BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary State of Arkansas

Lead Agency Authorized to Act on Behalf of the Beneficiary Arkansas Department of Environmental Quality

(Any authorized person with delegation of such authority to direct the Trustee delivered to the Trustee pursuant to a Delegation of Authority and Certificate of Incumbency)

Action Title:	Reduce Emissions from Diesels (DERA)
Beneficiary's Project ID:	Go RED!
Funding Request No.	*(sequential)*
Request Type: **(select one or more)**	☐ Reimbursement ✓Advance ☐ Other (specify):
Payment to be made to: **(select one or more)**	✓ Beneficiary ☐ Other (specify):
Funding Request & Direction (Attachment A)	✓Attached to this Certification ☐To be Provided Separately

SUMMARY

Eligible Mitigation Action Action Type ☐ Appendix D-2 item (specify): _____ ✓Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal): **Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):** This Eligible Mitigation Action Certification (EMAC) provides for the use of Trust funds for Arkansas's Voluntary Match to the EPA State Clean Diesel Grant under the DERA program as described in section IV.D. of Arkansas's Beneficiary Mitigation Plan submitted to the Trustee on June 25, 2018.
Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2): A detailed description is included in ADEQ's work plan submitted to EPA as part of ADEQ's application to the EPA State Clean Diesel Grant. This work plan is included in Attachment E.
Estimate of Anticipated NOx Reductions (5.2.3): ADEQ anticipates lifetime reductions for this project to be 9.775 short tons NOx
Identification of Governmental Entity Responsible for Reviewing and Auditing Expenditures of Eligible Mitigation Action Funds to Ensure Compliance with Applicable Law (5.2.7.1): Arkansas Department of Finance and Administration
Describe how the Beneficiary will make documentation publicly available (5.2.7.2). ADEQ will post this EMAC as well as project application instructions for the program described in this

EMAC to https://www.adeq.state.ar.us/air/planning/vw.aspx. ADEQ will upload information including estimated emissions reductions, program implementation milestones, and project recipients and awards; to the same webpage.

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

Cost share requirements are based on the EPA State Clean Diesel Grant Minimum mandatory cost-shares listed in the table below.

DERA Eligible Activities	DERA Funding Limits (DERA + Trust Funds)	Minimum Mandatory Cost-Share
Exhaust Control Retrofit	100%	0%
Engine Upgrade / Remanufacture	40%	60%
Highway Idle Reduction	25%	75%
Locomotive Idle Reduction	40%	60%
Marine Shore Power	25%	75%
Electrified Parking Space	30%	70%
Engine Replacement – Diesel or Alternative Fuel	40%	60%
Engine Replacement – Low NOx	50%	50%
Engine Replacement – All-Electric	60%	40%
Vehicle/Equipment Replacement – Diesel or Alternative Fuel	25%	75%
Vehicle/Equipment Replacement – Low NOx	35%	65%
Vehicle/Equipment Replacement – All-Electric	45%	55%
Vehicle Replacement - Drayage	50%	50%
Clean Alternative Fuel Conversion	40%	60%

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

On February 28, 2018, ADEQ provided notice of Arkansas's designation as a Beneficiary under the Trust to the US Fish and Wildlife Service, National Park Service, and the Forest Service. These notices were sent to the email addresses listed in the Trust Agreement. They included a letter from Stuart Spencer, Associate Director of the Office of Air Quality at ADEQ, the Environmental Mitigation Trust Agreement for State Beneficiaries, the Notice of Beneficiary Designation, and the Amended D-3 Certification with Attachment. These federal land managers were also provided with a link to https://www.adeq.state.ar.us/air/planning/vw.aspx, where ADEQ is posting information related to ADEQ's implementation of Arkansas's beneficiary mitigation plan. These notifications have been posted to the webpage.

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

ADEQ's Go RED! program evaluates eligible proposals based on several criteria under a point system with a total of one hundred points possible. Up to twenty-five points are available for projects with a thorough

explanation of air quality concerns for areas impacting nonattainment or near nonattainment areas, federal Class I areas, and areas with toxic air pollution concerns. An additional fifteen points are available based on the extent to which a proposed project benefits the public, affects a large population density, and reduces environmental risks to the public, sensitive populations, economically-disadvantaged populations, and other populations with disproportionately high and adverse health or environmental impacts.

ATTACHMENTS
(CHECK BOX IF ATTACHED)

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

CERTIFICATIONS

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

1. **This application is submitted on behalf of Beneficiary** State of Arkansas **, and the person executing this certification has authority to make this certification on behalf of the Lead Agency and Beneficiary, pursuant to the Certification for Beneficiary Status filed with the Court.**
2. **Beneficiary requests and directs that the Trustee make the payments described in this application and Attachment A to this Form.**
3. **This application contains all information and certifications required by Paragraph 5.2 of the Trust Agreement, and the Trustee may rely on this application, Attachment A, and related certifications in making disbursements of trust funds for the aforementioned Project ID.**

4. **Any vendors were or will be selected in accordance with a jurisdiction's public contracting law as applicable. (5.2.5)**

5. **Beneficiary will maintain and make publicly available all documentation submitted in support of this funding request and all records supporting all expenditures of eligible mitigation action funds subject to applicable laws governing the publication of confidential business information and personally identifiable information. (5.2.7.2)**

DATED: 5-23-19

Stuart Spencer
Associate Director, Office of Air Quality

Arkansas Department of Environmental Quality
[LEAD AGENCY]

for

State of Arkansas
[BENEFICIARY]

PROJECT MANAGEMENT PLAN
PROJECT SCHEDULE AND MILESTONES

Milestone	Date
ADEQ Submits Program Eligible Mitigation Action Certification (EMAC), including Attachments A, B, C, and E	June 1, 2019
Trustee remits payment to ADEQ	July 15, 2019
ADEQ submits quarterly report due to EPA	July 2019, October 2019
ADEQ submits quarterly reports submitted to EPA as semiannual reports to Trustee	October 2019
ADEQ will coordinate with Go RED! recipients to ensure successful completion of their projects by August 31, 2019	May 2019-August 2019
Projects completed by Go RED! recipients	August 30, 2019
ADEQ completes review of Go RED! project documentation and issues reimbursement to project recipients	September 2019
FY 2018 State Clean Diesel Program work complete and closed out	October 2019
ADEQ returns any unused funds from the Trust to the Trustee	After all projects have been reimbursed, Est. November 2019
Final report due to EPA	December 2019

PROGRAM BUDGET

Program Budget Table

Period of Performance: Fall 2019				
Budget Category	Total Program Approved Budget	Share of Total Program Budget to be funded by the Trust	Share of Total Budget to be Funded by State Clean Diesel Grant	Estimated Cost-Share (Project Sponsor)
Equipment expenditures	$2,597,975	$259,798	$389,696	$1,948,481
Administrative	$38,171	$15,269	$22,902	$0
Project Totals	$2,636,146	$275,067	$412,598	$1,948,481
Percentage of Project total	100%	10%	16%	74%

The total amounts for equipment expenditures and administrative costs included in the budget table above are not expected to change if actual projects differ from the assumptions described below. The total budget (factoring in cost-share) and the cost-share may differ if projects completed differ from the above assumptions.

Cost-share for the Go RED! program varies based on project type. The minimum cost-share requirements are established by EPA's State Clean Diesel Grant Program and included in the table below. Go RED! applicants may propose to contribute additional funding beyond the required minimum mandatory cost-share.

DERA Funding Limits and Mandatory Cost-Share Requirements

DERA Eligible Activities	**DERA Funding Limits (DERA + Trust Funds)**	**Minimum Mandatory Cost-Share**
Exhaust Control Retrofit	100%	0%
Engine Upgrade / Remanufacture	40%	60%
Highway Idle Reduction	25%	75%
Locomotive Idle Reduction	40%	60%
Marine Shore Power	25%	75%
Electrified Parking Space	30%	70%
Engine Replacement – Diesel or Alternative Fuel	40%	60%
Engine Replacement – Low NOx	50%	50%
Engine Replacement – All-Electric	60%	40%
Vehicle/Equipment Replacement – Diesel or Alternative Fuel	25%	75%
Vehicle/Equipment Replacement – Low NOx	35%	65%
Vehicle/Equipment Replacement – All-Electric	45%	55%
Vehicle Replacement - Drayage	50%	50%
Clean Alternative Fuel Conversion	40%	60%

The estimated cost-share in the program budget table is based on DERA grant year 2018 project submissions included in the Arkansas FY 18 State Clean Diesel Grant work plan, as well as additional potential projects such that the entire equipment expenditures budget would be expended. The Program budget table makes the following assumptions regarding the types of projects that will be funded by the GoRED! program for the 2018/2019 funding cycle:

Project Category	Total Estimated Deployment	Total Program Reimbursement	Total Program Cost-Share
Vehicle Replacement - Diesel	30	$649,494	$1,948,481

The table below provides a breakdown of administrative costs included in the program budget table. A description of this breakdown is provided in Arkansas State Clean Diesel Grant work plan included as Attachment E to the Eligible Mitigation Action Certification.

Breakdown of administrative costs

Budget Category	Federal DERA Grant Funds	Share of total budget to be funded by VW trust	Total
1. Personnel	$12,212	$8,142	$20,354
2. Fringe Benefits	$4,401	$2,934	$7,335
3. Travel	0	0	0
4. Supplies	$150	$100	$250
10. Indirect Charges	$6,139	$4,093	$10,232
Total	$22,902	$15,269	$38,171

PROJECTED TRUST ALLOCATIONS:

	2019
1. Anticipated Annual Program Funding Request to be paid through the Trust	$275,067
2. Annual Program Funding to be paid through the federal State Clean Diesel Grant	$412,598
3. Anticipated Cost Share	$1,948,481
4. Anticipated Total Program Funding by year (Sum of lines 1 through 3)	$2,636,146
5. Cumulative Trustee Payments Made to Date against Cumulative Approved Beneficiary Allocation	$0

6. Current Beneficiary Program Funding to be paid through the Trust (line 1)	$275,067
7. Total Funding Allocated to Beneficiary, inclusive of Current Action by Year (line 4 plus line 5)	$275,067
8. Beneficiary Share of Estimated Funds Remaining in Trust	$14,609,669
9. Net Beneficiary Funds Remaining in Trust, net of Cumulative Beneficiary Funding Actions (line 8 minus line 7)	$14,334,602

ATTACHMENT C

DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION IMPLEMENTATION

The Arkansas Department of Environmental Quality (ADEQ) will provide detailed reporting on the Go RED! program in two ways: 1) timely updates to ADEQ's Volkswagen Mitigation Trust webpage and 2) semiannual reporting to Wilmington Trust.

1. ADEQ Volkswagen Mitigation Trust webpage

ADEQ maintains a Volkswagen Mitigation Trust webpage that has been designed to disseminate information regarding Arkansas's beneficiary mitigation plan and implementation of that plan. The webpage is located https://www.adeq.state.ar.us/air/planning/vw.aspx. ADEQ will post the Eligible Mitigation Action Certification (EMAC) and Attachments A, B, C, D, and E to the webpage. A link to ADEQ's Go RED! Webpage. (https://www.adeq.state.ar.us/air/planning/gored/) will be included on this webpage. The ADEQ Go RED! webpage includes instructions for how to apply for funding assistance under the Go RED! program. ADEQ also posts information about Go RED! program recipients and their projects to this webpage.

2. Semiannual reporting to Wilmington Trust

The State Beneficiary Trust Agreement establishes the following requirements for reporting for each Eligible Mitigation Action to the Trustee:

> For each Eligible Mitigation Action, no later than six months after receiving its first disbursement of Trust Assets, and thereafter no later than January 30 (for the preceding six-month period of July 1 to December 31) and July 30 (for the preceding six-month period of January 1 to June 30) of each year, each Beneficiary shall submit to the Trustee a semiannual report describing the progress implementing each Eligible Mitigation Action during the six-month period leading up to the reporting date (including a summary of all costs expended on the Eligible Mitigation Action through the reporting date). Such reports shall include a complete description of the status (including actual or projected termination date), development, implementation, and any modification of each approved Eligible Mitigation Action. Beneficiaries may group multiple Eligible Mitigation Actions and multiple sub-beneficiaries into a single report. These reports shall be signed by an official with the authority to submit the report for the Beneficiary and must contain an attestation that the information is true and correct and that the submission is made under penalty of perjury. To the extent a Beneficiary avails itself of the DERA Option described in Appendix D-2, that Beneficiary may submit its DERA Quarterly Programmatic Reports in satisfaction of its obligations under this Paragraph as to those Eligible Mitigation Actions funded through the DERA Option. The Trustee shall post each semiannual report on the State Trust's public-facing website upon receipt.

One of the requirements of the State Clean Diesel Grant Program, which funds ADEQ's Go RED! program, is the timely submission of quarterly reports to the United States Environmental Protection Agency. These reports include a summary of subrecipient support, administrative costs, and cost-shares for the current reporting period and cumulatively. These reports also detail program accomplishments and public engagement for the reporting period as well as detailed information about each project. ADEQ will include these reports in the semiannual reports on this Eligible Mitigation Action to the Trustee.

ATTACHMENT D

Detailed cost estimate from selected or potential vendors for each proposed expenditure exceeding $25,000

ADEQ's DERA 2018 Clean Diesel State Grant provides reimbursement for proposed projects according to the DERA Funding Limits and Mandatory Cost-Share Requirements chart provided by EPA. ADEQ anticipates proposals for approximately 30 school bus replacements.

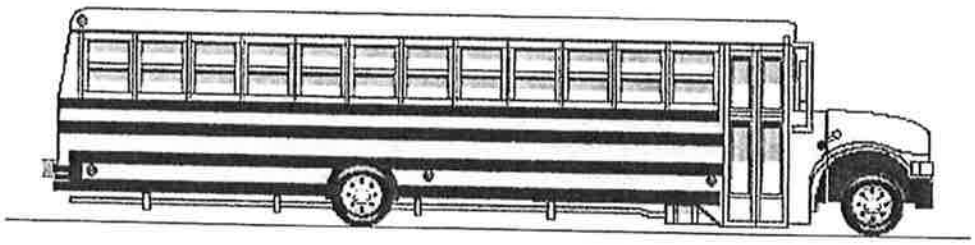
ADEQ's Go RED! program will provide 25% reimbursement of the cost of new school buses replacements. The attached three quotes provided from 2017 are illustrative examples of the types of school buses expected to be purchased by school districts under ADEQ's Go RED! program. ADEQ's Go RED! Program allows a maximum $50,000 available for reimbursement per applicant.

April 09, 2018

Prepared For:
Dover School District
Jim Collins
PO Box 325
Dover, AR 72837-0325
(479)331 - 2916
Reference ID: KB155075

Presented By:
SUMMIT BUS
Robbin Haley
11401 DIAMOND DRIVE
NORTH LITTLE ROCK AR 72117 -
(501)945-8400

Thank you for the opportunity to provide you with the following quotation on a new IC Corporation vehicle. I am sure the following detailed specification will meet your operational requirements, and I look forward to serving your business needs.



Model Profile
2019 INTEGRATED CE S BUS (PB105)

APPLICATION:	School Transportation
MISSION:	Requested GVWR: 0. Calc. GVWR: 31000 Calc. Start / Grade Ability: 0.00% / 0.00% @ 0 MPH Calc. Geared Speed: N/A
DIMENSION:	Wheelbase: 276.00, CA: N/A, Axle to Frame: 166.00
ENGINE, DIESEL:	{Cummins B6.7 250} EPA 2017, 250HP @ 2400 RPM, 660 lb-ft Torque @ 1600 RPM, 2600 RPM Governed Speed, 250 Peak HP (Max), School Bus Only
TRANSMISSION, AUTOMATIC:	{Allison 2500 PTS} 5th Generation Controls, Wide Ratio, 6-Speed with Double Overdrive, Less PTO Provision, Less Retarder, with 33,000-lb GVW and GCW Max, School Bus
CLUTCH:	Omit Item (Clutch & Control)
AXLE, FRONT NON-DRIVING:	{Navistar Select} I-Beam Type, 10,000-lb Capacity
AXLE, REAR, SINGLE:	{Navistar Select} Single Reduction, 21,000-lb Capacity, 190 Wheel Ends Gear Ratio: 5.57
TIRE, FRONT:	(2) 11R22.5 Load Range H AH12 (HANKOOK), 503 rev/mile, 75 MPH, All-Position
TIRE, REAR:	(4) 11R22.5 Load Range H AH12 (HANKOOK), 503 rev/mile, 75 MPH, All-Position
SUSPENSION, REAR, AIR, SINGLE:	{International} Ride Optimized Suspension (IROS); 21,000-lb Capacity, 9.25" Ride Height, with Shock Absorbers
PAINT:	Cab schematic 100NB Location 1: 4421, School Bus Yellow (Std) Chassis schematic N/A

NET SALES PRICE (each):	**$88,850.00**
TOTAL SALES PRICE:	**$177,700.00**

Inventory Vehicle

Proposal: 2231-01

Financial Summary
2019 INTEGRATED CE S BUS (PB105)

April 09, 2018

(US DOLLAR)

Description	Price
Net Sales Price:	$88,650.00

Please feel free to contact me regarding these specifications should your interests or needs change. I am confident you will be pleased with the quality and service of an IC Corporation vehicle.

Approved by Seller:

Bus Sales — April 9, 2018
Official Title and Date

Authorized Signature

Accepted by Purchaser:

Firm or Business Name

Authorized Signature and Date

This proposal is not binding upon the seller without Seller's Authorized Signature

Official Title and Date

The TOPS FET calculation is an estimate for reference purposes only. The seller or retailer is responsible for calculating and reporting/paying appropriate FET to the IRS.

Central States Bus Sales, Inc.
"The Bus Experts"
420 Lake Lane, North Little Rock AR 72117
501-955-2577 • FAX: 501-955-2772 • 877-272-8737
www.centralstatesbus.com

April 6, 2018

Dover School District
Attn: Mr. Jim Collins
P.O. Box 325
Dover, AR 72837

Mr. Jim Collins,

Thank you for the opportunity to assist with your schools transportation needs. Central States Bus Sales, Inc. is the authorized distributor for the Blue Bird Company in Arkansas, Illinois, Kentucky, Missouri and Tennessee. Blue Bird School Buses are unsurpassed in quality, durability and built in safety features. This is why for over the past thirty years, Blue Bird Body Company has been the largest manufacturer of school buses in the United States.

In accordance with your request I've enclosed a bid for two (2) NEW 77 Passenger 2019 Blue Bird Type C Vision School Buses. These units are equipped to meet or exceed all State and Federal Specifications. These units are built to Blue Bird Standard Specifications. If you have any questions as to the specifications we will be glad to answer them.

The terms of this proposal require payment due upon delivery and acceptance of the new bus(s). An invoice would be submitted prior to delivery to enable preparation of payment.

If you have any questions or require additional information please feel free to contact us. Thanks again for the opportunity and I hope to be hearing from you soon!

Sincerely,

Gary Tedford

Gary Tedford
Sales Representative

Dover School District Invitation to Bid for a New Type C 77 Passenger Size School Bus

General Requirements:

1. Bids will be accepted for complete units only. These complete units must be submitted by a dealer who is authorized to do business in the state of Arkansas. Complete units will be those submitted by authorized body company distributors.

2. Service manuals, parts catalogs and wiring schematics will be furnished at no charge.

3. Supply warranty schedules on engine, transmission, chassis and body.

4. The equipment proposed must meet or exceed all requirements set forth in the Arkansas Minimum Standards for School Buses and Federal Motor Vehicle Safety Standards established by the Federal Department of Transportation. Complete certification must be available if requested.

5. **Any and all exceptions to these specifications must be noted separately and thoroughly explained** in the bid proposal. The terms "No structural differences" or "We are equal to your specifications" will not be permitted. It will be the responsibility of the board of education or their representatives to determine if a substitution to the specifications is considered "Equal to". The bidder must provide, along with any exceptions, detailed specifications so the board of education can make the necessary comparisons to enable a proper decision. Failure to do so may result in rejection of your bid for non-compliance. These specifications must be returned with the bid proposal.

6. The Board of Education reserves the right to reject any or all bids, to waive any and all technicalities and to award the contract to the best bidder.

Name of District: DOVER SCHOOL DISTRICT

Contact Name: JIM COLLINS

Phone Number:

Bid Due Date and Time:

Vendor Information:

Dealer Name: CENTRAL STATES BUS SALES, INC.

Dealer Contact: GARY TEDFORD

Dealer Phone Number: 501-955-2577

Dover School District
P.O. Box 325
Dover, Arkansas 72837

Bid Submitted By: Gary Tedford Date: April 6, 2018
Name of Dealer: Central States Bus Sales, Inc.
Signed By: Gary Tedford Title: Regional Sales Manager
Address: 420 Lake Lane
City, State and Zip Code: North Little Rock, AR 72117

Bus Being Bid: 2019 Blue Bird Vision 77 Passenger Conventional School Bus

PURCHASE PRICE EACH: $89,995.00

TOTAL PURCHASE PRICE: $179,990.00

Bus #1

BUILT BUSES

Prepared For:
DOVER SCHOOL DISTRICT
PO BOX 325
DOVER, AR 72837

Prepared By :
Vaughn Drum
Midwest Bus Sales
2604 Industrial Park Rd
Van Buren AR 72956
479-629-7656

Quote Number: 342103

Quote Date: 4/3/2018

Customer Order No: Dover 77

Model Profile: Saf-T-Liner C2 341TS

Product Type:	School Transportation
Year:	2019
Chassis Model:	B2 106
Chassis MFG:	FLNER
GVWR:	GVWR
Passenger Capacity:	77
Headroom:	78
Wheelbase:	279
Brake Type:	AIR
Engine Type:	CUMMINS ISB250 DIESEL, 6 Cyl, 250 HP, 2600 RPM
Fuel Type:	DIESEL
Fuel Tank Capacity:	100
Transmission Type:	AUTOMATIC
Axle, Front:	12000-lb Capacity
Axle, Rear:	23000-lb Capacity
Tires, Front:	FRONT HANKOOK AH24 11R22.5 14 PLY TIRES
Tires, Rear:	REAR HANKOOK AH24 11R22.5 14 PLY TIRES

Total for 1 complete unit(s):
Delivery Cost: **$ 97,770.12**

Includes the Following Equipment:

BODY

ACCESSORIES

- 1 LOC-1ST.SEAT DRVRSIDE REFL TRIANGLE
- 1 LOCKS-KEYED ALIKE #CH545
- 1 LOCK-DRVR'S INTR STORAGE OVR DRV'S HEADER W/O INTRLK CH545
- 1 POWER SYSTEM-STOP SIGN AIR FRT W/WALKGATE

CERTIFICATION/SAFETY

- 1 REFLECTTAPE-RR END YEL 2" 3M
- 1 FIRE EXTINGUISHER-5 3A-40BC
- 1 HATCH-ROOF ESCAPE MODEL 1900 ENGLISH (2)
- 1 ELECTRICAL-ROOF ESCAPE HATCH POS 3
- 1 HANDLES-W/S SERVICE, BLACK
- 1 KIT,FIRST AID 24 UNIT KANSAS
- 1 KIT - BODY FLUID CLEAN-UP NATIONAL STANDARDS
- 1 SWITCH-ROCKER CROSSING ARM DEACTIVATION
- 1 LABEL-PASS ADVISOR INSTRUCTION
- 1 FE-5 3A-40BC ADDITIONAL
- 1 LOCATION-VESTIBULE FLOOR PLATE LEFT 5LB FE
- 1 CUTTER-SEAT BELT W/HAND GRIP
- 1 TRIANGLES-REFL. 3 W/BOX
- 1 MOTOR-XING ARM AIR,SPECIALTY
- 1 BRACKET-XING ARM STOWAGE 1/4" BUMP
- 1 OPEN VIEW - ES, HEATED, REMOTE
- 1 MIRROR-B EXTERIOR CROSSVIEW HEATED BLACK BRACKET

Bus # 2

[redacted]

Prepared For:
DOVER SCHOOL DISTRICT
PO BOX 325
DOVER, AR 72837

Prepared By :
Vaughn Drum
Midwest Bus Sales
2604 Industrial Park Rd
Van Buren AR 72956
479-629-7656

Quote Number:	Quote Date:	Customer Order No.
342103	4/3/2018	Dover 77

Model Profile: Saf-T-Liner C2 341TS

Product Type:	School Transportation
Year:	2019
Chassis Model:	B2 106
Chassis MFG:	FLNER
GVWR:	GVWR
Passenger Capacity:	77
Headroom:	78
Wheelbase:	279
Brake Type:	AIR
Engine Type:	CUMMINS ISB250 DIESEL, 6 Cyl. 250 HP, 2600 RPM
Fuel Type:	DIESEL
Fuel Tank Capacity:	100
Transmission Type:	AUTOMATIC
Axle, Front:	12000-lb Capacity
Axle, Rear:	23000-lb Capacity
Tires, Front:	FRONT HANKOOK AH24 11R22.5 14 PLY TIRES
Tires, Rear:	REAR HANKOOK AH24 11R22.5 14 PLY TIRES

Total for 1 complete unit(s):
Delivery Cost:

$ 97,770.12

Includes the Following Equipment:

BODY

ACCESSORIES

- 1 LOC-1ST.SEAT DRVRSIDE REFL TRIANGLE
- 1 LOCKS-KEYED ALIKE #CH545
- 1 LOCK-DRVR'S INTR STORAGE OVR DRV'S HEADER W/O INTRLK CH545
- 1 POWER SYSTEM-STOP SIGN AIR FRT W/WALKGATE

CERTIFICATION/SAFETY

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- 1 FIRE EXTINGUISHER-5 3A-40BC
- 1 HATCH-ROOF ESCAPE MODEL 1900 ENGLISH (2)
- 1 ELECTRICAL-ROOF ESCAPE HATCH POS 3
- 1 HANDLES-W/S SERVICE, BLACK
- 1 KIT,FIRST AID 24 UNIT KANSAS
- 1 KIT - BODY FLUID CLEAN-UP NATIONAL STANDARDS
- 1 SWITCH-ROCKER CROSSING ARM DEACTIVATION
- 1 LABEL-PASS ADVISOR INSTRUCTION
- 1 FE-5 3A-40BC ADDITIONAL
- 1 LOCATION-VESTIBULE FLOOR PLATE LEFT 5LB FE
- 1 CUTTER-SEAT BELT W/HAND GRIP
- 1 TRIANGLES-REFL. 3 W/BOX
- 1 MOTOR-XING ARM AIR,SPECIALTY
- 1 BRACKET-XING ARM STOWAGE 1/4" BUMP
- 1 OPEN VIEW - ES, HEATED, REMOTE
- 1 MIRROR-8 EXTERIOR CROSSVIEW HEATED BLACK BRACKET

FISCAL YEAR 2018

STATE CLEAN DIESEL GRANT PROGRAM

WORK PLAN AND BUDGET NARRATIVE TEMPLATE

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SUMMARY PAGE

Project Title: Arkansas Diesel Emissions Reduction Funding Assistance Program

Project Manager and Contact Information

Organization Name: Arkansas Department of Environmental Quality

Project Manager: Deiona McKnight

Mailing Address: 5301 Northshore Drive, North Little Rock, AR 72118

Phone: 501-682-0641

Fax: 501-682-0753

Email: McKnight@adeq.state.ar.us

Project Budget Overview:

	FY 2017*	FY 2018
EPA Base Allocation	$232,937	$275,066
State or Territory Matching Funds (if applicable)	$0	$275,066
EPA Match Incentive (if applicable)	$0	$137,533
Mandatory Cost-Share	$0	$0
TOTAL Project	**$232,937**	**$687,665**

*FY 2017 budget is only for states and territories with open FY 2017 State DERA grants

Project Period

October 1, 2018 – September 30, 2019

Summary Statement

ADEQ plans to use State Clean Diesel Grant funds to provide financial assistance to entities in Arkansas interested in undertaking diesel emissions reduction projects through the State's Go RED! program. ADEQ plans to offer the grant funds to public entities, private entities, and/or nonprofit organizations through a competitive application process. Projects selected for grant awards will be required to reduce diesel emissions. Allowable emissions reduction projects include diesel equipment retrofitting, installation of idle reduction technologies, diesel engine upgrades or replacement, and diesel equipment or diesel vehicle replacement. All retrofit, idle reduction, or engine upgrade technology used for this project shall be United States Environmental Protection Agency (EPA) or California Air Resources Board (CARB) verified.

Priority will be given to clean diesel projects that:

- maximize public health benefits,
- are deemed to be the most cost-effective,
- serve areas with the highest population densities and/or are in poor air quality areas,
- use a community-based multi-stakeholder collaborative process to reduce toxic emissions,
- include a certified engine configuration and/or verified technology that has a long expected useful life,
- maximize the useful life of certified engine configuration or verified technology, and/or
- conserve diesel fuel.

Projects that receive Go RED! funds will be completed by August 30, 2019.

The following link is to ADEQ's webpage describing past Go RED! projects:

http://www.adeq.state.ar.us/air/planning/gored/

[Insert a brief paragraph that summarizes the proposed project. Please include the state webpage URL that details past DERA State Clean Diesel Program projects, if applicable.]

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SCOPE OF WORK

STATE/TERRITORY GOALS AND PRIORITIES:

Arkansas is primarily a rural state with lengthy school bus routes, county governments responsible for the maintenance of hundreds of miles of unpaved roads, vast agricultural resources, and large-scale (but often spatially-isolated) industry. Arkansas also has a great amount of mass shipping of goods across the state via Interstates 40 and 30, several national railroad companies, and the Arkansas River. The State has two types of areas requiring special attention under the Clean Air Act: counties close to the level of the National Ambient Air Quality Standard (NAAQS) for ozone and particulate matter with an aerodynamic diameter of 2.5 micrometer or less ($PM_{2.5}$) and Federal Class I areas. One county was designated nonattainment under the 2008 8-hour ozone NAAQS, but has been re-designated as attainment

for the 8-hour ozone NAAQS in 2016 (Crittenden County). Four counties are close to the level of the 2015 8-hour ozone NAAQS. (Pulaski and Crittenden County are within 10% of the 2015 NAAQS. The other counties are within between 10 and 20% of the 2015 NAAQS according to 2016 data. In 2015, there were four counties within 10% of the 2015 ozone NAAQs: Crittenden, Polk, Pulaski, and Washington).

The State is also home to two Federal Class I areas subject to visibility requirements under the federal Regional Haze Rule. Diesel emissions have negative impacts on some of the highest priority air quality concerns in Arkansas.

The State has a variety of diesel emissions sources. The impacts of on-road and nonroad diesel engines are summarized in **Table 1, 2014 National Emissions Inventory -- Diesel Emissions in Arkansas**. Pollutants included in the tables are as follows: volatile organic compounds (VOC), oxides of nitrogen (NO_x), carbon monoxide (CO), particulate matter of 10 micrometers in diameter or less (PM_{10}), $PM_{2.5}$, oxides of sulfur (SO_x), and ammonia (NH_3).

Table 1: 2014 National Emissions Inventory -- Diesel Emissions in Arkansas

2014 NEI Arkansas Diesel Emissions							
	VOC	NO_x	CO	PM_{10}	$PM_{2.5}$	SO_2	NH_3
Mobile Sources							
Highway Vehicles - Diesel							
Transit Bus	32.0692	509.8331	183.8652	24.0868	15.7027	0.6437	0.9958
Combination Long-haul Truck	2042.95	24520.46	6972.709	1219.05	937.483	34.039	63.112
Combination Short Haul Truck	783.602	14597.56	3968.453	1036.92	723.418	29.274	44.758
Light Commercial Truck	139.794	551.1927	1105.426	41.0472	28.4988	1.4954	4.7384
Motor Home	9.20377	69.28357	33.36306	5.47669	3.95539	0.1355	0.2913
Passenger Truck	131.436	504.9549	1120.183	33.7724	21.7908	1.5614	5.1004
School Bus	119.298	969.2581	418.2753	80.2641	57.6767	1.4159	2.7759
Intercity Bus	20.0838	369.243	92.53501	24.9846	18.6188	0.4925	0.7395
Refuse Truck	18.8799	353.6724	111.2784	27.0586	19.0123	0.6	0.9009
Passenger Car	29.1147	38.03985	461.3118	4.24546	1.26231	0.2594	0.5578
Single Unit Short-Haul Truck	348.079	2697.69	1405.699	246.852	155.978	6.404	14.763
Single Unit Long-Haul Truck	48.9955	453.1587	190.3569	38.6052	24.3875	1.24	3.1979
TOTALS	**3723.51**	**45634.35**	**16063.46**	**2782.36**	**2007.78**	**77.561**	**141.93**
Off-highway Vehicle Diesel							
Agricultural Equipment	834.721	9147.464	4262.713	737.626	715.497	14.051	9.8999
Airport Ground Support Equipment	3.22629	9.29251	98.88579	0.32224	0.30513	0.3363	0
Commercial Equipment	71.0856	564.3313	309.1347	50.158	48.6533	0.8402	0.5846
Construction and Mining Equipment	396.415	3559.778	1971.523	302.938	293.85	6.876	5.0369
Industrial Equipment	90.5693	1012.642	502.1054	73.2412	71.044	2.1863	1.6289
Lawn and Garden Equipment	17.5037	175.0291	74.99745	12.4516	12.078	0.2589	0.1794
Logging Equipment	31.3289	327.9687	134.5227	25.554	24.7874	0.9072	0.6976
Recreational Equipment	3.33823	13.80289	12.68921	1.82788	1.77305	0.019	0.0131

TOTALS	**1448.19**	**14810.31**	**7366.571**	**1204.12**	**1167.99**	**25.475**	**18.04**
Pleasure Craft							
Diesel	29.7975	586.1858	110.929	12.3621	11.9912	1.7821	0.4541
TOTALS	**29.7975**	**586.1858**	**110.929**	**12.3621**	**11.9912**	**1.7821**	**0.4541**
Railroad Equipment							
Diesel	815.816	16544.85	2402.148	547.166	503.751	166.64	7.4401
TOTALS	**815.816**	**16544.85**	**2402.148**	**547.166**	**503.751**	**166.64**	**7.4401**
Internal Combustion Engines							
Railroad Equipment							
Diesel	174.218	2517.396	324.2936	71.1612	69.0264	21.918	0.9712
TOTALS	**174.218**	**2517.396**	**324.2936**	**71.1612**	**69.0264**	**21.918**	**0.9712**

Table 2: Comparison Chart for 2011 NEI vs 2014 NEI shows a comparison of emissions in each category between the 2011 and 2014 NEI data. The results show emissions were reduced in most cases (green shading in the table 2 below)

Table 2: Comparison Chart for 2011 NEI vs 2014 NEI

2011 NEI vs 2014 NEI Comparison Chart							
	VOC	**Nox**	**CO**	**PM 10**	**PM 2.5**	**SO2**	**NH3**
Mobile Sources							
Highway Vehicles - Diesel							
2011	3,956.6	49831.8	15966.3	2505.5	2254.5	83.4	106.8
2014	3723.511	45634.347	16063.46	2782.364	2007.785	77.561	141.9311
Difference	**(233.1)**	**(4,197.5)**	**97.2**	**276.9**	**(246.7)**	**(5.8)**	**35.1**
Off-highway Vehicle Diesel							
2011	1671.984	17486.31217	9227.636999	1521.48397	1475.830749	39.71411352	17.02366005
2014	1448.188	14810.309	7366.571	1204.119	1167.988	25.475	18.040
Difference	**(223.8)**	**(2,676.0)**	**(1,861.1)**	**(317.4)**	**(307.8)**	**(14.2)**	**1.0**

Crittenden County, Arkansas has numerous sources of diesel emissions, including agricultural equipment, high volume truck traffic associated with the intersection of Interstates 40 and 55, truck stops, barge and other traffic on the Mississippi River, and a large railroad switchyard. The county is located within the boundaries of the Memphis metropolitan statistical area, which extends into Tennessee, Mississippi, and Arkansas, and was designated

nonattainment by EPA for the 2008 8-hour ozone NAAQS in the summer of 2012. Currently, Arkansas has successfully worked to have Crittenden County re-designated attainment of the 2008 8-hour ozone NAAQS and drafted a maintenance plan to ensure that the County continues to maintain the 8-hour ozone NAAQS. EPA re-designated Crittenden County to attainment on April 25, 2016 (81 FR 24030). Crittenden County has attained the 2008 8-hour ozone NAAQS, and also has reached the attainment level (66 parts per billion - ppb) of the revised 2015 ozone NAAQS (70 ppb). Projects that involve reduction of diesel emissions will help to ensure reductions in ozone and $PM_{2.5}$ in this sensitive area.

The Central Arkansas area (Little Rock-North Little Rock-Jacksonville-Conway) is the largest metropolitan area in the State. While a nonattainment designation is not imminent at this time, the area's design value is close to the 2015 8-hour ozone NAAQS. The 2013 – 2015 design value for this area is 66 parts per billion. For the annual standard of $PM_{2.5}$, the State is close to the standard at several of the monitoring locations, and $PM_{2.5}$ levels are particularly close to the level of the standard in the Central Arkansas area. The area has diverse sources of diesel emissions:

- Large truck traffic associated with the intersection of Interstates 30 and 40
- The Little Rock Port Authority, barge transport and other traffic on the Arkansas River
- The Bill and Hillary Clinton National Airport
- The Little Rock Air Force Base
- Expansive freight rail system and a large rail switchyard

Diesel emissions reduction projects help reduce the amount of ozone-producing chemicals, particulate matter, and toxics being released into the air. Diesel emissions, especially from older equipment, result in increased particulate matter, carbon monoxide and hydrocarbons in the air. Obtaining funds from the State Clean Diesel Grant program will allow ADEQ to assist public and private entities in replacing and/or upgrading older diesel engines and aid the State in lowering the $PM_{2.5}$ levels to maintain attainment of the 2012 annual $PM_{2.5}$ standard. Because the Central Arkansas area has the highest population density of any metropolitan area in the State, it is vital for Arkansas to do all that is possible to prevent unnecessary and increasing health risks associated with diesel emissions.

In addition to nonattainment concerns, there are two Federal Class I areas in the state: the Caney Creek Wilderness area, within The Ouachita National Forest in Polk County, and the Upper Buffalo Wilderness area, within the Ozark National Forest in Newton County. The Upper Buffalo Class I area includes the original wilderness area and the additions to it, but it does not include the Buffalo National River. Particulate matter, sulfur dioxide, and nitrogen oxides contribute to visibility impairment at these sites. These areas are protected in part by the Regional Haze Rule, which requires states to improve visibility at the sites; however, projects that reduce diesel emissions can also help to reduce visibility impairment at these Federal Class I areas.

VEHICLES AND TECHNOLOGIES:

Clean Diesel Grant Program funds will be used to provide funding assistance under the Go RED! program to projects that reduce diesel emissions in Arkansas. The funding assistance will fund engine repowers, equipment replacement, idling reduction technologies, engine upgrades, and retrofit technologies. All retrofit equipment, idle reduction technologies, and engine upgrades used in projects shall be verified by either EPA or CARB, and new engines (replacements) shall be either EPA or CARB certified. The following outline shows maximum reimbursement percentages that ADEQ will provide based on the type of project an awarded applicant chooses:

1. Exhaust Control Retrofits100%
2. Idle Reduction Technology
    a. Locomotives 40%
    b. Shore Connection and Truck Stop Electrification 30%
    c. Idle Reduction Technology WITH Retrofit on same vehicle 100%
3. Engine Replacements (including conversion to alternative fuels) 40%
4. Engine Upgrades 40%
5. Vehicle and Equipment Replacement
    a. Non-drayage diesel vehicles up to 25%
    b. Drayage Vehicle Equipment 50%

In previous years, we have assisted various counties in the state with equipment replacement of school buses for multiple school districts. The funding has also been instrumental in assisting municipalities in replacing their older sanitation and wastewater diesel powered equipment with equipment that meets tier 4 emission standards. These replacements occurred earlier than they otherwise would have. For grant year 2018, we anticipate similar projects with an average of eight equipment replacements from various school districts, as well as one engine replacement and one idling reduction project from other public or private entity or nonprofit organizations.

ROLES AND RESPONSIBILITIES:

ADEQ will continue our funding assistance program we call Go RED! with a competitive proposal selection and reimbursement practice that has proven to be successful for the past six years. ADEQ's Go RED! program targets school districts, county governments, city governments, and private industries that operate diesel equipment within the State. The application/selection process and record keeping requirements for Go RED! projects require the details necessary to quantify the reduction in diesel emissions and prioritizing funding of projects that maximize the benefits of diesel emissions reduction in Arkansas. ADEQ staff involved in the Go RED! program score applications using weighted criteria following the statutory priorities found at 42 U.S.C. 16132(c)(4), and the highest scoring projects are eligible to receive reimbursement for eligible equipment costs through Go RED! funding.

The technologies utilized to reduce diesel emissions in Arkansas with the State Clean Diesel Grant Program 2017 funding included several school bus replacements with new buses powered by a 2017 or newer diesel engine. As many of the State's schools are located in rural

areas, school districts are under considerable financial burden, especially when it comes to transportation costs. Many school fleets in Arkansas operate older buses, which emit more pollutants and use more fuel than newer models. The school bus replacements funded by the Go RED! program have significantly reduced children's exposure to diesel emissions and have mitigated the harmful effects that diesel emissions have on some of the most vulnerable members of our society. Previous State Clean Diesel Grant Program funding has been instrumental in assisting various local municipalities with projects such as road grader and backhoe replacements and sanitation and wastewater diesel-powered equipment upgrades. All replacements occurred earlier than they otherwise would have, and the older equipment was rendered inoperable. ADEQ uses EPA's Diesel Emissions Quantifier to calculate the emissions reduction of all Go RED! projects. Projects funded under this grant have addressed and supported EPA-BS's goal to reduce harmful diesel emissions. If awarded FY 2018 State Clean Diesel Grant funding, ADEQ will continue to implement a funding assistance program consistent with its approach during previous award periods.

At this time, ADEQ has no committed partners; however, several entities have expressed interest in reducing their diesel emissions in the State. Their role will be to apply for and accept funding and to ensure that any emissions reduction device remains in place for the life of the vehicle or equipment. They will also be required to ensure that any device installed because of this grant is in good working order and to adhere to any terms of the grant funding. Many of the entities that have expressed interest may not be able to provide funds for matching, but may be able to provide in-kind services including labor to install retrofit technologies.

TIMELINE AND MILESTONES:

ADEQ will make applications available and publish a notice of availability of funds in the fall of 2018. The deadline for ADEQ to receive application submittals in response to the Request for Proposals (RFP) will be around December 2018, with Notice of approval and Memorandums of Agreement (MOA) being made in the winter of 2019. Should funds remain after the first RFP deadline, ADEQ will institute a rolling deadline to make the funds available. ADEQ will encourage applicants to provide matching funds for their proposed projects. ADEQ expects work to begin by the recipients upon their receipt of a formal notification of project approval and MOA that both ADEQ and the recipient will sign. The MOA outlines all the responsibilities of both parties, as well as requirements for reimbursement upon project completion. ADEQ will require written reports on a quarterly basis and will maintain close communication on the status of the projects while in progress to provide EPA with updates on the project. ADEQ expects all work, including a final project report, to be completed by recipients by August 31, 2019. Once all requirements are fulfilled and all documentation reviewed by ADEQ, the entity will receive reimbursement for eligible costs associated with the project. These projects will create new partnerships within the state and provide a gateway to future environmentally friendly projects.

Table 3: Project Timeline, is a summary of the project timeline with expected milestones.

Date	Activity

Fall/Winter 2018	ADEQ publicizes a RFP for the FY 2018 funds through news releases, the ADEQ website, and the Go RED! Email-list.
January 2019	Quarterly report due to EPA
December 2018 – April 30, 2019	ADEQ evaluates proposals from Go RED! applicants and makes awards for the FY 2018 funds
April 2019	Quarterly report due to EPA
Spring/Summer 2019	ADEQ will coordinate with Go RED! recipients to ensure successful completion of their projects by August 31, 2019
July 2019	Quarterly report due to EPA
August 2019	Projects completed by Go RED! recipients
September 30, 2019	FY 2018 State Clean Diesel Program work complete and closed out
October 2019	Quarterly report due to EPA
December 2019	Final report due to EPA

DERA PROGRAMMATIC PRIORITIES:

1. To maximize public health benefits, the Go RED! FY 2018 application review criteria will be weighted to give preference for funding of projects that reduce the highest quantities of diesel emissions in areas with high population density and in areas with special air quality concerns (as described in "**Air Pollution Concerns and Goals for Diesel Emissions Reduction**" above). Before ADEQ issues reimbursement for any project replacing an engine or other diesel equipment, the replaced equipment shall be rendered inoperable/destroyed or returned to the manufacturer for repurposing to current EPA standards; therefore, this procedure will recognize diesel emissions reductions from two sources, thereby maximizing the public health benefits. Additionally, only equipment that is not already scheduled for replacement under the regular fleet schedule will be eligible for Go RED! FY 2018 funds. ADEQ will also provide technical support based on past projects and current information to determine which methods of emissions reductions will yield the greatest public health benefits.

2. Diesel retrofits have proven to be a very cost-effective way to reduce diesel emissions. This program will give preference to projects that are the most cost-effective in reducing diesel emissions (in terms of the tons of pollutants reduced per dollar spent). Applicants will provide information about the diesel equipment to be replaced and the new equipment (engine make,

model, year, annual running hours, etc.) and ADEQ will calculate cost per ton for lifetime diesel emissions reductions of the project using the Diesels Emissions Quantifier or similar calculator made available to ensure best data available.

3. The Go RED! FY 2018 application review criteria will be weighted to give preference to projects affecting areas with high population density and areas with special air quality concerns (see #1, above). ADEQ staff involved in the project has knowledge of special air quality concerns in the state and applicants will provide related information in their applications.

4. ADEQ will work to ensure that funds are awarded to projects in areas that receive a disproportionate quantity of air pollution from diesel equipment and those areas utilizing community-based efforts to reduce toxic emissions. Applicants will be asked to describe the variety of sources and the impacts of diesel emissions in the area, including collaborative emissions reduction efforts already underway in the community. Applicants who report to be within areas with more sources of diesel emissions and who are involved in current or were involved in past measures to reduce toxic emissions projects will receive higher scores.

5. Applicants will provide detailed information about any certified engine configurations or verified technologies to be funded through this program, including the lifespan of the engine configuration or verified technology. ADEQ will consider this information when scoring applications.

6. ADEQ will work to ensure that the useful life of any certified engine configurations or verified technologies will be maximized. Applicants will provide information about the length of time they expect to utilize any certified engine configurations or verified technologies, and will be required to maintain the funded project equipment for a minimum of five years after completion of the project.

7. Applicants will provide information on how the fleet conserves diesel fuel and how the proposed project will further conserve diesel fuel. The conservation of fuel and other means by which the applicant reduces diesel emissions (e.g., idling reduction policies, etc.) will be taken into account during the evaluation of applications.

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

Projects funded through the Go RED! FY 2018 program will reduce diesel emissions such as particulate matter, nitrogen oxides, and volatile organic compounds (air pollutants shown to be precursors of harmful low-level ozone and contributors to deteriorating air quality and intensified global climate change).

2. Outputs

ADEQ will track progress on each project by requiring quarterly reports from recipients. In addition to the quarterly reports, ADEQ will maintain communications with recipients throughout the project period to help ensure the projects move forward in a timely fashion.

Based on past years' projects, it is estimated that Go RED! FY 2018 projects may consist of one engine replacement, one idling reduction project and six equipment replacements. Emission reductions are calculated using EPA's Diesel Emissions Quantifier. The numbers and types of projects actually completed will depend on the applications ADEQ receives and funds.

Table 4 estimates potential emissions reductions that will result from the Go RED! 2018 projects.

Table 4: Lifetime Diesel Emissions Reduced for NO_x, PM, hydrocarbon (HC) and CO

Lifetime Results (short tons)	**NOx**	**$PM_{2.5}$**	**HC**	**CO**	**CO_2**	**Fuel***
Baseline for Retrofitted Vehicles	5.582	0.442	0.761	5.021	302.3	27,236
Amount Reduced	4.962	0.428	0.683	2.495	0.0	0
Percent Reduced	88.9%	96.9%	89.8%	49.7%	0.0%	0.0%

** Averages were obtained using emissions reductions quantified from previous completed Go RED! projects.*

3. Outcomes

Short-term outcomes of this program include an increased awareness of diesel emissions effects and potential for reductions associated with this project. Information about the various technologies that are available for this type of project is disseminated through various media, including on-site presentations and through information made available on the Go RED! webpage and email list updates. ADEQ works to inform potential partners of technologies that would best serve their fleets with regards to specific Go RED! projects. ADEQ publicizes the program and promotes awareness of the effects of diesel emissions on air quality throughout the State. ADEQ expects this program to encourage additional partners to address emissions reductions, perhaps on their own, or as part of a future funding opportunity.

Medium-term outcomes include the adoption of the chosen technology to other equipment in fleets. Other low- or no-cost emissions reduction methods may be adopted by applicants, including the adoption of idling reduction or speed reduction policies, which ADEQ encourages partners to employ for their fleets. ADEQ encourages applicants and the public to limit idling, and to practice smart driving (gradual starts and stops, maintaining tire pressure, etc.), and assists fleet managers in developing successful emissions reductions strategies for their organizations.

Long-term outcomes include improvements in the ambient air quality and a reduction of health problems related to poor air quality. Decreased absences from work and school due to improved air quality are also expected long-term outcomes of this program. Additionally, ADEQ presents information about the Go RED! program throughout the year (not only during the funding period) to build community interest in future diesel reductions projects.

SUSTAINABILITY OF THE PROGRAM:

ADEQ plans to fund projects that will allow for the emissions reductions to last the life of the equipment that is affected under the Go RED! program. This will allow emissions reductions to continue into the future. To publicize the program, ADEQ will draft a news release and send it to news outlets throughout the State for publication. ADEQ will also include information on the ADEQ website homepage under "What's New at ADEQ," and will send the grant RFP out through the Go RED! email list to individuals and groups that have expressed interest in this and past grant opportunities. Additionally, ADEQ will work with grant recipients who wish to host press events to highlight their commitment to reduce diesel emissions. Those recipients receiving funding will have also their projects outlined on the ADEQ website.

Quality Assurance and Quality Control

ADEQ believes this program will not require quality assurance and quality control plans at this time. ADEQ's Go RED! Program is structured as a reimbursement program. No data is collected.

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BUDGET NARRATIVE

Itemized Project Budget

	FY 2017*			FY 2018			
Budget Category	**EPA Allocation**	**Voluntary Match (if applicable)**	**Mandatory Cost-Share (if applicable)**	**EPA Allocation**	**Voluntary Match (if applicable)**	**Mandatory Cost-Share (if applicable)**	**Total**
1. Personnel	$7,298	$0		$12,212	$8,142		$20,354
2. Fringe Benefits	$2,611	$0		$4,401	$2,934		$7,335
3. Travel	$0	$0		0	0		0
4. Supplies	$0	$0		$150	$100		$250
5. Equipment	$0	$0		0	0		0
6. Contractual	$0	$0		0	0		0
7. Program Income	$0	$0		0	0		0
8. Other	$219,359	$0		$389,696	$259,798		$649,494
9. Total Direct Charges	$229,268	$0		$406,460	$270,973		$677,433
10. Indirect Charges	$3,669	$0		$6,139	$4,093		$10,232
Total	$232,937	$0		$412,599	$275,066		$687,665

*FY 2017 budget is only for states and territories with open FY 2017 State DERA grants

Explanation of Budget Framework

Personnel -

The table below details the salaries, percentage of time assigned to work on this grant, and the total cost for the budget period by job title of all individuals who will be supplemented with grant funds for FY 2018.

	GY 2018	
Category	**EPA**	**State or Territory Match (if applicable)**

FY 2018 - Environmental Program Coordinator Annual Salary $45,690.80 time on project 40% = $352/ wk x 52 weeks (Approximately)	$10,966	$7,311
FY 2018 – Environmental Program Coordinator Annual Salary $41,544 time spent on project 3% = $40/wk x 52 weeks (Approximately)	$1,246	$831

Fringe Benefits –

Health Insurance Matching (1)	12.95%
Retirement Matching (1)	14.48%
FICA Matching (2)	7.21%
ARCAP (3)	0.45%
Workers' Compensation Tax (2)	0.04%
Unemployment (2)	0.06%
Career Service Awards (3)	0.85%
TOTAL	**36.04%**

Travel -
No travel will be funded from this grant.

Equipment -
No equipment will be purchase for this grant.

Supplies –

	GY 2018	
Category	**EPA**	**State**
Pamphlets and outreach materials (100 at $2.70 each)	$150	$100

Contractual -

No contractual expenses are not anticipated for this grant.

Other -

The table below includes funds identified for State project reimbursements for the Go RED! program for GY 2018.

	GY 2018	
Category	**EPA**	**State**
Other: Project Reimbursements:	$389,696	$259,798

Indirect Charges –

The table below details the indirect costs for FY 2018. The indirect costs are calculated based on the salary for personnel assigned to the grant and the indirect rate of 50.27 % agreed upon between ADEQ and EPA on May 25, 2017.

	FY 2018	
Category	**EPA**	**State**
Indirect: Rate 50.27%	$6,139	$4,093

Administrative Costs Expense Cap

As required, no more than 15% of the total project costs are being used to cover administrative costs as identified in OMB Circular A-87 Appendix B (e.g. personnel, benefits, travel, or supplies). Total project costs include the federal share as well as any cost-share provided by the state. The 15% maximum does not include indirect cost rates or funds assigned to projects.

Matching Funds and Cost-Share Funds

The source of the State match portion for this program will come from the Volkswagen Mitigation Settlement DERA option. The match will be available for use within the program after September 30, 2018.