

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

To Whom It May Concern:

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

During the reporting period of January 1, 2022 to June 30, 2022, the State of Oklahoma, through DEQ, continued projects in 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.

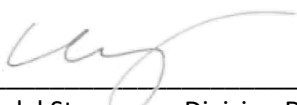
Thank you,

Kendal Stegmann, Division Director  
[Kendal.Stegmann@deq.ok.gov](mailto: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:** January 1, 2022 – June 30, 2022

---

## I. INTRODUCTION

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

During the reporting period of January 1, 2022 to June 30, 2022, the State of Oklahoma, through DEQ, continued with projects in 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-01F65501-1 covers the FY20 Oklahoma Clean Diesel Program and Grant #DS-02F00301-0 covers the FY21 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. 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 October 8, 2020 and approval was received on November 17, 2020. No Attachment A's were completed for this D-4 during this reporting period.

The FY20 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, three awardees completed their projects. Because the FY20 DERA program is part of a 2-year grant, it shares a project end date with FY19 DERA of December 30, 2022.

**TABLE 1: FY20 DERA ESTIMATED PROJECT COSTS VS. ACTUAL PROJECT COSTS (continued on next page)**

*Blank fields indicate that projects are still in progress and amounts are not yet known. Dashes indicate a zero value.*

Project Description	Project Partner	Estimated Project Total	Estimated Amount To Be Funded by Project Partner	Estimated Amount to be Funded by EPA	Estimated Amount To Be Funded by Trust	Actual Project Total	Actual Amount Funded by Project Partner	Actual Amount Funded by EPA	Actual Project Total Funded by Trust	Actual Amount Drawn from Trust	Actual Amount to Return as of this Date
Other / Bus Replacements	TBD	1,201,990.00	901,492.50	180,298.30	120,199.20	-	-	-	-	627.90	627.90
Replacement of one 2006 diesel school bus with one EPA-certified 2018 or newer school bus	Zaneis Public Schools	81,836.00	61,377.00	12,275.40	8,183.60	84,877.00	64,418.00	12,275.40	8,183.60	8,183.60	-
Replacement of one 2004 diesel school bus with one EPA-certified 2018 or newer school bus	Fairland Public Schools	76,000.00	57,000.00	11,400.00	7,600.00	75,232.00	56,424.00	11,284.80	7,523.20	7,600.00	76.80
Replacement of one 1999 diesel school bus with one EPA-certified 2018 or newer school bus	Enid Public Schools	153,500.00	115,125.00	23,025.00	15,350.00	153,500.00	115,125.00	23,025.00	15,350.00	15,350.00	-
Replacement of one 2002 and one 2004 diesel school buses with two EPA-certified 2018 or newer school buses	Kingfisher Public Schools	160,000.00	120,000.00	24,000.00	16,000.00	163,080.00	123,080.00	24,000.00	16,000.00	16,000.00	-
Replacement of one 2005 diesel school bus with one EPA-certified 2018 or newer school bus	Shady Grove Public Schools	78,800.00	59,100.00	11,820.00	7,880.00	81,100.00	61,400.00	11,820.00	7,880.00	7,880.00	-
Replacement of one 2002 and one 2003 diesel school buses with two EPA-certified 2018 or newer school buses	Talihina Public Schools	78,700.00	59,025.00	11,805.00	7,870.00	78,699.00	59,024.00	11,805.00	7,870.00	7,870.00	-
Replacement of one 1999 diesel school bus with one EPA-certified 2018 or newer school bus	Taloga Public Schools	84,920.00	63,690.00	12,738.00	8,492.00	84,400.00	63,300.00	12,660.00	8,440.00	8,492.00	52.00
Replacement of two 2002 and one 2004 diesel school buses with three EPA-certified 2018 or newer school buses	Mustang Public Schools	284,499.00	213,374.25	42,674.85	28,449.90	284,499.00	213,374.25	42,674.85	28,449.90	28,449.90	-

Project Description	Project Partner	Estimated Project Total	Estimated Amount To Be Funded by Project Partner	Estimated Amount to be Funded by EPA	Estimated Amount To Be Funded by Trust	Actual Project Total	Actual Amount Funded by Project Partner	Actual Amount Funded by EPA	Actual Project Total Funded by Trust	Actual Amount Drawn from Trust	Actual Amount to Return as of this Date
Replacement of one 2004 diesel school bus with one EPA-certified 2018 or newer school bus	Cave Springs Public Schools	79,529.00	59,646.75	11,929.35	7,952.90	94,165.00	74,282.75	11,929.35	7,952.90	7,952.90	-
Replacement of one 2007 diesel school bus with one EPA-certified 2018 or newer school bus	Allen Public Schools	106,969.00	80,226.75	16,045.35	10,696.90	113,499.00	86,756.75	16,045.35	10,696.90	10,696.90	-
Replacement of one 2007 diesel school bus with one EPA-certified 2018 or newer school bus	Central High Public Schools	75,816.00	56,862.00	11,372.40	7,581.60	75,816.00	56,862.00	11,372.40	7,581.60	7,581.60	-
Replacement of one 1996 diesel school bus with one EPA-certified 2018 or newer school bus	Mannford Public Schools	84,000.00	63,000.00	12,600.00	8,400.00	81,928.00	61,446.00	12,289.20	8,192.80	8,400.00	207.20
Replacement of one 1998 and one 2002 diesel school buses with two EPA-certified 2018 or newer school buses	Miamia Public Schools	164,416.00	123,312.00	24,662.40	16,441.60	164,416.00	123,312.00	24,662.40	16,441.60	16,441.60	-
Replacement of one 2000, two 2004, and one 2005 diesel school buses with four EPA-certified 2018 or newer school buses	Yukon Public Schools	339,572.00	254,679.00	50,935.80	33,957.20	385,302.00	300,535.56	50,859.86	33,906.58	33,957.20	50.62
Replacement of one 1999 diesel school bus with one EPA-certified 2018 or newer school bus	Claremore Public Schools	87,821.00	65,865.75	13,173.15	8,782.10	87,821.00	65,865.75	13,173.15	8,782.10	8,782.10	-
	<b>Administrative</b>	<b>60,426.00</b>	<b>-</b>	<b>36,256.00</b>	<b>24,170.00</b>	70,409.06	-	<b>46,239.06</b>	<b>24,170.00</b>	24,170.00	(0.00)
	<b>Project Totals</b>	<b>3,198,794.00</b>	<b>2,353,776.00</b>	<b>507,011.00</b>	<b>338,007.00</b>	2,078,743.06	<b>1,525,206.06</b>	<b>336,115.82</b>	<b>217,421.18</b>	<b>218,435.70</b>	<b>1,014.52</b>
	<b>Percentage</b>	<b>100%</b>	<b>73.58%</b>	<b>15.85%</b>	<b>10.57%</b>	<b>100%</b>	<b>73.37%</b>	<b>16.17%</b>	<b>10.46%</b>		

## 2. FY21 DERA

DEQ was awarded \$516,695 on September 30, 2021 by EPA for the FY21 DERA program. DEQ submitted a D-4 to the Trust for \$344,463.00, with Project ID# DS-02F00301-0, on October 20, 2021 and approval was received on December 21, 2021. An amendment was submitted on March 10, 2022 to add gasoline buses to the project scope. The termination date for these projects is December 30, 2023

During this reporting period, 14 Memorandum of Agreements (MOAs) were initially issued for a total of 29 school buses. One recipient canceled the agreement resulting in 13 recipients and a total of 25 school buses. These 13 projects are in the early stages of implementation. One Attachment A for \$69,674 was submitted on June 24, 2022 and approved on July 5, 2022.

**TABLE 2: FY21 DERA ESTIMATED PROJECT COSTS VS. ACTUAL PROJECT COSTS**

*Blank fields indicate that projects are still in progress and amounts are not yet known. Dashes indicate a zero value.*

Project Description	Project Partner	Estimated Project Total	Estimated Amount To Be Funded by Project Partner	Estimated Amount to be Funded by EPA	Estimated Amount To Be Funded by Trust	Actual Project Total	Actual Amount Funded by Project Partner	Actual Amount Funded by EPA	Actual Project Total Funded by Trust	Actual Amount Drawn from Trust	Actual Amount to Return as of this Date
3 Propane Buses	TBD	273,000.00	204,750.00	40,950.00	27,300.00	-	-	-	-	-	
1 CNG Bus	TBD	130,000.00	84,500.00	27,300.00	18,200.00	-	-	-	-	-	
1 Electric Bus	TBD	345,760.00	190,168.00	93,355.00	62,237.00	-	-	-	-	-	
1 Gasoline Bus	TBD	98,130.00	73,597.50	14,719.50	9,813.00	-	-	-	-	-	
1 Diesel Bus	Temple Public Schools	102,832.00	77,124.00	15,424.80	10,283.20	-	-	-	-	-	
4 Diesel Buses	Lawton Public Schools	440,000.00	330,000.00	66,000.00	44,000.00	-	-	-	-	-	
3 Diesel Buses	Lexington Public Schools	300,000.00	225,000.00	45,000.00	30,000.00	-	-	-	-	-	
1 Diesel Bus	Colbert Public Schools	65,000.00	48,750.00	9,750.00	6,500.00	-	-	-	-	-	
1 Diesel Bus	Central High Public Schools	90,692.00	68,019.00	13,603.80	9,069.20	-	-	-	-	-	
2 Diesel Buses	Blanchard Public Schools	207,042.00	155,281.50	31,056.30	20,704.20	-	-	-	-	-	
1 Diesel Bus	Stigler Public Schools	86,648.00	64,986.00	12,997.20	8,664.80	-	-	-	-	-	
4 Diesel Buses	Commerce Public Schools	407,988.00	305,991.00	61,198.20	40,798.80	-	-	-	-	-	
3 Diesel Buses	Howe Public Schools	311,244.00	233,433.00	46,686.60	31,124.40	-	-	-	-	-	
1 Diesel Bus	Bennington Public Schools	85,000.00	63,750.00	12,750.00	8,500.00	-	-	-	-	-	
3 Diesel Buses	Stillwater Public Schools	267,525.00	200,643.75	40,128.75	26,752.50	-	-	-	-	-	
3 Diesel Buses	Mustang Public Schools	371,844.00	278,883.00	55,776.60	37,184.40	-	-	-	-	-	
1 Diesel Bus	Pawnee Public Schools	80,000.00	60,000.00	12,000.00	8,000.00	-	-	-	-	-	
1 Diesel Bus	Yukon Public Schools	86,080.00	64,560.00	12,912.00	8,608.00	-	-	-	-	-	
	<b>Administrative</b>	<b>126,816.00</b>	-	<b>76,090.00</b>	<b>50,726.00</b>	2,179.24	-	-	<b>2,179.24</b>	-	
	<b>Project Totals</b>	<b>3,875,601.00</b>	<b>2,729,436.75</b>	<b>687,698.75</b>	<b>458,465.50</b>	2,179.24	-	-	<b>2,179.24</b>	-	
	<b>Percentage</b>	<b>100%</b>	<b>70.43%</b>	<b>17.74%</b>	<b>11.83%</b>	<b>100%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>100.00%</b>		

**3. FY22 DERA**

During this reporting period, Oklahoma applied for the FY22 DERA program. DEQ expects to receive the award and submit the associated advanced D-4 funding request during the next reporting period. The workplan for the FY22 DERA program, as submitted to EPA on June 8, 2022, is attached as Appendix B of this document.

**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. The termination deadline for OK-AFSB-2 is September 30, 2023.

## **1. FY2019 (YEAR TWO) ALTERNATIVE FUEL SCHOOL BUS PROGRAM**

The advance D-4 for this round of funding, with project ID # OK-AFSB-2, was submitted on October 8, 2019 and approved on December 9, 2019. 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 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's were approved. One Attachment A was submitted on February 10, 2022 and approved on February 15, 2022 for \$115,505.00, and one Attachment A was submitted on March 4, 2022 and approved on March 8, 2022 for \$583,807.73. The third Attachment A was submitted on June 24, 2022 and approved on July 5, 2022 for \$20,000. The termination date for these projects is September 1, 2022.

During this reporting period two entities completed their projects and were reimbursed. Of the remaining two recipients, one is nearing project completion but is delayed for repair issues with the new vehicles. This project should be done before the MOA deadline of September 1, 2022. The other recipient's project is delayed due to budgetary issues within the school district and the increasing cost of vehicles. This recipient will be requesting an extended deadline and increased award amount.

*The projects under years 2 and 3 for this program are combined in the summary table (Table 3) because they stem from the same D-4.*

## **2. 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 to allow for an additional application period and round of funding. The 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 one recipient completed the project and was reimbursed. The one remaining recipient received the new vehicle, but due to a malfunction in the vehicle, it is being repaired. They anticipate project completion before the deadline of September 1, 2023.

**TABLE 3: FY 2019 (YEAR 2) AND FY 2020 (YEAR 3) ALTERNATIVE FUEL SCHOOL BUS PROJECT SUMMARIES**

*Blank fields indicate that projects are still in progress and amounts are not yet known. Dashes indicate a zero value.*

Project Description	Project Partner	Estimated Project Total	Estimated Amount To Be Funded by Project Partn	Estimated Amount To Be Funded by Trust	Actual Project Total to date	Actual Amount Funded by Project Partner to date	Actual Project Total Funded by Trust to date	Actual Amount Drawn from Trust to Da	Actual Amount to Return as of to Date
17 Type C propane (LPG) powered school buses with a capacity between 48-77 passengers priced at an average of \$90,000 for each bus	TBD	1,004,705.81	434,312.05	570,393.76					
Replacement of five diesel school buses (EMYS 1996, 1999, 2004, 2005, and 2008) with five EPA-certified 2019 or newer Propane/LPG school buses	Anadarko Public Schools	467,840.96	240,750.96	227,090.00				227,090.00	
Replacement of five diesel school buses (EMYS 2001, 2004, 2004, 2005, and 2008) with five EPA-certified 2019 or newer Propane/LPG school buses	Battiest School	460,973.47	235,096.47	225,877.00	\$460,867	235,042.17	225,824.83	225,877.00	52.17
Replacement of two diesel school buses (EMYS 2000 and 2004) with two EPA-certified 2019 or newer Propane/LPG school buses	BETHANY SCHOOLS	191,410.00	97,619.10	93,790.90	\$191,410	97,619.10	93,790.90	93,790.90	-
Replacement of four diesel school buses (EMYS 2003, 2003, 2007, and 2007) with four EPA-certified 2019 or newer Propane/LPG school buses	CHATTANOOGA PUBLIC SCHOOLS	383,678.31	202,390.31	181,288.00	\$383,716	202,428.00	181,288.00	181,288.00	-
Replacement of three diesel school buses (EMYS 2000, 2004, and 2004) with three EPA-certified 2019 or newer Propane/LPG school buses	CORDELL PUBLIC SCHOOLS	255,627.00	130,369.77	125,257.23	\$255,627	130,369.77	125,257.23	125,257.23	-
Replacement of one 1999 diesel school bus with one EPA-certified 2019 or newer Propane/LPG school bus	DAVENPORT PUBLIC SCHOOL	107,448.78	63,394.78	44,054.00	\$106,764	62,990.76	43,773.24	44,054.00	280.76
Replacement of three diesel school buses (vehicle years 2007, 2008, and 2008) with three EPA-certified 2019 or newer Propane/LPG school buses	GANS PUBLIC SCHOOLS	256,375.51	130,751.51	125,624.00	\$256,377	130,753.00	125,624.00	125,624.00	
Replacement of two 2002 diesel school buses with two EPA-certified 2019 or newer Propane/LPG school buses	Keys School District	199,639.13	107,805.13	91,834.00	\$207,112	115,278.00	91,834.00	91,834.00	-
Replacement of three diesel school buses (vehicle years 2003, 2007, and 2007) with three EPA-certified 2019 or newer Propane/LPG school buses	COUNTY OF KAY PONCA CITY PUBLIC SCHOOLS	268,616.28	153,111.28	115,505.00	\$276,489	160,984.00	115,505.00	115,505.00	
Replacement of two diesel school buses (EMYS 1999 and 2004) with two EPA-certified 2019 or newer Propane/LPG school buses	Wellston Public Schools	167,256.00	83,628.00	83,628.00	\$167,256	83,628.00	83,628.00	83,628.00	-
Replacement of three diesel school buses (EMYS 1998, 1999, and 2000) with three EPA-certified 2019 or newer Propane/LPG school buses	EMPIRE PUBLIC SCHOOLS	255,627.00	130,369.77	125,257.23				125,257.23	
Replacement of three diesel school buses (EMYS 1991, 2004, 2004) with three EPA-certified 2020 or newer Propane/LPG school buses	CAMERON PUBLIC SCHOOL	278,688.00	139,344.00	139,344.00	\$278,688	139,344.00	139,344.00	139,344.00	-
Replacement of two diesel school buses (EMYS 2006, 2003) with two EPA-certified 2020 or newer Propane/LPG school buses	NASHOBA PUBLIC SCHOOL	185,976.00	92,988.00	92,988.00				92,988.00	
Replacement of three diesel school buses (EMYS 1991, 2004, 2004) with three EPA-certified 2020 or newer Propane/LPG school buses	KEYSTONE SCHOOL	276,945.00	138,472.50	138,472.50	\$276,945	138,472.50	138,472.50	138,472.50	
3 Type C & D natural gas (CNG) powered school buses with a capacity between 40-84 passengers priced at an average of \$130,000 for each bus	TBD1	390,000.00	195,000.00	195,000.00				64,257.23	
2 Type C & D all-electric powered school buses with a capacity between 40-84 passengers priced at an average of \$330,000 for each bus	TBD	660,000.00	330,000.00	330,000.00				-	
	<b>Administrative</b>	<b>126,000.00</b>	<b>-</b>	<b>126,000.00</b>	52,535.34	-	<b>52,535.34</b>	126,000.00	
	<b>Project Totals</b>	<b>5,936,807.24</b>	<b>2,905,403.62</b>	<b>3,031,403.62</b>	<b>2,913,786.34</b>	<b>1,496,909.30</b>	<b>1,416,877.04</b>	<b>2,000,267.09</b>	<b>332.93</b>
	<b>Percentage</b>	<b>100.0%</b>	<b>48.9%</b>	<b>51.1%</b>	<b>100.0%</b>	<b>51.4%</b>	<b>48.6%</b>		

### 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. For both Rounds, ChargeOK projects were selected by an inter-agency panel. The projected termination date for Round 1 was September 21, 2021, and for Round 2 it is August 31, 2022. 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/>.

The D-4 for Part 1, with Project ID #OK-EVSE, was closed out and \$116,882.44 of remaining funds were returned to the Trust in May of 2021. The D-4 for Part 2, with Project ID #OK-EVSE-2, was submitted on September 19, 2019 and approved on November 18, 2019. #OK-EVSE-2 was approved for \$1,304,388.20. An amendment to this D-4 was submitted in November of 2020 extending the project termination to February 2022 and an amendment was submitted in January of 2022 extending the project termination to August 2022. During this reporting period no Attachment A's were submitted.

Five of the six projects in Round 2 have been fully reimbursed. One project (Broken Bow) has been withdrawn, and one project (Perry) is in the reimbursement process.

**TABLE 4: ChargeOK ROUND 1 PART 2 AND ROUND 2 PROJECT SUMMARIES**

*Blank fields indicate that projects are still in progress and amounts are not yet known. Dashes indicate a zero value.*

Project Description	Project Partner	Estimated Project Total	Estimated Amount To Be Funded by Project Partner	Estimated Amount To Be Funded by Trust	Actual Project Total	Actual Amount Funded by Project Partner	Actual Project Total Funded by Trust	Actual Amount Drawn from Trust	Actual Amount to Return as of this Date
Install 8 level 2 charger at Oklahoma City Community College Oklahoma City OK	Oklahoma City Community College	255,506.00	127,753.00	127,753.00	255,506.00	127,753.00	127,753.00	127,753.00	-
Install 2 level 3 chargers in Enid, Antlers, Atoka, Norman, Chickasha, Mustang, Muskogee, Sand springs, Woodward, Pauls Valley, and Pryor Oklahoma. Install 4 level 3 chargers in Broken Bow, Henryetta, Durant, Muldrow, Eufaula, Miami, and Okemah, Oklahoma.	Francis Solar	1,761,367.00	1,584,054.92	177,312.08	1,761,367.00	1,584,054.92	\$177,312.08	177,312.08	-
Install 2 level 3 chargers in Broken Bow OK	Green Energy Solutions	154,214.40	46,264.32	107,950.08				21,080.80	21,080.80
Install 2 level 3 chargers in the City of Comanche OK	City of Comanche	88,140.00	17,628.00	70,512.00	92,830.58	22,318.58	70,512.00	70,512.00	
Install 1 level 3 charger in the City of Perry OK	City of Perry	66,759.00	13,352.00	55,407.20				55,407.20	
Install 2 level 3 chargers in the City of Hobart OK	Francis Energy	317,117.00	63,423.40	253,693.60	317,720.79	64,027.19	253,693.60	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	123,576.03	25,031.23	98,544.80	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	154,644.51	33,087.71	121,556.80	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	207,640.14	41,528.03	166,112.11	170,477.73	4,365.62
	<b>Administrative</b>	<b>121,180.91</b>	<b>-</b>	<b>121,180.91</b>	<b>51,761.15</b>	<b>-</b>	<b>51,761.15</b>	<b>121,180.91</b>	
	<b>Project Totals</b>	<b>3,252,508.47</b>	<b>1,950,120.47</b>	<b>1,304,388.20</b>	<b>2,965,046.20</b>	<b>1,897,800.66</b>	<b>1,067,245.54</b>	<b>1,217,518.92</b>	<b>25,446.42</b>
	<b>Percentage</b>	<b>100%</b>	<b>59.96%</b>	<b>40.10%</b>	<b>100%</b>	<b>64.01%</b>	<b>35.99%</b>		

Note: For the City of Comanche, this Semiannual Report reflects a completed project amount and the previous Semiannual Report reflected a partial payment.



**TABLE 5: ChargeOK ROUND 2 PROJECT STATUS**

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

**D. On-Road Vehicle Program**

Three D-4s were submitted for this program. The first D-4, identified as OK-OnRd-1 for \$1,163,661.00, covered shuttle and transit bus projects related to this program. It was submitted on December 7, 2020 and approved on February 5, 2021. The second D-4, OK-OnRd-2 for \$274,021.00, covered Class 4-7 trucks. It was submitted on December 7 and was approved on February 5, 2021. The third D-4, OK-OnRd-3 for \$2,718,785.39, included Class 8 trucks. It was submitted on December 21, 2020 and approved on February 5, 2021. An Attachment A was submitted with each of these three D-4s to request funds for existing and projected administrative costs of this program. The Attachment As totaled \$141,000.00. Two of the D-4s were amended in April 2021.

During this reporting period one Attachment A was submitted on May 10, 2022 and approved on May 12, 2022 for \$110,744.58. One large truck project was completed for the D4 ID# OK-OnRd-3 and was reimbursed.

Award recipients and projects are 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 6: ON-ROAD PROGRAM PROJECT SUMMARIES: SHUTTLE AND TRANSIT BUSES**

*Blank fields indicate that projects are still in progress and amounts are not yet known. Dashes indicate a zero value.*

Project Description	Project Partner	Estimated Project Total	Estimated Amount To Be Funded by Project Partner	Estimated Amount To Be Funded by Trust	Actual Project Total	Actual Amount Funded by Project Partner	Actual Project Total Funded by Trust	Actual Amount Drawn from Trust	Actual Amount to Return as of this Date
1 - Class 8 electric powered transit bus with a capacity of 32 passengers priced at \$900,000	City of Norman	900,000.00	450,000.00	450,000.00					
1 - Class 8 CNG powered transit bus with a capacity of 39 passengers priced at \$543,628	CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)	543,628.00	135,907.00	407,721.00					
2 - Class 4-8 CNG powered shuttle buses at \$172,627	CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)	345,254.00	86,314.00	258,940.00					
	<b>Administrative</b>	<b>47,000.00</b>	-	<b>47,000.00</b>	27,012.60	-	<b>27,012.60</b>	47,000.00	
	<b>Project Totals</b>	<b>1,835,882.00</b>	<b>672,221.00</b>	<b>1,163,661.00</b>	<b>27,012.60</b>	-	<b>27,012.60</b>	<b>47,000.00</b>	-
	<b>Percentage</b>	<b>100%</b>	<b>36.62%</b>	<b>63.38%</b>	<b>100%</b>	<b>0.00%</b>	<b>100.00%</b>		

**TABLE 7: ON-ROAD PROGRAM PROJECT SUMMARIES: MEDIUM TRUCKS**

*Blank fields indicate that projects are still in progress and amounts are not yet known. Dashes indicate a zero value.*

Project Description	Project Partner	Estimated Project Total	Estimated Amount To Be Funded by Project Partner	Estimated Amount To Be Funded by Trust	Actual Project Total	Actual Amount Funded by Project Partner	Actual Project Total Funded by Trust	Actual Amount Drawn from Trust	Actual Amount to Return as of this Date
1 - Class 7 diesel powered Dump Truck	City of Stroud	88,265.00	22,067.00	66,198.00	89,437.70	23,239.70	66,198.00	66,198.00	
1 - Class 7 CNG trash collector (revised)	City of Moore	216,204.00	54,051.00	162,153.00					
	<b>Administrative</b>	<b>48,330.00</b>	-	<b>48,330.00</b>	15,555.38	-	15,555.38	45,670.00	
	<b>Project Totals</b>	<b>352,799.00</b>	<b>76,118.00</b>	<b>276,681.00</b>	<b>104,993.08</b>	<b>23,239.70</b>	<b>81,753.38</b>	<b>111,868.00</b>	
	<b>Percentage</b>	<b>100%</b>	<b>21.58%</b>	<b>78.42%</b>	<b>100%</b>	<b>22.13%</b>	<b>77.87%</b>		

**TABLE 8: ON-ROAD PROGRAM PROJECT SUMMARIES: LARGE TRUCKS**

*Blank fields indicate that projects are still in progress and amounts are not yet known. Dashes indicate a zero value.*

Project Description	Project Partner	Estimated Project Total	Estimated Amount To Be Funded by Project Partner	Estimated Amount To Be Funded by Trust	Actual Project Total	Actual Amount Funded by Project Partner	Actual Project Total Funded by Trust	Actual Amount Drawn from Trust	Actual Amount to Return as of this Date
2 – Class 8 CNG powered refuse trucks	Oklahoma City Environmental Assistance Trust	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 District 1	147,659.44	36,914.86	110,744.58	153,349.00	42,604.42	110,744.58	110,744.58	
3 – Class 8 Diesel powered hauling trucks	City of Tulsa	252,672.54	63,168.12	189,504.42					
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 trucks	City of Lawton	210,500.00	52,625.00	157,875.00					
4 – Class 8 CNG powered dump trucks	A&A Trucking	1,123,711.60	865,257.92	258,453.68					
1 - Class 8 CNG powered refuse trucks_	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					
	<b>Administrative</b>	<b>48,330.00</b>	<b>-</b>	<b>48,330.00</b>	<b>44,959.02</b>	<b>-</b>	<b>44,959.02</b>	48,330.00	
	<b>Project Totals</b>	<b>6,858,542.16</b>	<b>4,139,756.77</b>	<b>2,718,785.39</b>	<b>198,308.02</b>	<b>42,604.42</b>	<b>155,703.60</b>	<b>159,074.58</b>	<b>-</b>
	<b>Percentage</b>	<b>100%</b>	<b>60.36%</b>	<b>39.64%</b>	<b>100%</b>	<b>21.48%</b>	<b>78.52%</b>		

### III. FUNDING AND EMISSIONS OVERVIEW

#### A. D-4 Submittal Summary

During this project period, no D-4s were submitted. 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 9: 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*)	Final Administrative % of request	Final Administrative % of allocation
1	DERAFY17	DS-01F36801-0	August 9 2018	September 21 2018	163,236.56	0.78	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	1,717,102.03	8.21	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	9.29	0.58
6	DERAFY19	DS - 01F65501 - 0	September 26 2019	November 26 2019	307,433.03	1.47	28,067.07	8.77	0.13
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 7 2020	February 5, 2021	1,163,661.00	5.56	47,000.00	4.04	0.22
10	Oklahoma On-Road Program Medium Trucks	OK-OnRd-2	December 7 2020	February 5, 2021	274,021.00	1.31	45,670.00	16.67**	0.22
11	Oklahoma On-Road Program Large Trucks	OK-OnRd-3	December 21 2020	February 5, 2021	2,718,785.39	12.99	48,330.00	1.78	0.23
12	DERA FY21	DS-02F00301-0	October 20, 2021	December 21, 2021	\$344,463.00	1.65	\$50,726.00	14.73	0.24
<b>TOTAL</b>					<b>\$12,812,370.93</b>	<b>61.24</b>	<b>\$688,062.26</b>	<b>n/a</b>	<b>3.29</b>

\*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. 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. The BMP was amended on August 16, 2021. This update incorporated the most recent National Emissions Inventory data and resulted in a modified list of priority counties for mobile NOx. Table 10 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 allocations.

**TABLE 10: BMP ALLOCATION BALANCE CHECK**

BMP Allocations			Requested*	Remaining
Alternative Fuel School Bus <i>(Category 2, Eligible Buses)</i>	20%	\$4,184,497.02	\$4,184,497.02	\$0.00
Oklahoma Clean Diesel/ Diesel Emissions Reduction Act <i>(Category 10, DERA Option)</i>	10%	\$2,092,248.51	\$1,449,916.29	\$642,332.22
On-Road <i>(Category 1, Eligible Large Trucks; Category 2, Eligible Buses; Category 6, Medium Trucks)</i>	20%	\$4,184,497.02	\$4,156,467.39	\$28,029.63
Off-Road <i>(Category 3, Freight Switchers; Category 4, Ferries/Tugs; Category 7, Airport Ground Support Equipment; Category 8, Forklifts and Port Cargo Handling Equipment)</i>	20%	\$4,184,497.02	\$0.00	\$4,184,497.02
ChargeOK/Electric Vehicle Charging Infrastructure <i>(Category 9, Light Duty Zero Emission Vehicle Supply Equipment)</i>	15%	\$3,138,372.77	\$3,021,490.23	\$116,882.54
Flex Fund <i>(Categories to be determined at a later date)</i>	15%	\$3,138,372.77	\$0.00	\$3,138,372.77

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

**C. EMISSIONS REDUCTIONS OVERVIEW**

The Trust was created 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 11: SUMMARY OF ESTIMATED EMISSIONS REDUCTIONS**

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	**	1,208.70	**
2	DERAFY18	DS-01F36801-0 (2)	DEQ	lifetime short tons	14.38	1.1	2.2	6.79	**	2,019.60	**
3	AFSB1	OK-AFSB-1	DEQ	lifetime short tons	28.49	1.94	3.67	10.96	**	3,825.00	**
4	Oklahoma EVSE Program FY19	OK-EVSE	GREET	5 yr short tons	14.15	**	**	171.12	**	18,253.80	16.96
5	Oklahoma EVSE Program FY19*	OK-EVSE-2	GREET	5 yr short tons	9.14	**	**	115.44	**	13,002.50	2
6	DERAFY19	DS-01F65501-0	DEQ	lifetime short tons	9.489	0.41	0.994	2.728	**	2,073.90	**
7	AFSB2*	OK-AFSB-2	DEQ	lifetime short tons	19.189	1.064	2.659	8.164	**	2,524.50	**
8	DERAFY20	DS-01F65501-1	DEQ	Lifetime short tons	8.852	0.691	1.509	3.897	**	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	**	**
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	**	**	1,279.00	**	**
12	Oklahoma DERA FY21*	DS-02F00301-0	DEQ	lifetime short tons	6.523	0.645	1.326	**	**	-4.718	**
<b>TOTAL</b>					<b>179.27</b>	<b>9.43</b>	<b>13.66</b>	<b>323.15</b>	<b>1,415.00</b>	<b>49,035.98</b>	<b>18.96</b>

\* indicates preliminary estimates, as projects are not completed

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

# **APPENDIX A**

## **DERA QUARTERLY REPORTS**

**Reporting period included:**  
**October 2021 - March 2022**

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. The Volkswagen report for the January - June timeframe includes DERA quarterly reports for the October - March timeframe.





**Table 2. Narrative Responses**

Question	Answer
What actual accomplishments occurred during the reporting period?	The grant solicitation and application for the FY21 DERA grant were made available through the DEQ website on October 20, 2021. The application deadline was December 10, 2021. The applications have been scored by a scoring committee and preliminary awardees have been chosen.
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	No schools were awarded during this period. Future awards will be listed in the "FY21 Awardees" tab.
Provide a comparison of actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the project Work Plan.	During this quarter the grant solicitation and application were completed and announced on the DEQ Agency Website. Applications were accepted till December 10, 2021. The review process started after the December 10th deadline. The Oklahoma DEQ submitted the Volkswagen Trust D-4 for the FY21 DERA grant on October 19, 2021 and was approved on December 21, 2021. All these milestones align with our workplan.
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?	All timelines in the workplan are being met. We did not encounter any problems during the reporting period that would interfere with project objectives.
How do you propose to remedy any problems? Identify how and the date you will get back on course to meet the anticipated outputs/outcomes and/or timelines/milestones specified in the project work plan.	No problems arose this quarter.
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 this quarter. Future cost-shares will be listed in the "FY21 Awardees" tab
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 quarter.

Did any public relations events regarding this grant take place during the reporting period?	The grant solicitation was put on our agency website and on social media to generate public interest. An email was sent announcing the grant to a list of all the Oklahoma superintendents. These were obtained from the Oklahoma State Department of Education, <a href="http://www.sde.ok.gov/state-school-directory">www.sde.ok.gov/state-school-directory</a> . An email was also sent out through our GovDelivery system notifying subscribers of the grant solicitation and application. On November 16, 2021, DEQ teamed up with the Association of Central Oklahoma Governments and the Indian Nations Council of Governments to put on a webinar discussing the DERA grant
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.	<a href="https://www.deq.ok.gov/air-quality-division/air-grants-funding-programs/air-funding-program-recipients">https://www.deq.ok.gov/air-quality-division/air-grants-funding-programs/air-funding-program-recipients:</a> <a href="https://www.vwenvironmentalmitigationtrust.com">https://www.vwenvironmentalmitigationtrust.com:</a> <a href="https://deq.maps.arcgis.com/apps/MapSeries/index.html?appid=9f89f8b3cb5b46d4b5b87ace233e27ff">https://deq.maps.arcgis.com/apps/MapSeries/index.html?appid=9f89f8b3cb5b46d4b5b87ace233e27ff</a>
What project activities are planned for the next reporting period?	During the January - March, 2022 quarter DEQ plans to contact chosen awardees and send out MOA's to be signed, returned, and executed by our director. After awardees have received an executed MOA they will be sent a Notice to Proceed and will be able to start their projects.

<b>Table 3. Subaward Reporting Requirements</b>	
<b>Requirement</b>	<b>Response</b>
Summaries of results of reviews of financial and programmatic reports	During this quarter, zero dollars of federal funds have been used. The cumulated federal funds expended is \$0.00. Zero dollars of Oklahoma funds (not VW) have been used. The Mandatory Cost-Share from this quarter was \$0.00. These funds would represent the subgrantees' portions of all vehicles and/or equipment purchased. This quarter, \$0.00 of Oklahoma VW funds have been used with a cumulative total of \$0.00.
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance	No site visits were doing during this quarter. Applications were reviewed for eligibility by the project manager and then reviewed and scored by a scoring committee.
Environmental results the subrecipient achieved	During this quarter no environmental results have been achieved as the school's applications were still being reviewed and no projects had started.
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	NA

Project Partner	Estimated Award Amount	Actual Reimbursement	Cost Shares
<b>TOTALS</b>	\$ -	\$ -	\$ -

Future awardees will be listed here

Grant Recipient	Oklahoma Department of Environmental Quality
Grant #	02F00301
Reporting Period	October - December, 2021

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

Instructions / Units	Fleet Information	Group 1	Group 2	Group 3	Group 4
	Fiscal Year of EPA Funds Used:				
	Vehicle Or Engine Group Name:				
	Fleet Owner:				
	Vehicle or Engine Group Type:				
	Primary Place of Performance				
	- State(s):				
	- County:				
	- City:				
	- Zip Code:				
	Target Fleet:				
	Vehicle Class or Equipment Type:				
	Quantity:				
	Vehicle Identification Number(s):				
	Vehicle Make:				
	Vehicle Model:				
	Vehicle Model Year:				
	Engine Serial Number(s):				
	Engine Make:				
	Engine Model:				
	Engine Model Year:				
Nonroad and locomotive only	Engine Tier:				
	Engine Horsepower:				
Liters per cylinder; Nonroad and locomotive only	Engine Cylinder Displacement:				
Number of Cylinders per engine; Nonroad and locomotive only	Engine Number of Cylinders:				
If unregulated, then NA	Engine Family Name:				
	Engine Fuel Type:				
Gallons per year per engine	Annual Amount of Fuel Used:				
Hours per year per engine; Includes idling hours; Nonroad and locomotive only	Annual Usage Rate:				
Miles per vehicle; On-Highway only	Annual Miles Traveled:				
Hours per engine; On-Highway only	Annual Idling Hours:				
Hours per year per engine; Class 8 Long-Haul Combination only	Annual Hotelling 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:				
	Year of Upgrade Action:				
	Upgrade Type:				
	Upgrade:				
Equipment price not including labor for installation	Upgrade Cost Per Unit:				
Labor cost for installation	Upgrade Labor Cost Per Unit:				
	New Engine Model Year:				
Nonroad and locomotive only	New Engine Tier:				
	New Engine Horsepower:				
Line-Haul Locomotive only	New Engine Duty Cycle:				
Liters per cylinder per engine; Nonroad and locomotive only	New Engine Cylinder Displacement:				
Per engine; Nonroad and locomotive only	New Engine Number of Cylinders:				
	New Engine Family Name:				
	New Engine Fuel Type:				
Hours per vehicle; On-Highway only	Annual Idling Hours:				
Hours per vehicle; Class 8 Long-Haul Combination only	Annual Hotelling Hours Reduced:				
Gallons per year per engine	Annual Amount of Fuel Used:				



**Table 2. Narrative Responses**

Question	Answer
What actual accomplishments occurred during the reporting period?	Thirteen schools have been notified of selection and have accepted the award. Prior to beginning work on each project, DEQ requires that a Memorandum of Agreement (MOA) be executed between DEQ and the recipient and requires that a DEQ Purchase Order (PO) be created. During this quarter nine schools have executed MOAs and have been sent Notices to Proceed.
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	Thirteen 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 being put out of service. See Awardees sheet for a list of schools, award amounts, and number of buses.
Provide a comparison of actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the project Work Plan.	Thirteen schools were notified of selection and have accepted the award. The MOAs were sent to each school to be signed and mailed back to DEQ. Once we received the MOAs we are able to start processing the PO. This quarter all the schools POs have been processed. All thirteen MOAs have been executed and all the schools have been sent Notices to Proceed.
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?	All timelines in the workplan are being met. We did not encounter any problems during the reporting period that would interfere with project objectives.
How do you propose to remedy any problems? Identify how and the date you will get back on course to meet the anticipated outputs/outcomes and/or timelines/milestones specified in the project work plan.	No problems arose this quarter.
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 this quarter. Future cost-shares will be listed in the "FY21 Awardees" tab
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 quarter.

Did any public relations events regarding this grant take place during the reporting period?	No public relations events were taken place during this quarter.
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.	<a href="https://www.deq.ok.gov/air-quality-division/air-grants-funding-programs/air-funding-program-recipients">https://www.deq.ok.gov/air-quality-division/air-grants-funding-programs/air-funding-program-recipients:</a> <a href="https://www.vwenvironmentalmitigationtrust.com">https://www.vwenvironmentalmitigationtrust.com:</a> <a href="https://deq.maps.arcgis.com/apps/MapSeries/index.html?appid=9f89f8b3cb5b46d4b5b87ace233e27ff">https://deq.maps.arcgis.com/apps/MapSeries/index.html?appid=9f89f8b3cb5b46d4b5b87ace233e27ff</a>
What project activities are planned for the next reporting period?	During the April - June, 2022 quarter DEQ plans to continue oversight of projects and manage reimbursement request as schools complete their projects.

Table 3. Subaward Reporting Requirements	
Requirement	Response
Summaries of results of reviews of financial and programmatic reports	During this quarter, zero dollars of federal funds have been used. The cumulated federal funds expended is \$0.00. Zero dollars of Oklahoma funds (not VW) have been used. The Mandatory Cost-Share from this quarter was \$0.00. These funds would represent the subgrantees' portions of all vehicles and/or equipment purchased. This quarter, \$0.00 of Oklahoma VW funds have been used with a cumulative total of \$0.00.
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance	No site visits were doing during this quarter. Applications were reviewed for eligibility by the project manager and then reviewed and scored by a scoring committee.
Environmental results the subrecipient achieved	During this quarter no environmental results have been achieved as the school's applications were still being reviewed and no projects had started.
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	NA

<b>Project Partner</b>	<b>Number of Buses</b>	<b>Estimated Award Amount</b>	<b>Actual Reimbursement Amount</b>	<b>Cost Shares</b>
Bennington	1	\$21,250.00		
Blanchard	2	\$51,760.50		
Central High	1	\$22,673.00		
Colbert	1	\$16,250.00		
Commerce	4	\$101,997.00		
Howe	3	\$77,811.00		
Lexington	3	\$75,000.00		
Mustang	3	\$92,961.00		
Pawnee	1	\$20,000.00		
Stigler	1	\$21,662.00		
Stillwater	3	\$66,881.25		
Temple	1	\$25,708.00		
Yukon	1	\$21,250.00		
<b>TOTALS</b>		<b>\$ 615,203.75</b>	<b>\$ -</b>	<b>\$ -</b>



Grant Recipient	Bennington Public School
Reporting Period	January - March, 2022

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

Instructions / Units	Fleet Information	Group 1
N/A I just received the approval to proceed, so nothing has been done yet to secure a bus.	Group Name:	N/A
	Fleet Owner:	Bennington Public School
	Publicly or Privately Owned?:	Public
	Group Type:	On Highway
	Place of Performance	Bennington Public School
	- State(s):	Oklahoma
	- County:	Bryan
	- City:	Bennington
	- Zip Code:	74723
	Vehicle or Engine Group Sector:	School Bus
	Target Fleet Type:	School Bus
Where Applicable	On Highway Weight Class:	Class 6-7
Where Applicable	On Highway Description:	NA
	Quantity:	1
	Vehicle Identification Number(s):	4DRBUSKM49B134984
	Vehicle Make:	2008
	Vehicle Model:	CE
	Vehicle Model Year:	2009
	Engine Serial Number(s) :	8NVXH0390AGA
	Engine Make:	International
	Engine Model:	A215
	Engine Model Year:	2009
Nonroad and locomotive only	Engine Tier:	NA
	Engine Horsepower:	215
Liters per cylinder	Engine Cylinder Displacement:	6.4L
Number of Cylinders per engine	Engine Number of Cylinders:	8
If unregulated, then NA	Engine Family Name:	Maxforce 7
	Engine Fuel Type:	ULSD
Gallons per year per engine	Annual Amount of Fuel Used:	460
Hours per year per engine; Includes idling hours; Nonroad and locomotive only	Annual Usage Hours:	152
Miles per vehicle; On-Highway only	Annual Miles Traveled:	10,200
Hours per engine; On-Highway only	Annual Idling Hours:	168
Hours per year per engine; Class 8 Long-Haul Combination only	Annual Hoteling Hours:	NA
Years per engine; Total number of years of engine life remaining at time of upgrade action. Eligible engines must have 3 years of remaining life.	Remaining Life:	3
	Year of Upgrade Action:	
	Upgrade Type:	
	Upgrade:	
	Upgrade Cost Per Unit:	
	Upgrade Labor Cost Per Unit:	
	New Engine Model Year:	
Nonroad and locomotive only	New Engine Tier:	
	New Engine Horsepower:	
Line-Haul Locomotive only	New Engine Duty Cycle:	
Liters per cylinder per engine	New Engine Cylinder Displacement:	
Per engine	New Engine Number of Cylinders:	
	New Engine Family Name:	
Hours per vehicle; On-Highway only	Annual Idling Hours Reduced:	
Hours per vehicle; Class 8 Long-Haul Combination only	Annual Hoteling Hours Reduced:	
Gallons reduced per year per engine; Fuel reductions result from a new, more efficient engine, not changes in use.	Annual Diesel Gallons Reduced:	

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

Grant Recipient	Blanchard Public Schools
Reporting Period	January - March, 2022

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

Instructions / Units	Fleet Information	Group 1	Group 2	Group 3	Group 4
	Group Name:	Blanchard Public Schools	Blanchard Public Schools		
	Fleet Owner:	Blanchard Public Schools	Blanchard Public Schools		
	Publicly or Privately Owned?:	Public	Public		
	Group Type:	On Highway	On Highway		
	Place of Performance	Blanchard Public Schools	Blanchard Public Schools		
	- State(s):	Oklahoma	Oklahoma		
	- County:	McClain	McClain		
	- City:	Blanchard	Blanchard		
	- Zip Code:	73010	73010		
	Vehicle or Engine Group Sector:	School Bus	School Bus		
	Target Fleet Type:	School Bus	School Bus		
Where Applicable	On Highway Weight Class:	Class 6-7	Class 6-7		
Where Applicable	On Highway Description:	NA	NA		
	Quantity:	1	1		
	Vehicle Identification Number(s):	1BAKGCKH75F220856	1BAKGCKH79F256813		
	Vehicle Make:	Bluebird	Bluebird		
	Vehicle Model:	BBCV	SCHO		
	Vehicle Model Year:	2005	2009		
	Engine Serial Number(s) :	KAL32808	C7SO6474		
	Engine Make:	Cummins	Caterpillar		
	Engine Model:	ISB	c&		
	Engine Model Year:	2004	2008		
Nonroad and locomotive only	Engine Tier:				
	Engine Horsepower:	215	250		
Liters per cylinder	Engine Cylinder Displacement:	6.7 Liter	6.7 Liter		
Number of Cylinders per engine	Engine Number of Cylinders:	6	6		
If unregulated, then NA	Engine Family Name:				
	Engine Fuel Type:	Diesel	Diesel		
Gallons per year per engine	Annual Amount of Fuel Used:	1300 Gallons	1500		
Hours per year per engine; Includes idling hours; Nonroad and locomotive only	Annual Usage Hours:				
Miles per vehicle; On-Highway only	Annual Miles Traveled:	7212	8750		
Hours per engine; On-Highway only	Annual Idling Hours:	120	120		
Hours per year per engine; Class 8 Long-Haul Combination only	Annual Hoteling Hours:				
Years per engine; Total number of years of engine life remaining at time of upgrade action. Eligible engines must have 3 years of remaining life.	Remaining Life:	5 years	5 years		
	Year of Upgrade Action:	2022	2022		
	Upgrade Type:	Diesel	Diesel		
	Upgrade:	2023 Thomas	2023 Thomas		
	Upgrade Cost Per Unit:	\$106,632.00	\$106,632.00		
	Upgrade Labor Cost Per Unit:	\$0.00	\$0.00		
	New Engine Model Year:	2023	2023		
Nonroad and locomotive only	New Engine Tier:				
	New Engine Horsepower:	220	220		
Line-Haul Locomotive only	New Engine Duty Cycle:				
Liters per cylinder per engine	New Engine Cylinder Displacement:	6.7	6.7		
Per engine	New Engine Number of Cylinders:	6	6		
	New Engine Family Name:	Cummins B6.7	Cummins B6.7		
Hours per vehicle; On-Highway only	Annual Idling Hours Reduced:				
Hours per vehicle; Class 8 Long-Haul Combination only	Annual Hoteling Hours Reduced:				
Gallons reduced per year per engine; Fuel reductions result from a new, more efficient engine, not changes in use.	Annual Diesel Gallons Reduced:				

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

Grant Recipient	Central High Public Schools
Reporting Period	January - March, 2022

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

Instructions / Units	Fleet Information	Group 1	Group 2	Group 3	Group 4
	Group Name:	Route Buses			
	Fleet Owner:	Central High Public Schools			
	Publicly or Privately Owned?:	Public			
	Group Type:	On Highway			
	Place of Performance				
	- State(s):	Oklahoma			
	- County:	Stephens			
	- City:	Marlow			
	- Zip Code:	73055			
	Vehicle or Engine Group Sector:	School Bus			
	Target Fleet Type:	School Bus			
Where Applicable	On Highway Weight Class:	Class 6-7			
Where Applicable	On Highway Description:	NA			
	Quantity:	1			
	Vehicle Identification Number(s):	4UZAABRU5ACAK7502			
	Vehicle Make:	Thomas			
	Vehicle Model:	SAF-T-Liner C2			
	Vehicle Model Year:	2010			
	Engine Serial Number(s) :	57866576			
	Engine Make:	Cummins			
	Engine Model:	ISB 220			
	Engine Model Year:	2008			
Nonroad and locomotive only	Engine Tier:	NA			
	Engine Horsepower:	220			
Liters per cylinder	Engine Cylinder Displacement:	6.7 L			
Number of Cylinders per engine	Engine Number of Cylinders:	6			
If unregulated, then NA	Engine Family Name:	8CEX04BAF			
	Engine Fuel Type:	ULSD			
Gallons per year per engine	Annual Amount of Fuel Used:	3300			
Hours per year per engine; Includes idling hours; Nonroad and locomotive only	Annual Usage Hours:	600			
Miles per vehicle; On-Highway only	Annual Miles Traveled:	1300			
Hours per engine; On-Highway only	Annual Idling Hours:	100			
Hours per year per engine; Class 8 Long-Haul Combination only	Annual Hoteling Hours:	NA			
Years per engine; Total number of years of engine life remaining at time of upgrade action. Eligible engines must have 3 years of remaining life.	Remaining Life:	10			
	Year of Upgrade Action:	2022			
	Upgrade Type:	Vehicle Replacement			
	Upgrade:	New Vehicle			
	Upgrade Cost Per Unit:				
	Upgrade Labor Cost Per Unit:				
	New Engine Model Year:				
Nonroad and locomotive only	New Engine Tier:				
	New Engine Horsepower:				
Line-Haul Locomotive only	New Engine Duty Cycle:				
Liters per cylinder per engine	New Engine Cylinder Displacement:				
Per engine	New Engine Number of Cylinders:				
	New Engine Family Name:				
Hours per vehicle; On-Highway only	Annual Idling Hours Reduced:				
Hours per vehicle; Class 8 Long-Haul Combination only	Annual Hoteling Hours Reduced:				
Gallons reduced per year per engine; Fuel reductions result from a new, more efficient engine, not changes in use.	Annual Diesel Gallons Reduced:				

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

Grant Recipient	Colbert Public Schools
Reporting Period	January - March, 2022

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

Instructions / Units	Fleet Information	Group 1	Group 2	Group 3	Group 4
	Group Name:				
	Fleet Owner:	Colbert Public School			
	Publicly or Privately Owned?:	Public			
	Group Type:	On Highway			
	Place of Performance				
	- State(s):	Oklahoma			
	- County:	Bryan			
	- City:	Colbert			
	- Zip Code:	74733			
	Vehicle or Engine Group Sector:	School Bus			
	Target Fleet Type:	School Bus			
Where Applicable	On Highway Weight Class:	Class 6-7			
Where Applicable	On Highway Description:	NA			
	Quantity:	1			
	Vehicle Identification Number(s):	1BAKGCKH56F228939			
	Vehicle Make:	Cat			
	Vehicle Model:	BB CV 3303			
	Vehicle Model Year:	2006			
	Engine Serial Number(s) :	KAL7294			
	Engine Make:	CAT			
	Engine Model:	C7			
	Engine Model Year:	2004			
Nonroad and locomotive only	Engine Tier:	NA			
	Engine Horsepower:	210			
Liters per cylinder	Engine Cylinder Displacement:	7.2L			
Number of Cylinders per engine	Engine Number of Cylinders:	6			
If unregulated, then NA	Engine Family Name:				
Gallons per year per engine	Engine Fuel Type:	ULSD			
Hours per year per engine; Includes idling hours; Nonroad and locomotive only	Annual Amount of Fuel Used:	694			
Miles per vehicle; On-Highway only	Annual Usage Hours:	200			
Hours per engine; On-Highway only	Annual Miles Traveled:	9027			
Hours per year per engine; Class 8 Long-Haul Combination only	Annual Idling Hours:	53			
Years per engine; Total number of years of engine life remaining at time of upgrade action.	Annual Hoteling Hours:	NA			
	Remaining Life:	5			
	Year of Upgrade Action:	2022			
	Upgrade Type:				
	Upgrade:	N/A			
	Upgrade Cost Per Unit:				
	Upgrade Labor Cost Per Unit:				
Nonroad and locomotive only	New Engine Model Year:				
	New Engine Tier:				
Line-Haul Locomotive only	New Engine Horsepower:				
Liters per cylinder per engine	New Engine Duty Cycle:				
Per engine	New Engine Cylinder Displacement:				
	New Engine Number of Cylinders:				
	New Engine Family Name:				
Hours per vehicle; On-Highway only	Annual Idling Hours Reduced:				
Hours per vehicle; Class 8 Long-Haul Combination only	Annual Hoteling Hours Reduced:				
Gallons reduced per year per engine; Fuel reductions result from a new, more efficient engine, not changes in use.	Annual Diesel Gallons Reduced:				

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

Grant Recipient	Commerce Public Schools
Reporting Period	January - March, 2022

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

Instructions / Units	Fleet Information	13 Group 1	10 Group 2	12 Group 3	4 Group 4
	Group Name:	COMMERCE PUBLIC SCHOOLS	COMMERCE PUBLIC SCHOOLS	COMMERCE PUBLIC SCHOOLS	COMMERCE PUBLIC SCHOOLS
	Fleet Owner:	CPS	CPS	CPS	CPS
	Publicly or Privately Owned?:	Public	Public	Public	Public
	Group Type:	On Highway	On Highway	On Highway	On Highway
	Place of Performance	DISTRICT	DISTRICT	DISTRICT	DISTRICT
	- State(s):	OKLAHOMA	OKLAHOMA	OKLAHOMA	OKLAHOMA
	- County:	OTTAWA	OTTAWA	OTTAWA	OTTAWA
	- City:	COMMERCE	COMMERCE	COMMERCE	COMMERCE PUBLIC SCHOOLS
	- Zip Code:	74339	74339	74339	74339
	Vehicle or Engine Group Sector:	SCHOOL BUS	SCHOOL BUS	SCHOOL BUS	SCHOOL BUS
	Target Fleet Type:	SCHOOL BUS	SCHOOL BUS	SCHOOL BUS	SCHOOL BUS
Where Applicable	On Highway Weight Class:	Class 6-7	Class 6-7	Class 6-7	Class 6-7
Where Applicable	On Highway Description:	N/A	N/A	N/A	N/A
	Quantity:	1	1	1	1
	Vehicle Identification Number(s):	4DRBUSKP7AB166567	1HVBBAA94H657559	4DRBUSKP5AB166566	4DRBUSKP2AB166556
	Vehicle Make:	International	Bluebird	International	International
	Vehicle Model:	CESB	BUS	CESB	CESB
	Vehicle Model Year:	2010	2005	2010	2010
	Engine Serial Number(s) :	6.4HM2Y0651564	470HM2U1428184	6.4HM2U0651548	6.4HM2Y0651551
	Engine Make:	International	Navistar International	International	International
	Engine Model:	Maxforce 7	DT466E	Maxforce7	Maxforce 7
	Engine Model Year:	2008	2003	2008	2008
Nonroad and locomotive only	Engine Tier:	NA	NA	NA	NA
	Engine Horsepower:	350	230	350	350
Liters per cylinder	Engine Cylinder Displacement:	6.4L	7.6L	6.4L	6.4L
Number of Cylinders per engine	Engine Number of Cylinders:	V8	V8	V8	V8
If unregulated, then NA	Engine Family Name:	8NVXH0390AGA	3NVX0466ANA	8NVXH0390AGA	8NVXH0390AGA
	Engine Fuel Type:	ULSD	ULSD	ULSD	ULSD
Gallons per year per engine	Annual Amount of Fuel Used:	1150 Gal	1000 Gal	1175 Gal	1200 Gal
Hours per year per engine; Includes idling hours; Nonroad and locomotive only	Annual Usage Hours:	400	400	400	400
Miles per vehicle; On-Highway only	Annual Miles Traveled:	9150	7500	9000	9500
Hours per engine; On-Highway only	Annual Idling Hours:	60	60	60	60
Hours per year per engine; Class 8 Long-Haul Combination only	Annual Hoteling Hours:	N/A	N/A	N/A	N/A
Years per engine; Total number of years of engine life remaining at time of upgrade action. Eligible engines must have 3 years of remaining life.	Remaining Life:	5	3	5	5
	Year of Upgrade Action:				
	Upgrade Type:	VEHICLE REPLACEMENT	VEHICLE REPLACEMENT	VEHICLE REPLACEMENT	VEHICLE REPLACEMENT
	Upgrade:	GASOLINE	GASOLINE	GASOLINE	GASOLINE
	Upgrade Cost Per Unit:				
	Upgrade Labor Cost Per Unit:				
	New Engine Model Year:	2022	2022	2022	2022
Nonroad and locomotive only	New Engine Tier:				
	New Engine Horsepower:				
Line-Haul Locomotive only	New Engine Duty Cycle:				
Liters per cylinder per engine	New Engine Cylinder Displacement:				
Per engine	New Engine Number of Cylinders:				
	New Engine Family Name:				
Hours per vehicle; On-Highway only	Annual Idling Hours Reduced:				
Hours per vehicle; Class 8 Long-Haul Combination only	Annual Hoteling Hours Reduced:				
Gallons reduced per year per engine; Fuel reductions result from a new, more efficient engine, not changes in use.	Annual Diesel Gallons Reduced:				

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

		Grant Recipient	Howe Public Schools		
		Reporting Period	January - March, 2022		
Note: Similar engines may be grouped together or entered as separate engine groups.					
Instructions / Units	Fleet Information	Group 1	Group 2	Group 3	Group 4
	<b>Group Name:</b>				
	<b>Fleet Owner:</b>	Howe Public Schools	Howe Public Schools	Howe Public Schools	
	<b>Publicly or Privately Owned?:</b>	Public	Public	Public	
	<b>Group Type:</b>	On Highway	On Highway	On Highway	
	<b>Place of Performance</b>	Howe Schools	Howe Schools	Howe Schools	
	- State(s):	OK	OK	OK	
	- County:	LeFlore	LeFlore	LeFlore	
	- City:	Howe	Howe	Howe	
	- Zip Code:	74940	74940	74940	
	<b>Vehicle or Engine Group Sector:</b>	School Bus	School Bus	School Bus	
	<b>Target Fleet Type:</b>	School Bus	School Bus	School Bus	
Where Applicable	<b>On Highway Weight Class:</b>	Class 6-7	Class 6-7	Class 6-7	
Where Applicable	<b>On Highway Description:</b>	NA	NA	NA	
	<b>Quantity:</b>	1	1	1	
	<b>Vehicle Identification Number(s):</b>	4DRBUSKP59B664374	4DRBUSKP99B664376	4DRBUSKP39B664373	
	<b>Vehicle Make:</b>	International	International	International	
	<b>Vehicle Model:</b>				
	<b>Vehicle Model Year:</b>	2008	2008	2008	
	<b>Engine Serial Number(s) :</b>				
	<b>Engine Make:</b>				
	<b>Engine Model:</b>				
	<b>Engine Model Year:</b>	2008	2008	2008	
Nonroad and locomotive only	<b>Engine Tier:</b>	NA	NA	NA	
	<b>Engine Horsepower:</b>				
Liters per cylinder	<b>Engine Cylinder Displacement:</b>				
Number of Cylinders per engine	<b>Engine Number of Cylinders:</b>	8	8	8	
If unregulated, then NA	<b>Engine Family Name:</b>	International	International	International	
	<b>Engine Fuel Type:</b>	ULSD	ULSD	ULSD	
Gallons per year per engine	<b>Annual Amount of Fuel Used:</b>	788	842	691	
Hours per year per engine; Includes idling hours; Nonroad and locomotive only	<b>Annual Usage Hours:</b>	NA	NA	NA	
Miles per vehicle; On-Highway only	<b>Annual Miles Traveled:</b>	6315	7200	7340	
Hours per engine; On-Highway only	<b>Annual Idling Hours:</b>	38	40	35	
Hours per year per engine; Class 8 Long-Haul Combination only	<b>Annual Hoteling Hours:</b>	N/A	N/A	N/A	
Years per engine; Total number of years of engine life remaining at time of upgrade action. Eligible engines must have 3 years of remaining life.	<b>Remaining Life:</b>	7 years	7 years	7 years	
	<b>Year of Upgrade Action:</b>	On order	On order	On order	
	<b>Upgrade Type:</b>				
	<b>Upgrade:</b>				
	<b>Upgrade Cost Per Unit:</b>				
	<b>Upgrade Labor Cost Per Unit:</b>				
Nonroad and locomotive only	<b>New Engine Model Year:</b>				
	<b>New Engine Tier:</b>				
	<b>New Engine Horsepower:</b>				
Line-Haul Locomotive only	<b>New Engine Duty Cycle:</b>				
Liters per cylinder per engine	<b>New Engine Cylinder Displacement:</b>				
Per engine	<b>New Engine Number of Cylinders:</b>				
	<b>New Engine Family Name:</b>				
Hours per vehicle; On-Highway only	<b>Annual Idling Hours Reduced:</b>				
Hours per vehicle; Class 8 Long-Haul Combination only	<b>Annual Hoteling Hours Reduced:</b>				
Gallons reduced per year per engine; Fuel reductions result from a new, more efficient engine, not changes in use.	<b>Annual Diesel Gallons Reduced:</b>				

Grant Recipient	Lexington Public Schools
Reporting Period	January - March, 2022

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

Instructions / Units	Fleet Information	Group 1	Group 2	Group 3	Group 4
	<b>Group Name</b>	Route	Route	Route	
	<b>Fleet Owner:</b>	Lexington Public Schools	Lexington Public Schools	Lexington Public Schools	
	<b>Publicly or Privately Owned?:</b>	Public	Public	Public	
	<b>Group Type:</b>	On Highway	On Highway	On Highway	
	<b>Place of Performance</b>	School District	School District	School District	
	<b>- State(s):</b>	OK	OK	OK	
	<b>- County:</b>	Cleveland	Cleveland	Cleveland	
	<b>- City:</b>	Lexington	Lexington	Lexington	
	<b>- Zip Code:</b>	73051	73051	73051	
	<b>Vehicle or Engine Group Sector:</b>	School Bus	School Bus	School Bus	
	<b>Target Fleet Type:</b>	School Bus	School Bus	School Bus	
Where Applicable	<b>On Highway Weight Class:</b>	Class 6-7	Class 6-7	Class 6-7	
Where Applicable	<b>On Highway Description:</b>	NA	NA	NA	
	<b>Quantity:</b>	3	3	3	
	<b>Vehicle Identification Number(s):</b>	1HVBBAAPOVH470326	1HVBBAAAP5VH472959	1HVBBAAPOWH570797	
	<b>Vehicle Make:</b>	International	International	International	
	<b>Vehicle Model:</b>	380	380	380	
	<b>Vehicle Model Year:</b>	1997	1997	1998	
	<b>Engine Serial Number(s) :</b>	1HVBBAAPOVH470326	1HVBBAAAP5VH472959	1HVBBAAPOWH570797	
	<b>Engine Make:</b>	International	International	International	
	<b>Engine Model:</b>	B190	B190	B190	
	<b>Engine Model Year:</b>	1997	1997	1998	
Nonroad and locomotive only	<b>Engine Tier:</b>	NA	NA	NA	
	<b>Engine Horsepower:</b>	300 HP at 220RPM	301 HP at 220RPM	302 HP at 220RPM	
Liters per cylinder	<b>Engine Cylinder Displacement:</b>	7.6 Liter	7.6 Liter	7.6 Liter	
Number of Cylinders per engine If unregulated, then NA	<b>Engine Number of Cylinders:</b>	6	6	6	
	<b>Engine Family Name:</b>	DT 466 E	DT 466 E	DT 466 E	
	<b>Engine Fuel Type:</b>	ULSD	ULSD	ULSD	
Gallons per year per engine	<b>Annual Amount of Fuel Used:</b>	1069	1373	774	
Hours per year per engine; Includes idling hours; Nonroad and locomotive only	<b>Annual Usage Hours:</b>	134.15	152.05	105.4	
Miles per vehicle; On-Highway only	<b>Annual Miles Traveled:</b>	8049	9123	6324	
Hours per engine; On-Highway only	<b>Annual Idling Hours:</b>	85	85	85	
Hours per year per engine; Class 8 Long-Haul Combination only	<b>Annual Hoteling Hours:</b>	NA	NA	NA	
Years per engine; Total number of years of engine life remaining at time of upgrade action.	<b>Remaining Life:</b>	6	6	6	
	<b>Year of Upgrade Action:</b>	2022	2022	2022	
	<b>Upgrade Type:</b>	Bus	Bus	Bus	
	<b>Upgrade:</b>				
	<b>Upgrade Cost Per Unit:</b>	\$98,200	\$98,200	\$98,200	
	<b>Upgrade Labor Cost Per Unit:</b>				
Nonroad and locomotive only	<b>New Engine Model Year:</b>	2022-23	2022-23	2022-23	
	<b>New Engine Tier:</b>				
	<b>New Engine Horsepower:</b>				
Line-Haul Locomotive only	<b>New Engine Duty Cycle:</b>				
Liters per cylinder per engine	<b>New Engine Cylinder Displacement:</b>				
Per engine	<b>New Engine Number of Cylinders:</b>				
	<b>New Engine Family Name:</b>				
Hours per vehicle; On-Highway only	<b>Annual Idling Hours Reduced:</b>				
Hours per vehicle; Class 8 Long-Haul Combination only	<b>Annual Hoteling Hours Reduced:</b>				
Gallons reduced per year per engine; Fuel reductions result from a new, more efficient engine, not changes in use.	<b>Annual Diesel Gallons Reduced:</b>				

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

Grant Recipient	Mustang Public Schools
Reporting Period	January - March, 2022

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

Instructions / Units	Fleet Information	Group 1	Group 2	Group 3	Group 4
	Group Name:	Bus 37	Bus 38	Bus 39	
	Fleet Owner:	Mustang Public Schools	Mustang Public Schools	Mustang Public Schools	
	Publicly or Privately Owned?:	Public	Public	Public	
	Group Type:	On Highway	On Highway	On Highway	
	Place of Performance				
	- State(s):	Oklahoma	Oklahoma	Oklahoma	
	- County:	Canadian	Canadian	Canadian	
	- City:	Yukon	Yukon	Yukon	
	- Zip Code:	73099	73099	73099	
	Vehicle or Engine Group Sector:	School Bus	School Bus	School Bus	
	Target Fleet Type:	School Bus	School Bus	School Bus	
Where Applicable	On Highway Weight Class:	Class 6-7	Class 6-7	Class 6-7	
Where Applicable	On Highway Description:	NA	NA	NA	
	Quantity:	1	1	1	
	Vehicle Identification Number(s):	1BAKCCPA49F266609	1BAKCCPA09F266610	1BAKCCPA29F266611	
	Vehicle Make:	Bluebird	Bluebird	Bluebird	
	Vehicle Model:	School Bus	School Bus	School Bus	
	Vehicle Model Year:	2009	2009	2009	
	Engine Serial Number(s) :	46942912	46942795	46942901	
	Engine Make:	Cummins	Cummins	Cummins	
	Engine Model:	1SB 220	1SB 220	1SB 220	
	Engine Model Year:	2008	2008	2008	
Nonroad and locomotive only	Engine Tier:	NA	NA	NA	
	Engine Horsepower:	220 @ 2300RPM	220 @ 2300RPM	220 @ 2300RPM	
Liters per cylinder	Engine Cylinder Displacement:	6.7	6.7	6.7	
Number of Cylinders per engine	Engine Number of Cylinders:	6	6	6	
If unregulated, then NA	Engine Family Name:	8CEXH0408BAF	8CEVH0408BAF	8CEXH0408BAF	
	Engine Fuel Type:	ULSD	ULSD	ULSD	
Gallons per year per engine	Annual Amount of Fuel Used:	58.25 Gallons	138.34 Gallons	567.02 Gallons	
Hours per year per engine; Includes idling hours; Nonroad and locomotive only	Annual Usage Hours:	28.9 Hours	55.47 Hours	268.5 Hours	
Miles per vehicle; On-Highway only	Annual Miles Traveled:	522	1225	5517	
Hours per engine; On-Highway only	Annual Idling Hours:	6.5 Hours	8.5 Hours	77.35 Hours	
Hours per year per engine; Class 8 Long-Haul Combination only	Annual Hoteling Hours:	N/A	N/A	N/A	
Years per engine; Total number of years of engine life remaining at time of upgrade action. Eligible engines must have 3 years of remaining life.	Remaining Life:	4	4	4	
	Year of Upgrade Action:				
	Upgrade Type:				
	Upgrade:				
	Upgrade Cost Per Unit:				
	Upgrade Labor Cost Per Unit:				
	New Engine Model Year:				
Nonroad and locomotive only	New Engine Tier:				
	New Engine Horsepower:				
Line-Haul Locomotive only	New Engine Duty Cycle:				
Liters per cylinder per engine	New Engine Cylinder Displacement:				
Per engine	New Engine Number of Cylinders:				
	New Engine Family Name:				
Hours per vehicle; On-Highway only	Annual Idling Hours Reduced:				
Hours per vehicle; Class 8 Long-Haul Combination only	Annual Hoteling Hours Reduced:				
Gallons reduced per year per engine; Fuel reductions result from a new, more efficient engine, not changes in use.	Annual Diesel Gallons Reduced:				

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



Grant Recipient	Pawnee Public Schools
Reporting Period	January - March, 2022

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

Instructions / Units	Fleet Information	Group 1	Group 2	Group 3	Group 4
	Group Name:	PAWNEE PUBLIC SCHOOLS			
	Fleet Owner:	PAWNEE PUBLIC SCHOOLS			
	Publicly or Privately Owned?:	PUBLIC			
	Group Type:	On Highway			
	Place of Performance				
	- State(s):	OKLAHOMA			
	- County:	PAWNEE			
	- City:	PAWNEE			
	- Zip Code:	74058			
	Vehicle or Engine Group Sector:	SCHOOL BUS			
	Target Fleet Type:	SCHOOL BUS			
Where Applicable	On Highway Weight Class:	Class 6-7			
Where Applicable	On Highway Description:	NA			
	Quantity:	1			
	Vehicle Identification Number(s):	4DRBUSKPX9B692817			
	Vehicle Make:	INTERNATIONAL			
	Vehicle Model:	CE200 MAXFORCE			
	Vehicle Model Year:	2009			
	Engine Serial Number(s) :	6.4HM2Y1847973			
	Engine Make:	INTERNATIONAL MAX FORCE 7			
	Engine Model:	A215			
Nonroad and locomotive only	Engine Model Year:	STAMPED 2007			
	Engine Tier:	NA			
	Engine Horsepower:	215			
Liters per cylinder	Engine Cylinder Displacement:	6.4L			
Number of Cylinders per engine	Engine Number of Cylinders:	8			
If unregulated, then NA	Engine Family Name:	7NVXH0390AGA			
	Engine Fuel Type:	ULSD			
Gallons per year per engine	Annual Amount of Fuel Used:	1306			
Hours per year per engine; Includes idling hours; Nonroad and locomotive only	Annual Usage Hours:	200			
Miles per vehicle; On-Highway only	Annual Miles Traveled:	8600			
Hours per engine; On-Highway only	Annual Idling Hours:	200			
Hours per year per engine; Class 8 Long-Haul Combination only	Annual Hoteling Hours:	NA			
Years per engine; Total number of years of engine life remaining at time of upgrade action. Eligible engines must have 3 years of remaining life.	Remaining Life:	5			
	Year of Upgrade Action:				
	Upgrade Type:				
	Upgrade:				
	Upgrade Cost Per Unit:				
	Upgrade Labor Cost Per Unit:				
	New Engine Model Year:				
Nonroad and locomotive only	New Engine Tier:				
	New Engine Horsepower:				
Line-Haul Locomotive only	New Engine Duty Cycle:				
Liters per cylinder per engine	New Engine Cylinder Displacement:				
Per engine	New Engine Number of Cylinders:				
	New Engine Family Name:				
Hours per vehicle; On-Highway only	Annual Idling Hours Reduced:				
Hours per vehicle; Class 8 Long-Haul Combination only	Annual Hoteling Hours Reduced:				
Gallons reduced per year per engine; Fuel reductions result from a new, more efficient engine, not changes in use.	Annual Diesel Gallons Reduced:				

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

Grant Recipient	Stigler Public Schools
Reporting Period	January - March, 2022

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

Instructions / Units	Fleet Information	Group 1	Group 2	Group 3	Group 4
	Group Name:	Stigler Public Schools			
	Fleet Owner:	Stigler Public Schools			
	Publicly or Privately Owned?:	Public School			
	Group Type:	On Highway			
	Place of Performance				
	- State(s):	Oklahoma			
	- County:	Haskell			
	- City:	Stigler			
	- Zip Code:	74462			
	Vehicle or Engine Group Sector:	School Bus			
	Target Fleet Type:	School Bus			
Where Applicable	On Highway Weight Class:	Class 6-7			
Where Applicable	On Highway Description:	NA			
	Quantity:	1			
	Vehicle Identification Number(s):	1BAKGCPH7AF269851			
	Vehicle Make:	Blue Bird			
	Vehicle Model:	BBCV			
	Vehicle Model Year:	2010			
	Engine Serial Number(s) :	46986143			
	Engine Make:	Cummins			
	Engine Model:	ISB 220			
	Engine Model Year:	2009			
Nonroad and locomotive only	Engine Tier:	NA			
	Engine Horsepower:	220 @ 2300rpm			
Liters per cylinder	Engine Cylinder Displacement:	409/6.7			
Number of Cylinders per engine	Engine Number of Cylinders:	6			
If unregulated, then NA	Engine Family Name:	9CEXHO4O8BAF			
	Engine Fuel Type:	ULSD			
Gallons per year per engine	Annual Amount of Fuel Used:	2700			
Hours per year per engine; Includes idling hours; Nonroad and locomotive only	Annual Usage Hours:	360			
Miles per vehicle; On-Highway only	Annual Miles Traveled:	8500			
Hours per engine; On-Highway only	Annual Idling Hours:	275			
Hours per year per engine; Class 8 Long-Haul Combination only	Annual Hoteling Hours:	NA			
Years per engine; Total number of years of engine life remaining at time of upgrade action. Eligible engines must have 3 years of remaining life.	Remaining Life:	7 years			
	Year of Upgrade Action:				
	Upgrade Type:				
	Upgrade:				
	Upgrade Cost Per Unit:				
	Upgrade Labor Cost Per Unit:				
	New Engine Model Year:				
Nonroad and locomotive only	New Engine Tier:				
	New Engine Horsepower:				
Line-Haul Locomotive only	New Engine Duty Cycle:				
Liters per cylinder per engine	New Engine Cylinder Displacement:				
Per engine	New Engine Number of Cylinders:				
	New Engine Family Name:				
Hours per vehicle; On-Highway only	Annual Idling Hours Reduced:				
Hours per vehicle; Class 8 Long-Haul Combination only	Annual Hoteling Hours Reduced:				
Gallons reduced per year per engine; Fuel reductions result from a new, more efficient engine, not changes in use.	Annual Diesel Gallons Reduced:				

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

Grant Recipient	Stillwater Public Schools
Reporting Period	January - March, 2022

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

Instructions / Units	Fleet Information	Group 1	Group 2	Group 3	Group 4
	Group Name:	2007	2009		
	Fleet Owner:	Stillwater Public Schools	Stillwater Public Schools		
	Publicly or Privately Owned?:	Public	Public		
	Group Type:	On Highway	On Highway		
	Place of Performance				
	- State(s):	OK	OK		
	- County:	Payne	Payne		
	- City:	Stillwater	Stillwater		
	- Zip Code:	74074	74074		
	Vehicle or Engine Group Sector:	School Bus	School Bus		
	Target Fleet Type:	School Bus	School Bus		
Where Applicable	On Highway Weight Class:	Class 6-7	Class 6-7		
Where Applicable	On Highway Description:	NA	NA		
	Quantity:	2	1		
	Vehicle Identification Number(s):	4DRBUAFN77B485446,4DRBUAFN17B485443	4DRBUSKN09B696907		
	Vehicle Make:	International	International		
	Vehicle Model:	CE200	CE200		
	Vehicle Model Year:	2007	2009		
	Engine Serial Number(s) :	472305, 472306	472307		
	Engine Make:	International	International		
	Engine Model:	VT365	Maxforce		
	Engine Model Year:	2007	2009		
Nonroad and locomotive only	Engine Tier:	NA	NA		
	Engine Horsepower:	260	260		
Liters per cylinder	Engine Cylinder Displacement:	6.0L	6.4L		
Number of Cylinders per engine	Engine Number of Cylinders:	6	6		
If unregulated, then NA	Engine Family Name:	Maxforce	Maxforce		
Gallons per year per engine	Engine Fuel Type:	ULSD	ULSD		
Hours per year per engine; Includes idling hours; Nonroad and locomotive only	Annual Amount of Fuel Used:	1854	1854		
Miles per vehicle; On-Highway only	Annual Usage Hours:	950	950		
Hours per engine; On-Highway only	Annual Miles Traveled:	14000	14000		
Hours per year per engine; Class 8 Long-Haul Combination only	Annual Idling Hours:	30	30		
Years per engine; Total number of years of engine life remaining at time of upgrade action.	Annual Hoteling Hours:	NA	NA		
	Remaining Life:	5	5		
	Year of Upgrade Action:				
	Upgrade Type:				
	Upgrade:				
	Upgrade Cost Per Unit:				
	Upgrade Labor Cost Per Unit:				
	New Engine Model Year:				
Nonroad and locomotive only	New Engine Tier:				
Line-Haul Locomotive only	New Engine Horsepower:				
Liters per cylinder per engine	New Engine Duty Cycle:				
Per engine	New Engine Cylinder Displacement:				
	New Engine Number of Cylinders:				
	New Engine Family Name:				
Hours per vehicle; On-Highway only	Annual Idling Hours Reduced:				
Hours per vehicle; Class 8 Long-Haul Combination only	Annual Hoteling Hours Reduced:				
Gallons reduced per year per engine; Fuel reductions result from a new, more efficient engine, not changes in use.	Annual Diesel Gallons Reduced:				

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

Grant Recipient	Temple Public Schools
Reporting Period	January - March, 2022

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

Instructions / Units	Fleet Information	Group 1	Group 2	Group 3	Group 4
	Group Name:	Temple Schools			
	Fleet Owner:	Temple, Schools			
	Publicly or Privately Owned?:	Public			
	Group Type:	On Highway			
	Place of Performance	Temple			
	- State(s):	Oklahoma			
	- County:	Cotton			
	- City:	Temple			
	- Zip Code:	72568			
	Vehicle or Engine Group Sector:	School Bus			
	Target Fleet Type:	School Bus			
Where Applicable	On Highway Weight Class:	Class 6-7			
Where Applicable	On Highway Description:	NA			
	Quantity:	1			
	Vehicle Identification Number(s):	4DRBUAAN99B127419			
	Vehicle Make:	International			
	Vehicle Model:	Blue Bird			
	Vehicle Model Year:	2009			
	Engine Serial Number(s) :	466HM2U3052806			
	Engine Make:	INTERNATIONAL			
	Engine Model:	GOT210			
	Engine Model Year:	2009			
Nonroad and locomotive only	Engine Tier:				
	Engine Horsepower:	210			
Liters per cylinder	Engine Cylinder Displacement:	7.62			
Number of Cylinders per engine	Engine Number of Cylinders:	6			
If unregulated, then NA	Engine Family Name:	MAXFORCE OT			
	Engine Fuel Type:	Fuel Options			
Gallons per year per engine	Annual Amount of Fuel Used:	2040			
Hours per year per engine; Includes idling hours; Nonroad and locomotive only	Annual Usage Hours:				
Miles per vehicle; On-Highway only	Annual Miles Traveled:	7000			
Hours per engine; On-Highway only	Annual Idling Hours:	40			
Hours per year per engine; Class 8 Long-Haul Combination only	Annual Hoteling Hours:	NA			
Years per engine; Total number of years of engine life remaining at time of upgrade action.	Remaining Life:	3 years			
	Year of Upgrade Action:	2022			
	Upgrade Type:	School Bus			
	Upgrade:	yes			
	Upgrade Cost Per Unit:	\$107,127.00			
	Upgrade Labor Cost Per Unit:	0			
	New Engine Model Year:	2022			
Nonroad and locomotive only	New Engine Tier:	Cummins B6.7			
	New Engine Horsepower:	220			
Line-Haul Locomotive only	New Engine Duty Cycle:	Medium Duty			
Liters per cylinder per engine	New Engine Cylinder Displacement:	6.7			
Per engine	New Engine Number of Cylinders:	6			
	New Engine Family Name:	Stage 5, Teir 4			
Hours per vehicle; On-Highway only	Annual Idling Hours Reduced:				
Hours per vehicle; Class 8 Long-Haul Combination only	Annual Hoteling Hours Reduced:				
Gallons reduced per year per engine; Fuel reductions result from a new, more efficient engine, not changes in use.	Annual Diesel Gallons Reduced:				

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

Grant Recipient	Yukon Public Schools
Reporting Period	January - March, 2022

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

Instructions / Units	Fleet Information	Group 1	Group 2	Group 3	Group 4
	Group Name:	Yukon Public Schools			
	Fleet Owner:	Yukon Public Schools			
	Publicly or Privately Owned?:	Public			
	Group Type:	On Highway			
	Place of Performance	Yukon, OK			
	- State(s):	Oklahoma			
	- County:	Canadian			
	- City:	Yukon			
	- Zip Code:	73099			
	Vehicle or Engine Group Sector:	School Bus			
	Target Fleet Type:	School Bus			
Where Applicable	On Highway Weight Class:	Class 6-7			
Where Applicable	On Highway Description:	NA			
	Quantity:	1			
	Vehicle Identification Number(s):	4DRBRABP74B967466			
	Vehicle Make:	International			
	Vehicle Model:	I.C.			
	Vehicle Model Year:	2004			
	Engine Serial Number(s) :	3NVXH0444ANB			
	Engine Make:	International			
	Engine Model:	C210			
	Engine Model Year:	2003			
Nonroad and locomotive only	Engine Tier:	NA			
	Engine Horsepower:	210			
Liters per cylinder	Engine Cylinder Displacement:	7.3L			
Number of Cylinders per engine	Engine Number of Cylinders:	8			
If unregulated, then NA	Engine Family Name:	T444E			
	Engine Fuel Type:	ULSD			
Gallons per year per engine	Annual Amount of Fuel Used:	1708			
Hours per year per engine; Includes idling hours; Nonroad and locomotive only	Annual Usage Hours:	-			
Miles per vehicle; On-Highway only	Annual Miles Traveled:	8,538			
Hours per engine; On-Highway only	Annual Idling Hours:	43			
Hours per year per engine; Class 8 Long-Haul Combination only	Annual Hoteling Hours:	NA			
Years per engine; Total number of years of engine life remaining at time of upgrade action. Eligible engines must have 3 years of remaining life.	Remaining Life:	10			
	Year of Upgrade Action:	2022			
	Upgrade Type:	Vehicle Replacement			
	Upgrade:	Vehicle Replacement - Gasoline			
	Upgrade Cost Per Unit:				
	Upgrade Labor Cost Per Unit:	NA			
	New Engine Model Year:				
Nonroad and locomotive only	New Engine Tier:	-			
	New Engine Horsepower:				
Line-Haul Locomotive only	New Engine Duty Cycle:	-			
Liters per cylinder per engine	New Engine Cylinder Displacement:				
Per engine	New Engine Number of Cylinders:				
	New Engine Family Name:				
Hours per vehicle; On-Highway only	Annual Idling Hours Reduced:				
Hours per vehicle; Class 8 Long-Haul Combination only	Annual Hoteling Hours Reduced:	-			
Gallons reduced per year per engine; Fuel reductions result from a new, more efficient engine, not changes in use.	Annual Diesel Gallons Reduced:				

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

**APPENDIX B**  
**DERA Workplan, FY22**

## **2022 Diesel Emissions Reduction Act (DERA) State Grants**

### **Work Plan and Budget Narrative Template**

---

**INSTRUCTIONS:** States and territories applying for 2022 DERA State Grant funds should use this template to prepare their Work Plan and Budget Narrative.

Please refer to the 2021-2022 DERA State Grants Program Guide full program details, eligibility criteria and funding restrictions, and application instructions.

\*\*\*\*

**SUMMARY PAGE**

**Project Title: Oklahoma Clean Diesel Grant Program**

**Project Manager and Contact Information**

**Organization Name: Oklahoma Department of Environmental Quality**

**Project Manager: Cecelia Kleman**

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

**Phone: (405) 702-4100**

**Fax: (405) 702-4101**

**Email: cecelia.kleman@deq.ok.gov**

**Project Budget Overview:**

	<b>2021</b>	<b>2022</b>
EPA Base Allocation	\$344,463	\$356,374
EPA Match Bonus (if applicable)	\$172,232	\$178,187
Voluntary Matching Funds (if applicable)	\$344,463	\$356,374
Mandatory Cost-Share	\$1,874,418	\$2,670,405
<b>TOTAL Project Cost</b>	<b>\$2,735,576</b>	<b>\$3,561,340</b>

**Project Period for 2021-2022 DERA State Grants**

October 1, 2021 – September 30, 2023

**Summary Statement**

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

- emission reductions
- metropolitan statistical areas (MSAs) with higher ozone levels
- cost effectiveness
  
- counties that contain at least one census tract where the modeled ambient diesel PM concentration from the 2014 National Air Toxics Assessment (<https://www.epa.gov/national-air-toxics-assessment>) is above the 80th percentile



- projects that are located at or near:
  1. ports and airports (e.g. places alongside navigable water with facilities for the loading and unloading of passengers and/or cargo from ships, ferries, and other vessels; places from which aircraft operate that have paved runways and terminals which include cargo, baggage and/or passenger-movement operations; places where foreign goods are inspected by customs officers and allowed to pass into and out of a country)
  2. rail yards (e.g. places at which trains originate or terminate, or at which they are distributed or combined)
  3. terminals (e.g. freight and passenger stations at the end of carrier lines, or that serve as junctions at any point with other lines, that have facilities for the handling of freight and/or passengers)
  4. distribution centers (e.g. facilities that perform consolidation, warehousing, packaging, decomposition and other functions linked with handling freight, often in proximity to major transport routes or terminals, and which generate large amounts of truck traffic)

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

<https://www.deq.ok.gov/air-quality-division/air-grants-funding-programs/air-funding-program-recipients/>.

\*\*\*\*\*

## **SCOPE OF WORK**

### **STATE/TERRITORY GOALS AND PRIORITIES:**

Oklahoma is currently designated attainment for all the National Ambient Air Quality Standards (NAAQS) established by the federal government. We will prioritize MSAs with the highest ozone values as they are the closest to non-attainment in the state. This includes the Tulsa and Oklahoma City metropolitan areas and Comanche county. Projects in these areas will have a priority value assigned to them in the selection criteria.

According to data from 2017 National Emissions Inventory, on-road emissions account for approximately 56.8% of NO<sub>x</sub> emissions, 25.6% of VOC emissions, 11.5% of PM<sub>2.5</sub> emissions, and 5.0% of PM<sub>10</sub> emissions in Oklahoma. Of those on-road emissions, light- and heavy-duty diesel engine emissions account for roughly 32,624 tons of NO<sub>x</sub>, 5,978 tons of VOC, 1,377 tons of PM<sub>2.5</sub>, and 2,022 tons of PM<sub>10</sub>. This is approximately 29.7% of NO<sub>x</sub> emissions, 2.7% of VOC emissions, 1.3% of PM<sub>2.5</sub> emissions, and 1.8% of PM<sub>10</sub> emissions in the state.

Oklahoma DEQ will use the Diesel Emissions Quantifier to track the emissions reductions associated with each project. Specific fleet information provided by subgrant recipients will be

included to produce more accurate estimates. If specific information is not available, Diesel Emissions Quantifier defaults will be used.

## **VEHICLES AND TECHNOLOGIES:**

Oklahoma proposes to focus on the replacement of school buses. With the estimated budget, DEQ anticipates replacing 32 buses with FY22 funding; this is in addition to the 25 buses that we expect to be funded with FY21 funding. DEQ is proud to have successfully replaced over 220 school buses with its school bus replacement programs, resulting in a positive impact on air quality.

For FY21, Eligible Diesel Buses to be replaced must meet all the following:

- must be fully operational.
- must be owned and operated by participating fleet owner two years prior to upgrade.
- must have at least three years of remaining life at the time of upgrade.
- must have accumulated at least 7,000 miles/year during the two years prior to upgrade, or during calendar year 2019.

For FY22, Eligible Diesel Buses to be replaced must meet all the following:

- must be used to carry students to and from school or related events on a regular basis.
- must be identified with the words “School Bus” and be painted National School Bus Glossy Yellow.
- must be diesel fueled.
- must be fully operational.
- must be owned and operated by participating fleet owner for the two years prior to upgrade.
- must have at least three years of remaining life at the time of upgrade.
- must have accumulated at least 7,000 miles/year during the two years prior to upgrade, or during calendar year (Jan-Dec) 2019.
- must have an engine model year (EMY) 2009 or older, if being replaced with a bus that has an engine certified to meet EPA emissions standards.
- must be School Bus Type A, B, C, or D.

For FY21, Eligible Replacement Projects must include all of the following:

- a school bus or buses operating on one of the following fuel types: diesel, gasoline, all-electric, propane (LPG), or natural gas (LNG or CNG).
- a replacement school bus or buses with EMY 2019 or newer.
- a bus or buses with GVWR Class 4-8 of the same or similar type of GVWR than the Eligible Bus. The replacement vehicle must not be a larger weight class than the existing vehicle.
- a bus or buses which operates primarily within the State of Oklahoma.

For FY22, Eligible Replacement Projects must include all of the following:

- a new school bus or buses operating on diesel or gasoline fuel.
- a new replacement school bus or buses with EMY 2019 or newer.
- bus or buses with a Type A, B, C, or D that is the same Type as the Eligible Bus to be replaced.
- The new replacement vehicle must not be of a larger class of Gross Vehicle Weight Rating (GVWR) than the existing vehicle.
  - Class 5: 16,001 – 19,500 lbs GVWR
  - Class 6: 19,501 – 26,000 lbs GVWR
  - Class 7: 26,001 – 33,000 lbs GVWR
  - Class 8: 33,001 lbs GVWR and over
- the new bus or buses must meet EPA’s heavy-duty highway engine emission standards.

For FY21, Reimbursement amounts are:

- Oklahoma may fund up to 25% of the cost of a replacement vehicle powered by a 2019 model year or newer engine certified to EPA emission standards. Highway engine emission standards are available at: <https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles>.
- Oklahoma may fund up to 35% of the cost of a replacement vehicle powered by a 2019 model year or newer engine certified to meet CARB’s Optional Low-NOx Standards. A list of certified vehicles is available at: <https://www.arb.ca.gov/msprog/onroad/cert/cert.php>.
- Oklahoma may fund up to 45% of the cost of a 2019 model year or newer zero-emission (all-electric) replacement vehicle.

For FY22, the Reimbursement amount is:

- Oklahoma may fund up to 25% of the cost of a new replacement vehicle powered by a 2019 model year or newer engine certified to EPA emission standards. Highway engine emission standards are available at: <https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles>.

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

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

## **ROLES AND RESPONSIBILITIES:**

DEQ will sub-grant funding to selected awardees based on selection criteria and their ability to meet the grant requirements. The timeline below shows the various events that will take place during the project period.

DEQ will be responsible for:

- announcing the Grant Solicitation, award recipients, and ongoing program information on the DEQ's Oklahoma Clean Diesel webpage: <https://www.deq.ok.gov/air-quality-division/clean-diesel-dera/>.
- reviewing all proposals and ensuring successful recipients meet EPA funding requirements as established in the 2022 DERA State Grants Program Guide.
- scoring and ranking proposals submitted by applicants for subgrants.
- contacting subgrant awardees to inform them of their responsibilities during the project period. If any of the awardees chooses not to accept the award, then the next school on the ranked list will be notified and offered the subgrant award. Applicants not chosen for the subgrant will be notified by email by the project manager.
- maintaining contact with the subgrant recipients, which is critical to the success of each project.
- engaging in outreach activities such as webinars, meetings, and social media to maintain contact with various stakeholders.
- communicating program successes with the local and regional news media.
- fulfilling EPA grant reporting requirements.
- ensuring that grant projects are completed within the designated timelines and informing EPA of any discrepancies.
- performing inspections as needed to ensure project work has been completed.

Project partners will be responsible for:

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

The Oklahoma Clean Diesel Grant Program will not support grant rebates and/or loan projects.

DEQ's Disbursement Methodology

1. Subgrantees are selected.
2. Subgrantees sign MOA describing terms of subgrant, including estimated project cost.
3. MOA is signed by the DEQ Director, Scott A. Thompson.
4. DEQ issues a Purchase Order for the estimated project cost of the subgrant.
5. A copy of the executed MOA and a Notice to Proceed is emailed to the subgrantee.

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

DEQ will not utilize any additional leveraged resources beyond any voluntary matching funds or mandatory cost-share funds included in the project budget.

**TIMELINE AND MILESTONES:**

<b>FY 2021</b>		
<b>Action</b>	<b>Start Date*</b>	<b>End Date*</b>
Submit Notice of Intent Participate	March 3, 2021	March 18, 2021
Submit Work Plan, Budget Narrative, and Fleet Description		April 26, 2021
Submit Grants.gov Application		May 26, 2021
Subgrant Program Development/Develop Grant Solicitation	October 1, 2021	October 15, 2021
Announce Funding and publish Grant Solicitation		October 18, 2021
Accept Applications	October 18, 2021	December 10, 2021
Review and Select Applications	December 10, 2021	March 18, 2022
Make Subawards / Complete MOAs	March 21, 2022	April 1, 2022
Project Implementation	April 1, 2022	September 1, 2023
Procurement of New School Bus	April 1, 2022	September 1, 2023
Monitoring and Oversight of Project	March 1, 2021	September 30, 2023
Quarterly Reporting	October 1, 2021	September 30, 2023
Project Completion Date		September 30, 2023
Final Report Deadline		December 30, 2023

FY 2022		
Action	Start Date*	End Date*
Submit Notice of Intent Participate	April 25, 2022	May 9, 2022
Submit Work Plan, Budget Narrative, and Fleet Description		June 2, 2022
Submit Grants.gov Application		June 17, 2022
Subgrant Program Development/Develop Grant Solicitation	October 1, 2022	October 16, 2022
Announce Funding and publish Grant Solicitation		October 17, 2022
Accept Applications	October 17, 2022	December 16, 2022
Review and Select Applications	December 17, 2022	January 20, 2023
Make Subawards / Complete MOAs	January 21, 2023	April 1, 2022
Project Implementation	April 1, 2023	September 1, 2023
Procurement of New School Bus	April 1, 2023	September 1, 2023
Monitoring and Oversight of Project	April 1, 2022	September 30, 2023
Quarterly Reporting	October 1, 2022	September 30, 2023
Project Completion Date		September 30, 2023
Final Report Deadline		December 30, 2023

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

#### **DERA PROGRAMMATIC PRIORITIES:**

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

##### Areas in non-attainment or maintenance of NAAQS for Ozone and/or PM<sub>2.5</sub>

These grant projects will impact areas with high population density and/or poor air quality. Since Oklahoma has maintained attainment status for all criteria pollutants since 1990, special consideration will be given to the MSAs of Oklahoma City and Tulsa, which have the highest levels of ozone in the state. Oklahoma DEQ is always aware that a period of unusual weather may change Oklahoma's attainment status.

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

Cleveland and Oklahoma Counties are on the 2021 DERA Priority County List per the 2014 National Scale Air Toxics Assessment. This means that all or part of the county's population was exposed to more than 2.0 µg/m<sup>3</sup> of diesel particulate matter emissions, <https://www.epa.gov/sites/default/files/2021-02/documents/fy21-priority-county-list.pdf>.

### Areas designated as Federal Class I areas

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

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

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

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

Grant project funding will impact areas that receive a disproportionate quantity of air pollution from diesel fleets. These areas include school properties, distribution centers, rail yards, airports, major highways, and large metropolitan areas. Oklahoma City and Tulsa have many distribution centers, such as the Amazon Fulfillment Distribution Center in Oklahoma City. Two major interstates, I-40 and I-35, intersect in Oklahoma City and I-44 passes through both Oklahoma City and Tulsa, bringing heavy semi-truck traffic.

Oklahoma's DERA program will maximize public health benefits to the citizens of the state by giving priority consideration to projects that will reduce diesel emissions in the areas described above. Diesel exhaust contains fine particles which can aggravate asthma and cause lung damage, as well as premature death. These replacements will provide quantifiable reductions of emissions.

The Oklahoma DEQ DERA program offers a diesel-to-diesel option. A newer diesel engine has more stringent standards and runs cleaner than older diesel engines. This could be more than 98% lower emissions than older diesel vehicles according to the Diesel Technology Forum<sup>1</sup>.

The Oklahoma DEQ DERA program offers a diesel-to-gasoline option. A gasoline engine is less expensive to own and emits less NOx than a diesel engine. The Blue Bird Vision gasoline school bus has received full EPA and CARB certification. This model is equipped with a Ford 6.8L V10 engine<sup>2</sup>. It achieved an emission output of 0.08 g/bhp-hr NOx during certification. This output of nitrogen oxides is significantly less than the federal standard of 0.2 g/bhp-hr<sup>1</sup>.

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

The Oklahoma Clean Diesel Grant Program will support EPA's FY 2022-2026 Strategic Plan Goal 4: Ensure Clean and Healthy Air for All Communities which states, "All people regardless of race, color, national origin, or income deserve to breathe clean air outdoors and indoors, and it is especially important that the health of vulnerable and sensitive populations, such as children and persons adversely affected by persistent poverty or inequality, be protected." The program

---

<sup>1</sup> <https://www.dieselforum.org/policyinsider/even-nearer-to-zero-taking-a-look-at-the-big-picture-of-the-epa-s-proposed-future-emissions-standards-for-heavy-duty-trucks>

<sup>2</sup> <https://www.schoolbusfleet.com/news/721711/blue-bird-vision-gasoline-school-bus-certified-by-epa-carb>

<sup>4</sup><https://www.blue-bird.com/buses/electric-school-buses>

will also support Objective 4.1: Improve Air Quality and Reduce Localized Pollution and Health Impacts of the Strategic Plan in which it states “Reduce air pollution on local, regional, and national scales to achieve healthy air quality for people and the environment.” Diesel vehicle replacements will reduce local and regional air pollution, including particulate matter, carbon monoxide, hydrocarbons, and toxic air pollutants. These actions will help Oklahoma achieve and maintain health-based air pollution standards and reduce risk from toxic air pollutants, improving air quality for the public.

### **Outputs**

The outputs of the requested projects will include:

- the number of full vehicle replacements. This will be tracked quarterly by DEQ staff.
- adoption of an idle reduction policy for each subgrant recipient.
- the number of hours of idling reduced, which will be estimated by DEQ staff.
- the annual pounds of nitrogen oxides, particulate matter, carbon monoxide, carbon dioxide, and hydrocarbon emissions reduced. This will be calculated quarterly by DEQ staff using EPA’s Diesel Emissions Quantifier.
- cost effectiveness. This will be estimated quarterly by DEQ staff using the Diesel Emissions Quantifier.

### **Outcomes**

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

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

### **SUSTAINABILITY OF THE PROGRAM:**

From FY 2008 through FY 2012 and from FY 2017 through FY 2021, DEQ successfully administered the Oklahoma Clean Diesel Grant Program, which primarily focused on the replacement of school buses across the state. In addition, DEQ successfully administered ARRA grant money to further the clean school bus program in FY 2008 and FY 2009.

DEQ will continue to share funding information with state superintendents, trade associations, and municipalities. Additionally, staff will investigate new ways to publicize the FY 2022 funding opportunity. DEQ will continue to promote the Oklahoma Clean Diesel Grant Program on its website: <https://www.deq.ok.gov/air-quality-division/clean-diesel-dera/>. This webpage not only connects potential subgrant recipients to new funding opportunities but allows them to see the history of Oklahoma Clean Diesel Program successes. The webpage also includes



information on clean diesel issues, including idle reduction, and health and environmental impacts. DEQ will also publicize grant opportunities through social media.

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

\*\*\*\*\*

**BUDGET NARRATIVE**

**2021 Itemized Project Budget**

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable)	Line Total
			VW Mitigation Trust Funds	
1. Personnel	\$41,610	\$0	\$27,740	\$69,350
2. Fringe Benefits	\$19,282	\$0	\$12,854	\$32,136
3. Travel	\$300	\$0	\$200	\$500
4. Equipment	\$0	\$0	\$0	\$0
5. Supplies	\$180	\$0	\$120	\$300
6. Contractual	\$0	\$0	\$0	\$0
7. Other	\$440,605	\$1,874,418	\$293,737	\$2,608,760
<b>8. Total Direct Charges (sum 1-7)</b>	\$501,977	\$1,874,418	\$334,651	\$2,711,046
9. Indirect Charges	\$14,718	\$0	\$9,812	\$24,530
<b>10. Total (Indirect + Direct)</b>	\$516,695	\$1,874,418	\$344,463	\$2,735,576
11. Program Income	\$0	\$0	\$0	\$0

**2022 Itemized Project Budget**

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable)	Line Total
			VW Mitigation Trust Funds	
1. Personnel	\$0	\$0	\$0	\$0
2. Fringe Benefits	\$0	\$0	\$0	\$0
3. Travel	\$300	\$0	\$200	\$500
4. Equipment	\$0	\$0	\$0	\$0
5. Supplies	\$180	\$0	\$120	\$300
6. Contractual	\$0	\$0	\$0	\$0
7. Other	\$534,081	\$2,670,405	\$356,054	\$3,560,540
<b>8. Total Direct Charges (sum 1-7)</b>	\$543,561	\$2,670,405	\$356,374	\$3,561,340
9. Indirect Charges	\$0	\$0	\$0	\$0
<b>10. Total (Indirect + Direct)</b>				
11. Program Income	\$0	\$0	\$0	\$0

**Explanation of Budget Framework**

• **Personnel**

- **OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY  
CLEAN DIESEL GRANT - FFY 2021  
SALARY, FRINGE AND INDIRECT**

**Year 1**

	<b>Annual</b>	<b>Annual</b>	<b>Annual</b>	<b>MAN- YEAR</b>	<b>GRANT</b>	<b>GRANT</b>	<b>INDIRECT</b>	<b>GRANT</b>
<b>CLASSIFICATION</b>	<b>Salary</b>	<b>Fringe</b>	<b>Indirect</b>	<b>ON GRANT</b>	<b>SALARY</b>	<b>FRINGES</b>	<b>COSTS</b>	<b>TOTAL</b>
Env Programs Specialist III	\$54,545	\$25,995	\$19,467	0.35	\$19,091	\$9,098	\$ 6,813	\$35,002
Env Programs Specialist II	\$47,749	\$24,354	\$17,427	0.05	\$2,387	\$1,218	\$ 871	\$4,476
Env Programs Specialist IV	\$64,094	\$28,301	\$22,332	0.05	\$3,205	\$1,415	\$1,117	\$5,737
Env Programs Specialist IV	\$60,519	\$27,438	\$21,259	0.05	\$3,026	\$1,372	\$1,063	\$5,461
Environmental Attorney III	\$72,493	\$30,330	\$24,852	0.05	\$3,625	\$1,517	\$1,243	\$6,385
Env Programs Manager	\$66,817	\$28,959	\$23,149	0.05	\$3,341	\$1,448	\$1,158	\$5,947
<b>TOTALS</b>	<b>\$366,217</b>	<b>\$165,377</b>	<b>\$128,486</b>	<b>0.60</b>	<b>\$34,675</b>	<b>\$16,068</b>	<b>\$12,265</b>	<b>\$63,008</b>

	<b>EPA Allocation</b>	<b>Voluntary Match</b>	<b>Mandatory Cost Share</b>	<b>Total</b>
Salary	\$20,805.0	\$13,870.0	n/a	\$34,675
Fringe	\$9,640.8	\$6,427.2	n/a	\$16,068
Indirect	\$7,359.0	\$4,906.0	n/a	\$12,265
<b>TOTAL</b>	<b>\$37,805</b>	<b>\$25,203</b>		<b>\$63,008</b>

**Year 2**

	Annual	Annual	Annual	MAN-YEAR	GRANT	GRANT	INDIRECT	GRANT
CLASSIFICATION	Salary	Fringe	Indirect	ON GRANT	SALARY	FRINGES	COSTS	TOTAL
Env Programs Specialist III	\$54,545	\$25,995	\$19,467	0.35	\$19,091	\$9,098	\$ 6,813	\$35,002
Env Programs Specialist II	\$47,749	\$24,354	\$17,427	0.05	\$2,387	\$1,218	\$ 871	\$4,476
Env Programs Specialist IV	\$64,094	\$28,301	\$22,332	0.05	\$3,205	\$1,415	\$1,117	\$5,737
Env Programs Specialist IV	\$60,519	\$27,438	\$21,259	0.05	\$3,026	\$1,372	\$1,063	\$5,461
Environmental Attorney III	\$72,493	\$30,330	\$24,852	0.05	\$3,625	\$1,517	\$1,243	\$6,385
Env Programs Manager	\$66,817	\$28,959	\$23,149	0.05	\$3,341	\$1,448	\$1,158	\$5,947
<b>TOTALS</b>	<b>\$366,217</b>	<b>\$165,377</b>	<b>\$128,486</b>	<b>0.60</b>	<b>\$34,675</b>	<b>\$16,068</b>	<b>\$12,265</b>	<b>\$63,008</b>

	EPA Allocation	Voluntary Match	Mandatory Cost Share	Total
Salary	\$20,805.0	\$13,870.0	n/a	\$34,675
Fringe	\$9,640.8	\$6,427.2	n/a	\$16,068
Indirect	\$7,359.0	\$4,906.0	n/a	\$12,265
<b>TOTAL</b>	<b>\$37,805</b>	<b>\$25,203</b>		<b>\$63,008</b>

- **Travel**

For FY21, it is anticipated that two staff members will do two to three spot inspections within the state for site visits to confirm equipment has been disabled as required and, in some cases, conduct award ceremonies to recognize participation in the DERA program. Award ceremonies will be conducted upon request of subgrant recipients. The mileage reimbursement rate is \$0.57 per mile. The total cost is approximately \$500.

For FY22, it is anticipated that two staff members will do two to three spot inspections within the state for site visits to confirm equipment has been disabled as required and, in some cases, conduct award ceremonies to recognize participation in the DERA program. Award ceremonies will be conducted upon request of subgrant recipients. The mileage reimbursement rate is \$0.585 per mile. The total cost is approximately \$500.

- **Supplies**

Supplies include items such as postage, paper, pens, certificates for participants, and other miscellaneous office supplies. The total cost is approximately \$300 each for both FY21 and FY22.

- **Contractual**

No contractual services are anticipated for the grant program. However, the competitive bid provisions of the Oklahoma purchasing act (Title 74 O.S. §85.1 *et seq.*) of the Oklahoma State Statute and the State Purchasing Rules ensure fair competition for suppliers.

Designated purchasing agents are required to obtain bids as authorized by The Central Purchasing Act for the purchase of goods, services, construction, or information services.

The State Purchasing Director oversees solicitations for acquisitions by invitation to bid, request for proposal, or request for quotation, and ensures that an evaluation method is clearly identified in any solicitation. The evaluation method must be either “lowest or best” or “best value.”

- **Other**

For the purposes of this application, Oklahoma assumes all successful applicants will be from school districts to replace buses. DEQ will administer the funds to final recipients as subawards through a competitive selection process. As projects are carried out, any allocation changes will be updated and published in the forthcoming quarterly and summary reports

FY 2021				
Budget Category	Cost Per Bus	EPA Allocation (per bus)	Voluntary Match (per bus)	Mandatory Cost-Share (per bus)
8. Other				
19 Diesel Buses	\$92,730.00	\$13,909.50	\$9,273.00	\$69,547.50
1 Gasoline Bus	\$98,130.00	\$14,719.50	\$9,813.00	\$73,597.50
3 Propane Buses	\$91,000.00	\$13,650.00	\$9,100.00	\$68,250.00
1 CNG Bus	\$130,000.00	\$27,300.00	\$18,200.00	\$84,500.00
1 Electric Bus	\$345,760.00	\$93,355.00	\$62,237.00	\$190,168.00
<b>Grand Total</b>	<b>\$2,608,760.00</b>	<b>\$440,605.00</b>	<b>\$293,737.00</b>	<b>\$1,874,418.00</b>

FY 2022				
Budget Category	Cost Per Bus	EPA Allocation (per bus)	Voluntary Match (per bus)	Mandatory Cost-Share (per bus)
7. Other				
22 Diesel Buses	\$111,266.88	\$16,690.03	\$11,126.69	\$83,450.16
10 Gasoline Buses	\$111,266.88	\$16,690.03	\$11,126.69	\$83,450.16
<b>Grand Total</b>	<b>\$3,560,540.00</b>	<b>\$534,081.00</b>	<b>\$356,054.00</b>	<b>\$2,670,405.00</b>

**Administrative Costs Expense Cap**

Oklahoma DEQ understands up to 15% of the award can be used for administrative costs. The DEQ has budgeted for administrative costs to be 14.7% for FY21 and 0% for FY22, or 7.2% overall.

**Matching Funds and Cost-Share Funds**

For the 2021 funding year, the Oklahoma Department of Environmental Quality matched the EPA allocation of \$344,463. DEQ used the DERA Option of the Volkswagen settlement for this match.

For the 2022 funding year, the Oklahoma Department of Environmental Quality will match the EPA allocation of \$356,374 to maximize available funding allocations from EPA. DEQ intends to again use the DERA Option of the Volkswagen settlement for this match.

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

**Funding Partnerships**

The grant program will fund projects through subawards only.