oklahoma Department of Environmental Quality (DEQ) will use approximately $3,500,000 from the Oklahoma Volkswagen Settlement Trust (Trust) to implement a reimbursement program to replace or repower eligible on-road vehicles. The goal of this program is to reduce nitrogen oxide (NOx) emissions by replacing or repowering older vehicles with newer diesel or alternative fueled vehicles. This is a competitive funding opportunity available to government and non-government applicants seeking to improve their heavy truck, medium truck, or bus fleets. A cost-share is required for funding under this program.

APPLICATION PROCESS

This document describes the requirements for the On-Road Program. By submitting a complete application, the applicant is agreeing to the contents of this document. An application may include multiple vehicles and/or fuel types. A partial application of one or more projects may be awarded. All required information and documentation must be received before the application deadline in order for the application to be considered complete. Incomplete applications will not be evaluated. Applications must be received by **4:00 pm on September 30, 2020**.

Applications will be evaluated and scored as outlined in the "Application Evaluation" section below. After application evaluation, potential awardees will be contacted to provide additional required documentation as outlined in the "Application Requirements" section below. Once DEQ approves all required documentation, successful applicants will receive a pre-award packet containing the *Memorandum of Agreement* (MOA) and other necessary documents. This packet is **not** an approval to begin the project. Delivery of the pre-award packet may take a few months while DEQ acquires the funding from the Trust. The applicant will need to read, initial and sign the MOA and then return it to DEQ for final execution. After DEQ finalizes the MOA, the applicant will receive a copy of the final MOA and an official *Notice to Proceed*. Project work must not begin before receiving this *Notice to Proceed* and any funds spent prior to this official notice will not be reimbursed. Projects must be completed by June 30, 2023. 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 4:00 pm on May 31, 2023. Upon completion of the project and receipt by DEQ of all required documentation, reimbursement will be made.

Applications can be found at: https://www.deq.ok.gov/air-quality-division/volkswagen-settlement/on-road-program/

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

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

For questions regarding the On-Road Program, contact:
VWSettlement@deq.ok.gov Or (405) 702-4100

DEFINITIONS

"All-Electric" shall mean powered exclusively by electricity provided by a battery, fuel cell, or the grid.

"Alternate Fueled" shall mean an engine, or a vehicle or piece of equipment that is powered by an engine, which uses a fuel different from or in addition to gasoline fuel or diesel fuel (e.g., CNG, propane, diesel-electric Hybrid).

"Certified Remanufacture System or Verified Engine Upgrade" shall mean engine upgrades certified or verified by EPA or CARB to achieve a reduction in emissions.

"Class 4-7 Local Freight Trucks (Medium Trucks)" shall mean trucks, including commercial trucks, used to deliver cargo and freight (e.g., courier services, delivery trucks, box trucks moving freight, waste haulers, dump trucks, concrete mixers) with a Gross Vehicle Weight Rating (GVWR) between 14,001 and 33,000 lbs.

"Class 4-8 Shuttle Bus, or Transit Bus (Buses)" shall mean vehicles with a GVWR greater than 14,001 lbs. used for transporting people.

"Class 8 Local Freight, and Port Drayage Trucks (Eligible Large Trucks)" shall mean trucks with a GVWR greater than 33,000 lbs. used for port drayage and/or freight/cargo delivery (including waste haulers, dump trucks, concrete mixers).

"CNG" shall mean Compressed Natural Gas.

"Drayage Trucks" shall mean trucks hauling cargo to and from ports and intermodal rail yards.

"Government" shall mean a State or local government agency (including a school district, municipality, city, county, special district, transit district, joint powers authority, or port authority, owning fleets purchased with government funds), and a tribal government or native village. The term "State" means the several States, the District of Columbia, and the Commonwealth of Puerto Rico.

"Gross Vehicle Weight Rating (GVWR)" shall mean the maximum weight of the vehicle, as specified by the manufacturer. GVWR includes total vehicle weight plus fluids, passengers, and cargo.

Class 1: < 6000 lb.	Class 5: 16,001-19,500 lb.
Class 2: 6001-10,000 lb.	Class 6: 19,501-26,000 lb.
Class 3: 10,001-14,000 lb.	Class 7: 26,001-33,000 lb.
Class 4: 14,001-16,000 lb.	Class 8: > 33,001 lb.

"Hybrid" shall mean a vehicle that combines an internal combustion engine with a battery and electric motor.

"Infrastructure" shall mean the equipment used to enable the use of electric powered vehicles (e.g., electric vehicle charging station).

"Repower" shall mean to replace an existing engine with a newer, cleaner engine or power source that is certified by EPA and, if applicable, CARB, to meet a more stringent set of engine emission standards. Repower includes, but is not limited to, diesel engine replacement with an engine certified for use with diesel or a clean alternate fuel, diesel engine replacement with an electric power source (e.g., grid, battery), diesel engine replacement with a fuel cell, diesel engine replacement with an electric generator(s) (genset), diesel engine upgrades in Ferries/Tugs with an EPA Certified Remanufacture System, and/or diesel engine upgrades in Ferries/Tugs with an EPA Verified Engine Upgrade. All-Electric and fuel cell Repowers do not require EPA or CARB certification.

"Scrapped" shall mean to render inoperable and available for recycle, and, at a minimum, to specifically cut a 3-inch hole in the engine block for all engines. If any Eligible Vehicle will be replaced as part of an Eligible project, Scrapped shall also include the disabling of the chassis by cutting the vehicle's frame rails completely in half.

PROGRAM ELIGIBILITY

Any government or non-government entity may apply for On-Road Program funding. The eligible vehicle must be operational, registered and used in Oklahoma for the preceding two (2) years. The eligible vehicle must not be scheduled to be replaced under normal attrition. Repowered or replacement vehicles must perform the same function and in the same area as the old vehicle. The new vehicle/engine must be operated in Oklahoma for at least five (5) years. The replacement vehicle/engine must be EPA- or CARB-certified to the engine model year in which the project occurs or one engine model year prior. The vehicle/engine being replaced must be scrapped as outlined later in this document. The following vehicles are eligible for funding consideration.

Class 8 Local Freight Trucks and Port Drayage Trucks (Eligible Large Trucks)

Eligible Large Trucks include 1992-2009 engine model year Class 8 Local Freight or Drayage. Eligible Large Trucks may be Repowered with any new diesel or Alternate Fueled engine or All-Electric engine, or may be replaced with any new diesel or Alternate Fueled or All-Electric vehicle, with the engine model year in which the Eligible Large Trucks Mitigation Action occurs or one engine model year prior.

Class 4-8 Shuttle Bus or Transit Bus (Eligible Buses)

Eligible Buses include 2009 engine model year or older class 4-8 shuttle buses or transit buses. Eligible Buses may be Repowered with any new diesel or Alternate Fueled or All-Electric engine, or may be replaced with any new diesel or Alternate Fueled or All-Electric vehicle, with the engine model year in which the Eligible Bus Mitigation Action occurs or one engine model year prior. School buses are not eligible under this program.

Class 4-7 Local Freight Trucks (Eligible Medium Trucks)

Eligible Medium Trucks include 1992-2009 engine model year class 4-7 Local Freight trucks. Eligible Medium Trucks may be Repowered with any new diesel or Alternate Fueled or All-Electric engine, or may be replaced with any new diesel or Alternate Fueled or All-Electric vehicle, with the engine model year in which the Eligible Medium Trucks Mitigation Action occurs or one engine model year prior.

ELIGIBILITY EXCLUSIONS

The following items are not eligible for funding under this program.

- School buses
- Administrative costs
- Matched funds for other funding programs unless the other funding program specifically allows it
- Costs associated with scrappage of old vehicle
- Costs not integral to the function of the new vehicle
- Costs for infrastructure to support new vehicle
- Costs for electric charging stations
- Costs for operating and/or maintaining new vehicle
- Retrofit engines
- Rebuilt or remanufactured vehicles or engines

AWARD AMOUNTS

The table below contains the maximum percentage of cost allowed for reimbursement per project.

On-Road Program Maximum Percentage of Reimbursable Cost				
	Non-Government		Government	
Class 8 Large Trucks Class 4-7 Medium Trucks Class 4-8 Shuttle & Transit Buses	Repower	40%	Repower	75%
	Replace	25%	Replace	75%
	Electric Repower	40%	Electric Repower	50%
	Electric Replace	25%	Electric Replace	50%

Trust 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 the project application. In addition, the applicant must provide confirmation that the other funding assistance monies are allowed to be used as a match for Trust funds as an attachment to the project application. Trust 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.

APPLICATION EVALUATION

This is a competitive funding opportunity with a goal of cost-effectively reducing mobile NOx emissions. All complete and eligible applications will be evaluated and scored based on the information provided in the application. Specific criteria will be given a point scale. All points will be summed for a total application score. After the applications are scored, they will be ranked by highest score and those with the highest score will be awarded. Scoring will be based on the following criteria and priority.

Cost Effectiveness—High Priority

DEQ will prioritize projects that have the lowest program cost per ton of NOx reduced. Cost is the amount of funding being requested for a vehicle/engine. NOx reduction is calculated using the Heavy Duty Vehicle Emissions Calculator provided by Argonne National Laboratory. The vehicle/engine parameters provided in the application will be used as inputs for the calculation. For consistency, the vehicle useful lifetime is set at 25 years and vehicles in use for the year prior to application are assumed to have a minimum 2 years of lifetime remaining. The lower the cost per NOx reduction, the higher the points awarded.

Geographic Area of Burden—High Priority

Counties within Oklahoma will be assigned points based on negative impacts of NOx emissions. Priority will be given to projects within:

1. Counties that are in the Oklahoma City and Tulsa Metropolitan Statistical Areas and are in potential non-attainment of National Ambient Air Quality Standards
2. Counties with the highest mobile-source NOx emission rankings for Oklahoma as provided in the 2014 National Emissions Inventory
3. Counties containing greater than 1% of the State's registered Volkswagen Settlement Subject Vehicles

Matching Funds—Medium Priority

Points will be awarded for projects providing higher than minimum matching funds.

Project Benefits if NOT in a Priority County—Medium Priority

Points will be awarded for project benefits that have not been awarded points through the items listed above. Projects that are **not** located in counties of concern 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

Organization Type—Medium Priority

Government entities will be given priority with additional points awarded

Project Ability—Low Priority

Points will be awarded for the ability to manage and complete the project. Timelines, resources and experience will be considered.

APPLICATION REQUIREMENTS

Applicants must complete and provide the items listed below as part of the application process. Items not received by deadlines will void the application.

Application attachments

The following items must be included with the application submittal.

- Vendor quotes—detailed and itemized cost estimates for each vehicle/engine
- Idle reduction policy—company document describing efforts to reduce idling

Payee information

Within fourteen (14) days after being notified of potential award, the applicant must provide the following forms.

- A completed IRS form W-9
- A completed State of Oklahoma Vendor Payee form

Old vehicle documentation

Within fourteen (14) days after being notified of potential award, the applicant must provide the following additional documentation.

- Photos of the front, rear, right side and left side, including tires, of the vehicle being replaced
- Photos of the vehicle including its fleet number
- Photos of the vehicle clearly showing current registration and license plate
- Photos of the vehicle identification information; including VIN, Make, Model, Year, GVWR
- Photos of the entire engine
- Photos of the engine identification information; including Make, Model, Year, EPA engine family name, Horsepower, and Serial number
- Copy of the vehicle title listing the applicant as the owner
- Copy of the vehicle registration documenting the preceding two years of registration in Oklahoma

New vehicle documentation

Within sixty (60) days of delivery and acceptance of the new vehicle/engine, the applicant must provide the following documentation.

- Photos of the front, rear, right side and left side, including tires, of the vehicle being replaced
- Photos of the vehicle including its fleet number
- Photos of the vehicle clearly showing current registration and license plate
- Photos of the vehicle identification information; including VIN, Make, Model, Year, GVWR

- Photos of the entire engine
- Photos of the engine identification information; including Make, Model, Year, EPA engine family name, Horsepower, and Serial number
- Copy of invoice showing proof of payment and indicating paid in full

Scrappage

The eligible vehicle/engine being replaced must be scrapped within sixty (60) days of receiving the new vehicle/engine. Within fourteen (14) days of disabling the vehicle, photos documenting the disabling must be provided to DEQ. Photos must include the vehicle after disabling and must also clearly show the VIN. At a minimum, a three-inch hole will be drilled through the engine block and the chassis will be disabled by cutting both frame rails in half. 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 vehicle/engine. Any parts from the old vehicle may be salvaged for reuse or sold as scrap.

AWARD CONDITIONS

Notification

DEQ will notify all applicants once applications have been scored and potential projects have been selected. Notifications to unsuccessful applicants will be by standard mail. Notifications to successful applicants will be by email or by phone and will indicate that the evaluation process is complete and the project(s) is being considered for award. **This initial notification, which advises that the applicant's proposed project has been recommended for award, is not an authorization to begin the project. The formal notification of award, which will be the Notice to Proceed, is the only document that authorizes commencement of the project.** The pre-award packet containing the MOA and other material may not be provided until three to five months after the initial notification. This gap of time must be allowed for DEQ to acquire the funding from the Trust.

Memorandum of Agreement

The awardees will receive a pre-award packet with documents necessary for the project including the MOA. In order to receive funding, the recipient must enter into a MOA with DEQ committing to the terms of the award. The MOA will establish project timelines, the reimbursement process, reporting requirements, record retention requirements, and other applicable information. The recipient will first need to read, initial, and sign the MOA, which must be returned to DEQ within fourteen (14) days. 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. Without a fully executed MOA in place, the applicant assumes all costs for the purchases and installation.

Payment

The applicant is responsible for financing the project and will be reimbursed for the lesser of the award amount specified in the signed MOA or the approved total on the reimbursement request. In order to be reimbursed, selected applicants must complete the entire project, submit all required supporting documents to DEQ, and fulfill any other requirements as listed in their MOA. Within sixty (60) days after the project is completed, the applicant must submit a completed request for reimbursement form. DEQ staff will do a review to ensure that requirements have been met before approving payment. After reimbursement has been approved, it may take up to forty five (45) days for DEQ to process the payment.

Reporting and recordkeeping

The awardee must submit semiannual reports to DEQ for the duration of the project. Reports are due by 4 PM Central Time on December 15 and June 15. The applicant must retain financial records, supporting documents, and other records pertinent to the award for the five (5) years the vehicle is required to be in operation. DEQ may visit the project site(s) for award compliance at any time until the project is closed.

EXAMPLE TIMELINE

September, 2020	Application deadline
November, 2020	Notification of potential award
14 days after notice of potential award	Payee information and documentation of old vehicle
May, 2021	Pre-Award packet
14 days after Pre-award packet	Signed MOA sent to DEQ
May, 2021	Notice to Proceed packet
June, 2021	Order new vehicle
June 15, 2021	Semiannual report
December 15, 2021	Semiannual report
June 15, 2022	Semiannual report
December 15, 2022	Semiannual report
60 days after new vehicle delivery	Scrappage of old vehicle and documentation of new vehicle
14 days after scrappage	Documentation of scrappage
60 days after project completed	Reimbursement request
45 days after reimbursement request	Payment
June 30, 2023	Project completion deadline