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

To Whom It May Concern:

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

During the reporting period of July 1, 2022 to December 31, 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

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.

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

VOLKSWAGEN ENVIRONMENTAL MITIGATION TRUST SEMIANNUAL REPORT

BENEFICIARY: State of Oklahoma
LEAD AGENCY: Oklahoma Department of Environmental Quality
REPORTING PERIOD: July 1, 2022 – December 31, 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 July 1, 2022 to December 31, 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/

Grant #DS-01F65501–1 for the FY20 Oklahoma Clean Diesel Program was closed out on December 30, 2022. The final report for the FY20 grant will be included in the next semi-annual report to the Trust. Grant #DS-02F00301-0 for FY21 is ongoing. Oklahoma DEQ was awarded Grant #DS-02F19701-0 (FY22 DERA) on September 30, 2022. The workplan for this new award was attached to the previous semiannual report. Amendments to the workplans for Grant #DS-02F00301-0 and Grant #DS-02F19701-0 were filed with EPA on December 23, 2022 and are awaiting final approval. 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, all projects were completed and all schools have received their reimbursements. The D-4 for FY20 DERA, with Project ID# DS-01F65501-1, was closed out and $1,014.52 of remaining funds were returned to the Trust in August of 2022. The final grant closeout report was sent to EPA on December 30, 2022. DEQ is now compiling documents to send to EPA to finish the report and the final report will be included in the next semiannual report to the Trust.

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 Puclib 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	-

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 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	-
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	-
	Administrative	**60,426.00**	-	**36,256.00**	**24,170.00**	70,409.06	-	**46,239.06**	**24,170.00**	24,170.00	(0.00)
	Project Totals	**3,198,794.00**	**2,353,776.00**	**507,011.00**	**338,007.00**	2,078,743.06	**1,525,206.06**	**336,115.82**	**217,421.18**	**218,435.70**	**1,014.52**
	Percentage	**100%**	**73.58%**	**15.85%**	**10.57%**	**100%**	**73.37%**	**16.17%**	**10.46%**		

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. During this reporting period two Attachment A's were submitted. One was submitted on November 29, 2022 and approved on December 8, 2022 for $48,798.80. The second was submitted on December 30, 2022 and approved on January 5, 2023 for $114,505.80. The termination date for these projects is December 30, 2024.

DEQ had planned to administer FY21 and FY22 as a single two-year grant, but because of a mistake in applying for the grant, the two grants will now be separate grants and have separate EPA reporting requirements. Because of this, the workplans had to be amended and were submitted to EPA on November 18, 2022. Approval of these workplan amendments with EPA is pending. The D-4 was also amended to reflect these changes and submitted in December 2022.

During this reporting period, three of the thirteen projects have been reimbursed and five projects have initiated reimbursement. Widespread delays in delivery of buses have resulted in timeline extensions to project agreements for the remaining five schools. The furthest extension granted is for May 31, 2023. The quarterly reports were turned in to EPA on July 27, 2022 and October 31, 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	285,000.00	213,750.00	42,750.00	28,500.00	-	-	-	-	-	
1 CNG Bus	TBD	130,137.00	84,589.00	27,328.80	18,219.20	-	-	-	-	-	
1 Electric Bus	TBD	345,110.00	189,810.50	93,179.70	62,119.80	-	-	-	-	-	
11 Gasoline Bus	TBD	1,203,817.50	902,863.10	180,572.60	120,381.80	-	-	-	-	-	
40 Diesel Buses	TBD	1,743,805.50	1,307,854.15	261,570.65	174,380.70	-	-	-	-	-	
1 Diesel Bus	Temple Public Schools	102,832.00	77,124.00	15,424.80	10,283.20	107,127.00	81,419.00	15,424.80	10,283.20	10,283.20	-
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	98,750.00	77,088.00	12,997.20	8,664.80	8,664.80	-
4 Diesel Buses	Commerce Public Schools	407,988.00	305,991.00	61,198.20	40,798.80	-	-	-	-	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 Puclic 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	-	-	-	-	8,000.00	
1 Diesel Bus	Yukon Public Schools	86,080.00	64,560.00	12,912.00	8,608.00	-	-	-	-	-	
	Administrative	**127,616.00**	**-**	**76,570.00**	**51,046.00**	34,297.93	**-**	**17,141.85**	**17,156.08**	50,726.00	
	Project Totals	**6,297,381.00**	**4,545,288.00**	**1,051,256.00**	**700,837.00**	240,174.93	**158,507.00**	**45,563.85**	**36,104.08**	**118,472.80**	
	Percentage	**100%**	**72.18%**	**16.69%**	**11.13%**	**100%**	**66.00%**	**18.97%**	**15.03%**		

3. FY22 DERA

DEQ was awarded $534,561 on September 30, 2022 by EPA for the FY22 DERA program. DEQ submitted a D-4 to the trust for $356,054 with Project ID# DS-02F19701-0 in August 2022. DEQ had planned to administer FY21 and FY22 as a single two-year grant but they will instead be two separate EPA grants and have separate reporting requirements. Because of this, the workplan had to be amended and was submitted to EPA on November 18, 2022. The D-4 was also amended to reflect these changes and re-submitted to the Trust in December 2022.

During this reporting period, DEQ published the Grant Solicitation and made the application available on the DEQ website on November 9, 2022 and is included as Appendix B. The application period will be open through January 13, 2023. The first quarterly report was submitted to EPA on October 31, 2022. In the next reporting period, successful applicants will be selected, notified, and permitted to begin work on their projects. The termination date for these projects is December 30, 2024.

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 December 1, 2025.

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. A third amendment to this D-4 was filed August 25, 2022 and approved September 26, 2022, which extended the timeline in order to allow for a fourth round of funding.

During this reporting period, one entity completed their project and was reimbursed. There is one remaining recipient under this year of funding who has experienced significant project delays. They requested an extension and minor alteration of their project. The extension added two years to their project, and they anticipate completing by August of 2024. They were additionally granted an increased award amount due to ongoing supply chain issues, which caused buses to be more expensive than they were during the original bid solicitation.

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. A third amendment to this D-4 was filed August 25, 2022 and approved September 26, 2022, which extended the timeline to allow for a fourth round of funding.

During this reporting period, one Attachment A was submitted on November 29, 2022 and approved on December 8, 2022 for $129,226.84. The one remaining recipient completed their project and was reimbursed. All entities awarded with Year 3 funds have successfully completed their projects and received reimbursement.

3. FY2022 (YEAR 4) ALTERNATIVE FUEL SCHOOL BUS PROGRAM

This round of projects was funded through D-4 # OK-AFSB-2 with an amendment submitted on August 25, 2022 and approved on September 26, 2022. The updated D-4 extends the project timeline to allow for an additional application period and exhibits the program changes for applicants during this round of funding.

During this reporting period DEQ prepared and published another grant solicitation, included as Appendix C, and application. Applications will be accepted through January 13, 2023. In the next reporting period successful applicants will be selected, notified, and permitted to begin work on their projects.

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

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
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	$298,959	173,702.00	125,257.00	125,257.23	0.23
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	$185,976	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				84,257.23	
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				-	
	Administrative	**126,000.00**	-	**126,000.00**	**70,096.97**	-	70,096.97	126,000.00	
	Project Totals	**5,936,807.24**	**2,905,403.62**	**3,031,403.62**	**3,416,282.97**	**1,763,599.30**	**1,652,683.67**	**2,020,267.09**	**333.16**
	Percentage	**100.0%**	**48.9%**	**51.1%**	**100.0%**	**51.6%**	**48.4%**		

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 was 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. All projects for Round 2 have been reimbursed and ID #OK-EVSE-2 was closed out on October 31, 2022. The remaining $97,544.46 was returned to the Trust on December 7, 2022.

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	VW Amount Returned
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	63,684.00	12,736.80	50,947.20	55,407.20	4,460.00
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 Duncan	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 Weatherford	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
	Administrative	**121,180.91**	-	**121,180.91**	53,542.87	-	**53,542.87**	121,180.91	67,638.04
	Project Totals	**3,252,508.47**	**1,950,120.47**	**1,304,388.20**	**3,030,511.92**	**1,910,537.46**	**1,119,974.46**	**1,217,518.92**	**97,544.46**
	Percentage	**100%**	**59.96%**	**40.10%**	**100%**	**63.04%**	**36.96%**		

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	Reimbursed
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. An additional Attachment A was submitted on May 10, 2022 and approved on May 12, 2022 for $110,744.58.

During this reporting period one project was partially completed for the D4 ID# OK-OnRd-3 with the reimbursement of two large trucks.

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					
	Administrative	**47,000.00**	-	**47,000.00**	27,552.60	-	**27,552.60**	47,000.00	
	Project Totals	**1,835,882.00**	**672,221.00**	**1,163,661.00**	**27,552.60**	-	**27,552.60**	**47,000.00**	-
	Percentage	**100%**	**36.62%**	**63.38%**	**100%**	**0.00%**	**100.00%**		

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					
	Administrative	**48,330.00**	-	**48,330.00**	15,759.05	-	15,759.05	45,670.00	
	Project Totals	**352,799.00**	**76,118.00**	**276,681.00**	**105,196.75**	**23,239.70**	**81,957.05**	**111,868.00**	
	Percentage	**100%**	**21.58%**	**78.42%**	**100%**	**22.09%**	**77.91%**		

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	596,461.60	467,234.76	129,226.84	129,226.84	
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					
	Administrative	**48,330.00**	**-**	**48,330.00**	**46,901.86**	**-**	**46,901.86**	48,330.00	
	Project Totals	**6,858,542.16**	**4,139,756.77**	**2,718,785.39**	**796,712.46**	**509,839.18**	**286,873.28**	**288,301.42**	**-**
	Percentage	**100%**	**60.36%**	**39.64%**	**100%**	**63.99%**	**36.01%**		

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	$167,666.34	0.80	$0.00	0.00	0.00
2	DERAFY18	DS-01F36801-0 (2)	May 6, 2019	July 8, 2019	$298,511.70	1.43	$20,012.00	6.70	0.10
3	AFSB1	OK-AFSB-1	May 6, 2019	July 24, 2019	$1,845,621.46	8.82	$26,906.28	1.46	0.13
4	Oklahoma EVSE Program FY19	OK-EVSE	August 13, 2019	October 15, 2019	$1,833,984.47	8.77	$150,000.00	8.18	0.72
5	Oklahoma EVSE Program FY19	OK-EVSE-2	September 19, 2019	November 18, 2019	$1,304,388.20	6.23	$121,180.91	9.29	0.58
6	DERAFY19	DS - 01F65501 - 0	September 26, 2019	November 26, 2019	$320,118.00	1.53	$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 (Med 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 FY21-22	DS-02F00301-0	October 20, 2021	December 21, 2021	$700,837.00	3.35	$51,046.00	7.28	0.24
TOTAL					**$13,398,034.95**	**64.04**	**$688,382.26**	**n/a**	**3.29**

**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 *(Category 2, Eligible Buses)*	20%	$4,184,497.02	$4,184,497.02	$0.00
Oklahoma Clean Diesel/ Diesel Emissions Reduction Act *(Category 10, DERA Option)*	10%	$2,092,248.51	$1,684,066.37	$408,182.14
On-Road *(Category 1, Eligible Large Trucks; Category 2, Eligible Buses; Category 6, Medium Trucks)*	20%	$4,184,497.02	$4,156,467.39	$28,029.63
Off-Road *(Category 3, Freight Switchers; Category 4, Ferries/Tugs; Category 7, Airport Ground Support Equipment; Category 8, Forklifts and Port Cargo Handling Equipment)*	20%	$4,184,497.02	$0.00	$4,184,497.02
ChargeOK/Electric Vehicle Charging Infrastructure *(Category 9, Light Duty Zero Emission Vehicle Supply Equipment)*	15%	$3,138,372.77	$2,837,076.49	$301,296.28
Flex Fund *(Categories to be determined at a later date)*	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	Argonne Heavy Duty Vehicle Emissions Calculator	lifetime short tons	5.29	0.18	**	**	-12.21	**	**
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	8.87	**	**	106.36	**	12,851.96	4.87
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	Argonne Heavy Duty Vehicle Emissions Calculator	lifetime short tons	6.92	0.2	**	**	-5.78	**	**
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	2.19	0.063	**	**	771	**	**
10	Oklahoma On-Road Program – Medium Trucks*	OK-OnRd-2	Argonne Heavy Duty Vehicle Emissions Calculator	lifetime short tons	0.52	0.034	**	**	95.87	**	**
11	Oklahoma On-Road Program - Large Trucks*	OK-OnRd-3	Argonne Heavy Duty Vehicle Emissions Calculator	lifetime short tons	55.97	2.67	**	**	1,183.55	**	**
12	Oklahoma DERA FY21*	DS-02F00301-0	DEQ	lifetime short tons	6.523	0.277	0.59	-5.743	**	-4.718	**
TOTAL					**142.27**	**6.33**	**6.59**	**289.20**	**2,032.43**	**42,535.94**	**21.83**

** 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:
April 2022 - September 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 July – December timeframe includes DERA quarterly reports for the April - September timeframe.

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

Grant Recipient	**OK Dept. of Environmental Quality**
Grant #	**01F65501-1**
Reporting Period	**April - June, 2022**

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

WORKPLAN BUDGET	FY19	FY20
Total EPA Funds Awarded	$480,188.00	$507,011.00
Total Mandatory Cost-Share	$2,112,324.00	$2,353,185.00
Total Voluntary Matching Funds	$320,110.00	$338,007.00
Total Project Costs	$2,912,622.00	$3,198,203.00

Table 1. Rate of Expenditure. Record all funds expended for each budget category.

	Federal Funds Expended this Reporting Period	Mandatory Cost-Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Cumulative Federal Funds Expended	Cumulative Mandatory Cost-Share Expended	Cumulative Voluntary Match Expended	
			VW Mitigation Funds	Other Funds			VW Mitigation Funds	Other Funds
Personnel	$5,793.32				$42,744.16		$24,635.37	
Fringe Benefits	$3,816.25		$6.54		$52,926.45		$13,747.19	
Travel								
Equipment								
Supplies								
Contractual								
Subawards								
Participant Support Costs (e.g., Rebates)								
Other	$54,604.20	$287,657.00	$36,402.80		$706,468.61	$3,771,044.40	$470,979.04	
Indirect Charges	$2,366.03		$1.51		$16,963.40		$9,732.74	
TOTALS	$66,579.80	$287,657.00	$36,410.85	$0.00	$819,102.62	$3,771,044.40	$519,094.34	$0.00

Table 2. Narrative Responses

Question	Answer
What actual accomplishments occurred during the reporting period?	All the projects for the FY19 grant have been completed and reimbursements received. During this quarter, the last two schools were reimbursed for their projects: Cave Springs and Mustang. All FY20 grant recipients have completed their projects.
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. See the "FY20 Awardees" tab for more information.
Provide a comparison of actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the project Work Plan.	Despite the early project milestones being delayed with the national school bus shortage all recipients have completed their projects before the grant deadline in September.
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?	During this reporting period no problems occurred. The last two schools were reimbursed for their projects.
How do you propose to remedy any problems? Identify how and the date you will get back on course to meet the anticipated outputs/outcomes and/or timelines/milestones specified in the project work plan.	Despite the extensions, DEQ is still on track to meet the overall deadline of September 1, 2022.
If any cost-shares are reported for this Reporting Period in Table 1 above, identify the source of the funds.	See "FY20 Awardees" tab for reported cost-shares.
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	No program income was generated during this reporting period.
Did any public relations events regarding this grant take place during the reporting period?	The list of awardees, their award amounts, and how many buses they are replacing is posted on our agency website. Because VW funds were used as a state match, Oklahoma's DERA workplan was also included in a previous semiannual report to Wilmington Trust, which is placed on a public website, listed below.

What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	https://www.deq.ok.gov/air-quality-division/air-grants-funding-programs/air-funding-program-recipients; https://www.vwenvironmentalmitigationtrust.com; https://deq.maps.arcgis.com/apps/MapSeries/index.html?appid=9f89f8b3cb5b46d4b5b87ace233e27ff
What project activities are planned for the next reporting period?	During the next quarter DEQ will submit the final end of grant report.

Table 3. Subaward Reporting Requirements	
Requirement	**Response**
Summaries of results of reviews of financial and programmatic reports	During this quarter, $66,579.80 of federal funds have been used. The cumulated federal funds expended is $819,102.62. These funds went toward personnel, fringe, subawards, and indirect charges. Zero dollars of Oklahoma funds (not VW) have been used. The Mandatory Cost-Share from this quarter was $287,657.00. These funds would represent the subgrantees' portions of all vehicles and/or equipment purchased. This quarter, $36,410.85 of Oklahoma VW funds have been used with a cumulative total of $519,094.34.
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance	DEQ keeps in touch with awardees through emails and phone calls. We determine compliance through review of photographs of VIN numbers for old and new vehicles and photographs of destruction old vehicles. The DEQ also reviews the Certificate of Destruction once it is signed and dated. We review dated invoices and receipts from vendors to schools showing final purchase price of new vehicles. No site visits were done during this quarter.
Environmental results the subrecipient achieved	Through the scrappage and dismantling of old diesel vehicles, subrecipients are contributing to environmental benefits by getting high polluting vehicles off the road and replacing them with newer vehicles that emit fewer emissions. During this quarter two schools were reimbursed for their buses which resulted in a lifetime emissions reduction of 2.225 lifetime short tons² of NOx, 0.180 lifetime short tons of PM 2.5, 0.356 lifetime short tons of HC, and 1.095 lifetime short tons of CO, based on the Diesel Emissions Calculator. The cumulative FY19 and FY20 program emission benefits from October 1, 2019 to June 30, 2022 are 18.350 lifetime short tons of NOx, 1.101 lifetime short tons of PM2.5, 2.503 lifetime short tons of HC, and 6.625 lifetime short tons of CO.
Summaries of audit findings and related pass-through entity management decisions	No audits or pass-through entity management decisions have been made.
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.331(e), 2 CFR 200.207 and the 2 CFR 200.338 Remedies for Noncompliance	N/A

Project Partner	Estimated Award Amount	Actual Reimbursement Amount	Cost Shares
Edmond Public Schools	$239,607.50	$239,607.50	$718,822.50
Davenport Public Schools	$40,930.00	$39,924.75	$119,774.25
Mustang Public Schools	$62,907.75	$62,907.75	$209,723.25
Noble Public Schools	$42,500.00	$42,500.00	$127,648.00
Boswell Public Schools	$45,000.00	$43,823.00	$131,471.00
Washington Public Schools	$39,963.50	$39,963.50	$136,936.50
Lexington Public Schools	$22,500.00	$18,890.00	$56,670.00
Middleberg Public Schools	$43,804.00	$43,804.00	$135,850.00
Bishop Public Schools	$20,920.50	$20,920.50	$62,962.50
Silo Public Schools	$25,000.00	$24,985.91	$81,337.09
Fort Towson Public Schools	$59,750.00	$59,750.00	$213,082.00
Enid Public Schools	$38,317.00	$37,253.75	$111,761.25
Mounds Public Schools	$19,989.00	$19,989.00	$59,967.00
TOTALS	**$701,189.25**	**$694,319.66**	**$2,166,005.34**

Project Partner	Estimated Award Amount	Actual Reimbursement Amount	Cost Shares
Allen	$26,742.25	$26,742.25	$86,756.75
Cave Springs	$19,882.25	$19,882.25	$74,282.75
Central High	$18,954.00	$18,954.00	$75,816.00
Claremore	$21,955.25	$21,955.25	$65,865.75
Enid	$38,375.00	$38,375.00	$115,125.00
Fairland	$19,000.00	$18,808.00	$56,424.00
Kingfisher	$40,000.00	$40,000.00	$123,080.00
Mannford	$21,000.00	$20,482.00	$61,446.00
Miami	$41,104.00	$41,104.00	$164,416.00
Mustang	$71,124.75	$71,124.75	$213,374.25
Shady Grove	$19,700.00	$19,700.00	$61,400.00
Talihina	$19,675.00	$19,675.00	$78,699.00
Taloga	$21,230.00	$21,100.00	$63,400.00
Yukon	$84,893.00	$84,766.44	$300,535.56
Zaneis	$20,495.00	$20,459.00	$64,418.00
TOTALS	**$484,130.50**	**$483,127.94**	**$1,605,039.06**

Reimbursed this Quarter

Grant Recipient	Bishop Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	2019 Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2019			
		Vehicle Name:	International Bus			
		Vehicle Owner:	Bishop Public School			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance	Bishop Public School			
		- State(s):	Oklahoma			
		- County:	Comanche			
		- City:	Lawton			
		- Zip Code:	73505			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	1HVBBAAO11H401719			
		Vehicle Make:	International			
		Vehicle Model:	3800			
Use pull-down menu		Vehicle Model Year:	2001			
		Engine Serial Number:	1290298			
		Engine Make:	International			
		Engine Model:	DT466			
Use pull-down menu		Engine Model Year:	2001			
		Engine Horsepower:	190			
Liters per cylinder		Engine Cylinder Displacement:	8.2			
		Engine Number of Cylinders:	6			
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	430			
Miles per vehicle		Annual Miles Traveled:	2830			
Hours per engine		Annual Idling Hours:	180			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	0			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2020			
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	$83,883			
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	$0			
Use pull-down menu		New Engine Model Year:	2021			
		New Engine Horsepower:	190			
Liters per cylinder		New Engine Cylinder Displacement:	8.2			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	Gasoline			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	60			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	20			

Grant Recipient	Boswell Public Schools
Reporting Period	April - June, 2022

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

Grant Recipient	Davenport Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2019			
		Vehicle Name:	1997 Thomas Type-D School Bus			
		Vehicle Owner:	Davenport Public School			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance	Davenport			
		- State(s):	Oklahoma			
		- County:	Lincoln			
		- City:	Davenport			
		- Zip Code:	74026			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	1T7HT4B21X1075832			
		Vehicle Make:	Thomas			
		Vehicle Model:	School bus			
Use pull-down menu		Vehicle Model Year:	1998			
		Engine Serial Number:	45783722			
		Engine Make:	Cummins			
		Engine Model:	ER1SC250			
Use pull-down menu		Engine Model Year:	1998			
		Engine Horsepower:	230			
Liters per cylinder		Engine Cylinder Displacement:	5.9 Liters			
		Engine Number of Cylinders:	6			
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	833			
Miles per vehicle		Annual Miles Traveled:	5000			
Hours per engine		Annual Idling Hours:	25			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	10			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2030			
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	163,720.00			
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	N/A			
Use pull-down menu		New Engine Model Year:	2021			
		New Engine Horsepower:	300			
Liters per cylinder		New Engine Cylinder Displacement:	8.9 Liters			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	ULSD			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	50			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	200			

Grant Recioient	Edmond Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8	Group 9	Group 10
This is 2018	A	Fiscal Year of EPA Funds Used:	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019
	B	Vehicle Name:	School Bus #2	School Bus #23	School Bus #80	School Bus #43	School Bus #31	School Bus #3	School Bus #82	School Bus #56	School Bus #76	School Bus #25
	C	Vehicle Owner:	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools	Edmond Public Schools
This is On Highway	D	Vehicle Type:	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway
Leave this row blank	E	Primary Place of Performance										
		- State(s):	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma
		- County:	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma	Oklahoma
		- City:	Edmond	Edmond	Edmond	Edmond	Edmond	Edmond	Edmond	Edmond	Edmond	Edmond
		- Zip Code:	73003	73003	73003	73003	73003	73003	73003	73003	73003	73003
Use pull-down menu	F	Target:	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus
Use pull-down menu	G	Vehicle Class or Equipment Type:	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses
This is "1"/Enter one vehicle per column	H	Quantity:	1	1	1	1	1	1	1	1	1	1
	I	Vehicle Identification Number:	4DRBUAAN88B633547	4DRBUAAN6BB633546	4DRBUAAN4BB633545	4DRBRAAN13B960804	4DRBRAAN52B947357	4DRBRAAN22B947350	4DRBUAAN0BB633543	4DRBUAAN59B068143	4DRBUAAN2BB633544	4DRBUAAN9B068145
	J	Vehicle Make:	International	International	International	International	International	International	International	International	International	International
	K	Vehicle Model:	CE300	CE300	CE300	IC3853O	IC3853O	IC3853O	CE300	CE300	CE300	CE300
Use pull-down menu	L	Vehicle Model Year:	2008	2008	2008	2003	2002	2002	2008	2009	2008	2009
	M	Engine Serial Number:	466HM2U3002847	466HM2U3002503	466HM2U3002442	470HM2UI1397568	470HM2UI1349470	470HM2UI1348623	466HM2U30024S0	466HM2U3031471	466HM2U3002498	466HM2U3031465
	N	Engine Make:	International	International	International	International	International	International	International	International	International	International
	O	Engine Model:	DT466	DT466	DT466	DT466E	DT466E	DT466E	DT466	DT466	DT466	DT466
Use pull-down menu	P	Engine Model Year:	2007	2007	2007	2003	2002	2002	2007	2008	2007	2008
		Engine Horsepower:	210	210	210	195	195	195	210	210	210	210
Liters per cylinder		Engine Cylinder Displacement:	466 cubic inch	466 cubic inch	466 cubic inch	466 cubic inch	466 cubic inch	466 cubic inch	466 cubic inch	466 cubic inch	466 cubic inch	466 cubic inch
		Engine Number of Cylinders:	6	6	6	6	6	6	6	6	6	6
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD
Gallons per year		Annual Amount of Fuel Used:	2,199	1,642	1,421	1,244	1,368	970	1,793	1,713	1,708	2,140
Miles per vehicle		Annual Miles Traveled:	16,497	12,319	10,658	9,336	10,266	7,278	13,450	12,852	12,817	16,050
Hours per engine		Annual Idling Hours:	80	60	52	45	50	35	65	62	62	77
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	13	13	13	6	7	7	13	14	13	14
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2033	2033	2033	2028	2027	2027	2033	2034	2033	2034
Use pull-down menu		Year of Upgrade Action:	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
Use pull-down menu		Upgrade:	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	$95,843	$95,843	$95,843	$95,843	$95,843	$95,843	$95,843	$95,843	$95,843	$95,843
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Use pull-down menu		New Engine Model Year:	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021
		New Engine Horsepower:	320	320	320	320	320	320	320	320	320	320
Liters per cylinder		New Engine Cylinder Displacement:	413 cubic inch	413 cubic inch	413 cubic inch	413 cubic inch	413 cubic inch	413 cubic inch	413 cubic inch	413 cubic inch	413 cubic inch	413 cubic inch
		New Engine Number of Cylinders:	10	10	10	10	10	10	10	10	10	10
Use pull-down menu		New Engine Fuel Type:	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	8.6	8.6	8.6	8.6	8.6	8.6	8.6	8.6	8.6	8.6
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	2,199	1,642	1,421	1,244	1,368	970	1,793	1,713	1,708	2,140

Grant Recipient	Enid Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2019	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2019			
		Vehicle Name:	2021 International RE S Bus PB305			
		Vehicle Owner:	Enid Public Schools			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma			
		- County:	Garfield			
		- City:	Enid			
		- Zip Code:	73701			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	4DRBWTAR6MB870105			
		Vehicle Make:	International (IC)			
		Vehicle Model:	PB 305			
Use pull-down menu		Vehicle Model Year:	2021			
		Engine Serial Number:	Not Available			
		Engine Make:	Cummins			
		Engine Model:	L9			
Use pull-down menu		Engine Model Year:	2021			
		Engine Horsepower:	300 HP			
Liters per cylinder		Engine Cylinder Displacement:	6			
		Engine Number of Cylinders:	6			
Use pull-down menu		Engine Fuel Type:	Diesel			
Gallons per year		Annual Amount of Fuel Used:	3000			
Miles per vehicle		Annual Miles Traveled:	21,600			
Hours per engine		Annual Idling Hours:	800			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	20			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2040			
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	149,015.00			
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	0			
Use pull-down menu		New Engine Model Year:	2020			
		New Engine Horsepower:	300			
Liters per cylinder		New Engine Cylinder Displacement:	6			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	Diesel			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	567 Estimated			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	1000 Estimated			

Grant Recipient	Fort Towson Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2019	2019	2019	
		Vehicle Name:	Ft Towson 1	Ft Towson 2	Ft Towson 3	
		Vehicle Owner:	Fort Towson PS	Fort Towson PS	Fort Towson PS	
This is On Highway		Vehicle Type:	On Highway	On Highway	On Highway	
Leave this row blank		Primary Place of Performance	Oklahoma	Oklahoma	Oklahoma	
		- State(s):	Oklahoma	Oklahoma	Oklahoma	
		- County:	Choctaw	Choctaw	Choctaw	
		- City:	Fort Towson	Fort Towson	Fort Towson	
		- Zip Code:	74735	74735	74735	
Use pull-down menu		Target:	School Bus	School Bus	School Bus	
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses	School Buses	School Buses	
This is "1"/Enter one vehicle per column		Quantity:	1	1	1	
		Vehicle Identification Number:	4DRBUAFPX5B9849	4UZAAXCT44CM766	1BAKGCPH49F2665	
		Vehicle Make:	International	Thomas	Blue Bird	
		Vehicle Model:	School Bus	School Bus	School Bus	
Use pull-down menu		Vehicle Model Year:	2005	2004	2009	
		Engine Serial Number:	5B984935	906338816	46939379	
		Engine Make:	Cummins	Cummins	Cummins	
		Engine Model:	School Bus	School Bus	School Bus	
Use pull-down menu		Engine Model Year:	2005	2004	2009	
		Engine Horsepower:	210	210	210	
Liters per cylinder		Engine Cylinder Displacement:	505 LB-FT	505 LB-FT	505 LB-FT	
		Engine Number of Cylinders:	6	6	6	
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD	ULSD	
Gallons per year		Annual Amount of Fuel Used:	1164	2883	1164	
Miles per vehicle		Annual Miles Traveled:	6639	8478	12426	
Hours per engine		Annual Idling Hours:	71	69	71	
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	5	5	5	
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2025	2025	2025	
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020	2020	2020	
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	$86,010	$86,010	$100,812	
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	N/A	N/A	N/A	
Use pull-down menu		New Engine Model Year:	2021	2021	2021	
		New Engine Horsepower:	220	220	220	
Liters per cylinder		New Engine Cylinder Displacement:	520 lb-ft	520 lb-ft	520 lb-ft	
		New Engine Number of Cylinders:	6	6	6	
Use pull-down menu		New Engine Fuel Type:	Diesel	Diesel	Diesel	
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	10	10	10	
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	100	100	100	

Grant Recipient	Lexington Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2019			
		Vehicle Name:	School Bus #7			
		Vehicle Owner:	Lexington Public Schools			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma			
		- County:	Cleveland			
		- City:	Lexington			
		- Zip Code:	73051			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	1HVBBAAP3VH472958			
		Vehicle Make:	Blue Bird Body Company			
		Vehicle Model:	School Bus			
Use pull-down menu		Vehicle Model Year:	1998			
		Engine Serial Number:	469HM2U1033269			
		Engine Make:	International			
		Engine Model:	DT 466E			
Use pull-down menu		Engine Model Year:	1997			
		Engine Horsepower:	190			
Liters per cylinder		Engine Cylinder Displacement:	466 in3/7.6L			
		Engine Number of Cylinders:	inline 6			
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	1815			
Miles per vehicle		Annual Miles Traveled:	11349			
Hours per engine		Annual Idling Hours:	31			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	0			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2012			
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	$75,560			
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	0			
Use pull-down menu		New Engine Model Year:	2021			
		New Engine Horsepower:	220			
Liters per cylinder		New Engine Cylinder Displacement:	6.7L			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	Bio Diesal 5			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	40			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	136			

Grant Recipient	Middleberg Public School
Reporting Period	April - June, 2022

2020

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2019	2019		
		Vehicle Name:	Route Bus 4	Route Bus 6		
		Vehicle Owner:	Middleberg School	Middleberg School		
This is On Highway		Vehicle Type:	On Highway	On Highway		
Leave this row blank		Primary Place of Performance	Highway	Highway		
		- State(s):	OK	OK		
		- County:	Grady	Grady		
		- City:	Blanchard	Blanchard		
		- Zip Code:	73010	73010		
Use pull-down menu		Target:	School Bus	School Bus		
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses	School Buses		
This is "1"/Enter one vehicle per column		Quantity:	1	1		
		Vehicle Identification Number:	1BAKCCKH86F235816	4DRBUSKP1AB166552		
		Vehicle Make:	Bluebird	International		
		Vehicle Model:	Vision	3800		
Use pull-down menu		Vehicle Model Year:	2006	2010		
		Engine Serial Number:	WAX04917	AB166552		
		Engine Make:	CAT	IHC Maxforce		
		Engine Model:	C-7	DT-466		
Use pull-down menu		Engine Model Year:	2006	2008		
		Engine Horsepower:	210	230		
Liters per cylinder		Engine Cylinder Displacement:	7.2	7.2		
		Engine Number of Cylinders:	6	6		
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD		
Gallons per year		Annual Amount of Fuel Used:	1080	1080		
Miles per vehicle		Annual Miles Traveled:	9000	9000		
Hours per engine		Annual Idling Hours:	108	108		
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	2	2		
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2021	2021		
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020	2020		
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement		
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel		
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	89,827	89,827		
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	NA	na		
Use pull-down menu		New Engine Model Year:	2017	2017		
		New Engine Horsepower:	6	6		
Liters per cylinder		New Engine Cylinder Displacement:	6.7	6.7		
		New Engine Number of Cylinders:	6	6		
Use pull-down menu		New Engine Fuel Type:	ULSD	ULSD		
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	79	79		
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	100	100		

Grant Recipient	Mounds Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2019			
		Vehicle Name:	Thomas C2			
		Vehicle Owner:	Mounds Public Schools			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance	Mounds			
		- State(s):	OK			
		- County:	Creek			
		- City:	Mounds			
		- Zip Code:	74047			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	1BAKGCKH28F252912			
		Vehicle Make:	2020			
		Vehicle Model:	C2			
Use pull-down menu		Vehicle Model Year:	2020			
		Engine Serial Number:	C7S03620			
		Engine Make:	Caterpiller			
		Engine Model:	C7 Acert			
Use pull-down menu		Engine Model Year:	2007			
		Engine Horsepower:	350 BHP			
Liters per cylinder		Engine Cylinder Displacement:	7.2			
		Engine Number of Cylinders:	6			
Use pull-down menu		Engine Fuel Type:	Diesel			
Gallons per year		Annual Amount of Fuel Used:	1000			
Miles per vehicle		Annual Miles Traveled:	6800			
Hours per engine		Annual Idling Hours:	85			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	8			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2028			
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	79956			
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	0			
Use pull-down menu		New Engine Model Year:	2020			
		New Engine Horsepower:	320			
Liters per cylinder		New Engine Cylinder Displacement:	6.7			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	ULSD			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	70			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	100			

Grant Recipient	Mustang Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2019	2019	2019	
		Vehicle Name:	International	International	International	
		Vehicle Owner:	Mustang Public Schools	Mustang Public Schools	Mustang Public Schools	
This is On Highway		Vehicle Type:	On Highway	On Highway	On Highway	
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma	Oklahoma	Oklahoma	
		- County:	Canadian	Canadian	Canadian	
		- City:	Mustang	Mustang	Mustang	
		- Zip Code:	73064	73064	73064	
Use pull-down menu		Target:	School Bus	School Bus	School Bus	
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses	School Buses	School Buses	
This is "1"/Enter one vehicle per column		Quantity:	1	1	1	
		Vehicle Identification Number:	1HVBBABN2YH282943	1HVBBABN71H397950	1GBM7T1C42J514927	
		Vehicle Make:	INTERNATIONAL	INTERNATIONAL	CHEVY	
		Vehicle Model:	SCHOOL BUS	SCHOOL BUS	SCHOOL BUS	
Use pull-down menu		Vehicle Model Year:	2000	2000	2003	
		Engine Serial Number:	XNVXH0444ANR	CKM54879	YNVXHO444ANB	
		Engine Make:	IHC - Navistay	CAT	IHC	
		Engine Model:	T-444e	3126	T-444E	
Use pull-down menu		Engine Model Year:	2000	2000	2003	
		Engine Horsepower:	330	207	210	
Liters per cylinder		Engine Cylinder Displacement:	7.3	7.3	7.3	
		Engine Number of Cylinders:	8	8	8	
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD	ULSD	
Gallons per year		Annual Amount of Fuel Used:	2300	2200	2500	
Miles per vehicle		Annual Miles Traveled:	10000	11000	14000	
Hours per engine		Annual Idling Hours:	150	150	150	
Years per engine; Total number of years of engine life remaining at time of upgrade		Remaining Life:	3	3	3	
Year in which vehicle would normally be retired/sold by the fleet owner if not for the		Normal Attrition Year:	2024	2024	2024	
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020	2020	2020	
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	
Use pull-down menu		Upgrade:	Vehicle Replacement - Gasoline	Engine Replacement - Gasoline	Engine Replacement - Gasoline	
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	90877	90877	90877	
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	0	0	0	
Use pull-down menu		New Engine Model Year:	2020	2020	2020	
		New Engine Horsepower:	320 HP	320 HP	320 HP	
Liters per cylinder		New Engine Cylinder Displacement:	6.8	6.8	6.8	
		New Engine Number of Cylinders:	3	3	3	
Use pull-down menu		New Engine Fuel Type:	Gasoline	Gasoline	Gasoline	
Hours per vehicle; Number of idling hours that will not occur due to new		Annual Idling Hours Reduced:	70	70	70	
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	2300	2200	2500	

Grant Recipient	Noble Public Schools
Reporting Period	April - June, 2022

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

Grant Recipient	Silo Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2019			
		Vehicle Name:	International			
		Vehicle Owner:	Silo Public Schools			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance	Bryan County			
		- State(s):	Okalhoma			
		- County:	Bryan			
		- City:	Silo			
		- Zip Code:	74701			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	1HVBBAAP2XH210061			
		Vehicle Make:	29000 lbs			
		Vehicle Model:	466			
Use pull-down menu		Vehicle Model Year:	1999			
		Engine Serial Number:	1HVBBAAP2XH210061			
		Engine Make:	International			
		Engine Model:	466			
Use pull-down menu		Engine Model Year:	1999			
		Engine Horsepower:	210			
Liters per cylinder		Engine Cylinder Displacement:	7.6			
		Engine Number of Cylinders:	6			
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	1080			
Miles per vehicle		Annual Miles Traveled:	5200			
Hours per engine		Annual Idling Hours:	250			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	5			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2025			
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	$106,323			
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	0			
Use pull-down menu		New Engine Model Year:	2021			
		New Engine Horsepower:	240HP			
Liters per cylinder		New Engine Cylinder Displacement:	6.7L			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	Diesel			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	75			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	350			

Grant Recipient	Washington Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2019	2019		
		Vehicle Name:	2002 Blue Bird bus	2002 Blue Bird bus		
		Vehicle Owner:	Washington Schools	Washington Schools		
This is On Highway		Vehicle Type:	On Highway	On highway		
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma	Oklahoma		
		- County:	McClain	McClain		
		- City:	Washington	Washington		
		- Zip Code:	73093	73093		
Use pull-down menu		Target:	School Bus	School Bus		
Use pull-down menu		Vehicle Class or Equipment Type:	School Buses	School Buses		
This is "1"/Enter one vehicle per column		Quantity:	1	1		
		Vehicle Identification Number:	1GBL7T1C72J512360	1GBL&T1C92J512392		
		Vehicle Make:	Blue Bird Bus	Blue Bird Bus		
		Vehicle Model:	GM CV 6600	GM CV 6600		
Use pull-down menu		Vehicle Model Year:	2003	2003		
		Engine Serial Number:	CKM49574	CKM49541		
		Engine Make:	Caterpillar	Caterpillar		
		Engine Model:	3126	3126		
Use pull-down menu		Engine Model Year:	2002	2002		
		Engine Horsepower:	246	246		
Liters per cylinder		Engine Cylinder Displacement:	7.2 L	7.2 L		
		Engine Number of Cylinders:	6	6		
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD		
Gallons per year		Annual Amount of Fuel Used:	2362	1750		
Miles per vehicle		Annual Miles Traveled:	9450	7000		
Hours per engine		Annual Idling Hours:	2625	2625		
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	3	3		
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2023	2023		
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2020	2020		
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement		
Use pull-down menu		Upgrade:	Engine Replacement - Diesel	Engine Replacement - Diesel		
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	88,450.00	88,450.00		
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	NA	NA		
Use pull-down menu		New Engine Model Year:	2020	2020		
		New Engine Horsepower:	250	250		
Liters per cylinder		New Engine Cylinder Displacement:	6.7 L	6.7 L		
		New Engine Number of Cylinders:	6	6		
Use pull-down menu		New Engine Fuel Type:	ULSD	ULSD		
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	825	825		
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	862	250		

Grant Recipient	Allen Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020			
		Vehicle Name:	Bus 7			
		Vehicle Owner:	Ballen Public Schools			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma			
		- County:	Pontotoc/Hughes			
		- City:	Allen			
		- Zip Code:	74825			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	Class 6-7			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	1BAKGCPH68F250041			
		Vehicle Make:	Blue Bird			
		Vehicle Model:	71 P School Bus			
Use pull-down menu		Vehicle Model Year:	2007			
		Engine Serial Number:	46735536			
		Engine Make:	Cummins			
		Engine Model:	ISB 200			
Use pull-down menu		Engine Model Year:	2007			
		Engine Horsepower:	200 at 2600RPM			
Liters per cylinder		Engine Cylinder Displacement:	6.7			
		Engine Number of Cylinders:	6			
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	1700			
Miles per vehicle		Annual Miles Traveled:	15,000			
Hours per engine		Annual Idling Hours:	37.5			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	3			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2023			
Use pull-down menu	NEW VEHICLE/UPGRADE INFORMATIOIN	Year of Upgrade Action:	2021			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	117,333			
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	NA			
Use pull-down menu		New Engine Model Year:	2022			
		New Engine Horsepower:	260 HP 660ft-ib torque diesel engine			
Liters per cylinder		New Engine Cylinder Displacement:	Line haul			
		New Engine Number of Cylinders:	8			
Use pull-down menu		New Engine Fuel Type:	USLD			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	50			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	200			

Grant Recipient	Cave Springs Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020	2020	2020	
		Vehicle Name:	Bus 1	Bus 2	Bus 3	
		Vehicle Owner:	Cave Springs	Cave Springs	Cave Springs	
This is On Highway		Vehicle Type:	On Highway	On Highway	On Highway	
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma	Oklahoma	Oklahoma	
		- County:	Adair	Adair	Adair	
		- City:	Bunch	Bunch	Bunch	
		- Zip Code:	74931	74931	74931	
Use pull-down menu		Target:	School Bus	School Bus	School Bus	
Use pull-down menu		Vehicle Class or Equipment Type:	Class 6-7	Class 6-8	Class 6-9	
This is "1"/Enter one vehicle per column		Quantity:	1	1	1	
		Vehicle Identification Number:	1BAKFCPH1FF306354	1BAKFCPH4HF325564	1BAKGCPH6F325577	
		Vehicle Make:	BLUE BIRD	BLUE BIRD	BLUE BIRD	
		Vehicle Model:	BB CV 3303	BB CV 3303	BB CV 3303	
Use pull-down menu		Vehicle Model Year:	2015	2017	2017	
		Engine Serial Number:	7364102	73896892	73897178	
		Engine Make:	CUMMINS	CUMMINS	CUMMINS	
		Engine Model:	ISB-13	ISB-13	CM2350B101	
Use pull-down menu		Engine Model Year:	2015	2017	2017	
		Engine Horsepower:	200 HP	200HP	200HP	
Liters per cylinder		Engine Cylinder Displacement:	6.7	6.7	6.7	
		Engine Number of Cylinders:	6	6	6	
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD	ULSD	
Gallons per year		Annual Amount of Fuel Used:	3,620	3620	3620	
Miles per vehicle		Annual Miles Traveled:	21,720	21720	21720	
Hours per engine		Annual Idling Hours:	3HRS.	3HRS.	3HRS	
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	6	6	6	
Year in which vehicle would normally be [illegible]		Normal Attrition Year:	2027	2027	2027	
Use pull-down menu	NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2021	2021	2021	
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	94,165.00	94,165.00	94,165.00	
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	0	0	0	
Use pull-down menu		New Engine Model Year:	2022	2022	2022	
		New Engine Horsepower:	260	260	260	
Liters per cylinder		New Engine Cylinder Displacement:	Line haul	Line haul	Line haul	
		New Engine Number of Cylinders:	6	6	6	
Use pull-down menu		New Engine Fuel Type:	USLD	USLD	USLD	
Hours per vehicle; Number of idling hours that		Annual Idling Hours Reduced:	3	3	3	
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	60	60	60	

Grant Recipient	Central High Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020			
		Vehicle Name:	#5			
		Vehicle Owner:	Central High Public Schools			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance	Stephens County			
		- State(s):	Oklahoma			
		- County:	Stephens			
		- City:	Marlow			
		- Zip Code:	73055			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	Class 6-7			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	4UZABRDK39CZ74853			
		Vehicle Make:	Thomas			
		Vehicle Model:	C2			
Use pull-down menu		Vehicle Model Year:	2009			
		Engine Serial Number:	92696150009083			
		Engine Make:	Mercedes			
		Engine Model:	OM926LA			
Use pull-down menu		Engine Model Year:	2007			
		Engine Horsepower:	350			
Liters per cylinder		Engine Cylinder Displacement:	7.2 L			
		Engine Number of Cylinders:	6			
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	3300			
Miles per vehicle		Annual Miles Traveled:	13,000			
Hours per engine		Annual Idling Hours:	300			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	10			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2030			
Use pull-down menu	NEW VEHICLE/UPGRADE INFORMATIOIN	Year of Upgrade Action:	2021			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Gasoline			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	75,816			
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	0			
Use pull-down menu		New Engine Model Year:	2021			
		New Engine Horsepower:	320			
Liters per cylinder		New Engine Cylinder Displacement:	Line haul			
		New Engine Number of Cylinders:	10			
Use pull-down menu		New Engine Fuel Type:	Gasoline			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	60			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	825			

Grant Recipient	Claremore Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020			
		Vehicle Name:	Bus 10			
		Vehicle Owner:	Claremore Public Schools			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma			
		- County:	Rogers			
		- City:	Claremore			
		- Zip Code:	74017			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	Class 6-7			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	1HVBBAAP2XH696046			
		Vehicle Make:	International Bluebird			
		Vehicle Model:	Conventional School bus -3800			
Use pull-down menu		Vehicle Model Year:	1999			
		Engine Serial Number:	82049404 or possibly 820494C4			
		Engine Make:	International			
		Engine Model:	Dt 466E			
Use pull-down menu		Engine Model Year:	1999			
		Engine Horsepower:	210			
Liters per cylinder		Engine Cylinder Displacement:	466 Cubic inches of displacement			
		Engine Number of Cylinders:	6 cylinders			
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	875 Gallons			
Miles per vehicle		Annual Miles Traveled:	4375			
Hours per engine		Annual Idling Hours:	262.5			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	3			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2024			
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2021			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	$87,821.00			
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	N/A			
Use pull-down menu		New Engine Model Year:	2022			
		New Engine Horsepower:	260			
Liters per cylinder		New Engine Cylinder Displacement:	Line haul			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	USLD			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	1020 hours			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	150			

Grant Recipient	Enid Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020			
		Vehicle Name:	Van Hool			
		Vehicle Owner:	Enid Public Schools			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance	State of Oklahoma			
		- State(s):	Oklahoma			
		- County:	Garfield			
		- City:	Enid			
		- Zip Code:	73701			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	Class 6-7			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	YE2TC63B5X2043435			
		Vehicle Make:	Van Hool Bus			
		Vehicle Model:	Bus T2145			
Use pull-down menu		Vehicle Model Year:	1999			
		Engine Serial Number:	34952870			
		Engine Make:	Cummins			
		Engine Model:	ISM400			
Use pull-down menu		Engine Model Year:	1999			
		Engine Horsepower:	400			
Liters per cylinder		Engine Cylinder Displacement:	6			
		Engine Number of Cylinders:	6			
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	3000			
Miles per vehicle		Annual Miles Traveled:	20000			
Hours per engine		Annual Idling Hours:	750			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	8 Years			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2028			
Use pull-down menu	NEW VEHICLE/UPGRADE INFORMATIOIN	Year of Upgrade Action:	2021			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	153,500.00			
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	N/A			
Use pull-down menu		New Engine Model Year:	2022			
		New Engine Horsepower:	300			
Liters per cylinder		New Engine Cylinder Displacement:	Line haul			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	USLD			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	400			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	1000			

Grant Recipient	Fairland Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020			
		Vehicle Name:	Fairland Bluebird Bus			
		Vehicle Owner:	Fairland Public Schools			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance	District			
		- State(s):	Oklahoma			
		- County:	Ottawa			
		- City:	Fairland			
		- Zip Code:	74343			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	Class 6-7			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	1BAKGCKH95F228182			
		Vehicle Make:	Blue Bird			
		Vehicle Model:	BBCV7800			
Use pull-down menu		Vehicle Model Year:	2005			
		Engine Serial Number:	KAL63896			
		Engine Make:	Caterpillar			
		Engine Model:	C7			
Use pull-down menu		Engine Model Year:	2004			
		Engine Horsepower:	210			
Liters per cylinder		Engine Cylinder Displacement:	7.2L			
		Engine Number of Cylinders:	6			
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	1140			
Miles per vehicle		Annual Miles Traveled:	9125			
Hours per engine		Annual Idling Hours:	23			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	5			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2026			
Use pull-down menu	NEW VEHICLE/UPGRADE INFORMATIOIN	Year of Upgrade Action:	2021			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Gasoline			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	$78,732.00			
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	N/A			
Use pull-down menu		New Engine Model Year:	2021			
		New Engine Horsepower:	350HP			
Liters per cylinder		New Engine Cylinder Displacement:	7.3L			
		New Engine Number of Cylinders:	8			
Use pull-down menu		New Engine Fuel Type:	Gasoline			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	23			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	42			

Grant Recipient	Kingfisher Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020	2020		
		Vehicle Name:	Bus 5-03	Bus 2B-03		
		Vehicle Owner:	Kingfisher Public Schools	Kingfisher Public Schools		
This is On Highway		Vehicle Type:	On Highway	On Highway		
Leave this row blank		Primary Place of Performance	Kingfisher OK	Kingfisher OK		
		- State(s):	Oklahoma	Oklahoma		
		- County:	Kingfisher	Kingfisher		
		- City:	Kingfisher	Kingfisher		
		- Zip Code:	73750	73750		
Use pull-down menu		Target:	School Bus	School Bus		
Use pull-down menu		Vehicle Class or Equipment Type:	Class 6-7	Class 6-8		
This is "1"/Enter one vehicle per column		Quantity:	1	1		
		Vehicle Identification Number:	1GBL7T1C92J515096	1BAKGCKHX5F227154		
		Vehicle Make:	Chevrolet	Bluebird		
		Vehicle Model:	Bluebird	Vision		
Use pull-down menu		Vehicle Model Year:	2003	2005		
		Engine Serial Number:	LKM55171	KAL56560		
		Engine Make:	CAT	CAT		
		Engine Model:	3126	C7		
Use pull-down menu		Engine Model Year:	2002	2004		
		Engine Horsepower:	190	210		
Liters per cylinder		Engine Cylinder Displacement:	7.2L	7.2L		
		Engine Number of Cylinders:	6	6		
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD		
Gallons per year		Annual Amount of Fuel Used:	1620	1440		
Miles per vehicle		Annual Miles Traveled:	14400	13500		
Hours per engine		Annual Idling Hours:	35	35		
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	5	5		
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2026	2026		
Use pull-down menu	NEW VEHICLE/UPGRADE INFORMATIOIN	Year of Upgrade Action:	2021	2021		
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement		
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel		
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	$79,529.00	$79,529.00		
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	NA	NA		
Use pull-down menu		New Engine Model Year:	2021	2021		
		New Engine Horsepower:	220	220		
Liters per cylinder		New Engine Cylinder Displacement:	Line Haul	Line Haul		
		New Engine Number of Cylinders:	6	6		
Use pull-down menu		New Engine Fuel Type:	USLD	USLD		
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	60	60		
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	100	100		

Grant Recipient	Mannford Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020			
		Vehicle Name:	School Bus			
		Vehicle Owner:	Mannford Public Schools			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma			
		- County:	Creek			
		- City:	Mannford			
		- Zip Code:	74044			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	Class 6-7			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	1HVBBABP2TH305860			
		Vehicle Make:	Blue Bird			
		Vehicle Model:	IHC 3000			
Use pull-down menu		Vehicle Model Year:	1996			
		Engine Serial Number:	SNV444C8DARW			
		Engine Make:	IHC 3000			
		Engine Model:	TH444E			
Use pull-down menu		Engine Model Year:	1996			
		Engine Horsepower:	225			
Liters per cylinder		Engine Cylinder Displacement:	7.3			
		Engine Number of Cylinders:	8			
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	430 gallons			
Miles per vehicle		Annual Miles Traveled:	3000			
Hours per engine		Annual Idling Hours:	170			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	5			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2026			
Use pull-down menu	NEW VEHICLE/UPGRADE INFORMATIOIN	Year of Upgrade Action:	2021			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	$81,928			
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	0			
Use pull-down menu		New Engine Model Year:	2022			
		New Engine Horsepower:	220			
Liters per cylinder		New Engine Cylinder Displacement:	Line haul			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	USLD			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	50 estimated			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	100 estimated			

Grant Recipient	Miami Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020	2020		
		Vehicle Name:	Bus 13	Bus 10		
		Vehicle Owner:	Miami Public Schools	Miami Public school		
This is On Highway		Vehicle Type:	On Highway	On Highway		
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma	Oklahoma		
		- County:	Ottawa	Ottawa		
		- City:	Miami	Miami		
		- Zip Code:	74354	74354		
Use pull-down menu		Target:	School Bus	School Bus		
Use pull-down menu		Vehicle Class or Equipment Type:	Class 6-7	Class 6-8		
This is "1"/Enter one vehicle per column		Quantity:	1	1		
		Vehicle Identification Number:	4DRBRABPX3B951941	1HVBBAAP2XH676721		
		Vehicle Make:	International	International Navastar		
		Vehicle Model:	C210	3800		
Use pull-down menu		Vehicle Model Year:	2002	1998		
		Engine Serial Number:	2NVXH0444ANV	469HM2U1132482		
		Engine Make:	2002	1998		
		Engine Model:	Navastar T44E	DT466E A190F		
Use pull-down menu		Engine Model Year:	2002	1998		
		Engine Horsepower:	275	300		
Liters per cylinder		Engine Cylinder Displacement:	7.3 Liter	7.6 Liter		
		Engine Number of Cylinders:	8	6		
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD		
Gallons per year		Annual Amount of Fuel Used:	600 Gallons	310 Gallons		
Miles per vehicle		Annual Miles Traveled:	5250 Miles	2100 Miles		
Hours per engine		Annual Idling Hours:	3500 hours	1800 Hours		
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	3	3		
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2024	2024		
Use pull-down menu	NEW VEHICLE/UPGRADE INFORMATIOIN	Year of Upgrade Action:	2021	2021		
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement		
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel		
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	82,208.00	82,208.00		
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	0	0		
Use pull-down menu		New Engine Model Year:	2017	2017		
		New Engine Horsepower:	220	220		
Liters per cylinder		New Engine Cylinder Displacement:	Line haul	Line haul		
		New Engine Number of Cylinders:	6.7	6.7		
Use pull-down menu		New Engine Fuel Type:	USLD	USLD		
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	500	250		
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	500	250		

Grant Recipient	Mustang Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020	2020	2020	
		Vehicle Name:	Bus 5	Bus 6	Bus 13	
		Vehicle Owner:	Mustang Public Schools	Mustang Public Schools	Mustang Public Schools	
This is On Highway		Vehicle Type:	On Highway	On Highway	On Highway	
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma	Oklahoma	Oklahoma	
		- County:	Canadian	Canadian	Canadian	
		- City:	Yukon	Yukon	Yukon	
		- Zip Code:	73099	73099	73099	
Use pull-down menu		Target:	School Bus	School Bus	School Bus	
Use pull-down menu		Vehicle Class or Equipment Type:	Class 6-7	Class 6-8	Class 6-9	
This is "1"/Enter one vehicle per column		Quantity:	1	1	1	
		Vehicle Identification Number:	1GBM7T1C82J514476	1GBM7TIC92J514910	1BAKGCKAX5F228663	
		Vehicle Make:	CHEV	CHEV	BLUEBIRD	
		Vehicle Model:	Bluebird	Bluebird	Bluebird	
Use pull-down menu		Vehicle Model Year:	2003	2003	2005	
		Engine Serial Number:	CKM53922	CKM54850	CAL65978	
		Engine Make:	CATERPILLAR	CATERPILLAR	CATERPILLAR	
		Engine Model:	3126	3126	C7	
Use pull-down menu		Engine Model Year:	2002	2002	2004	
		Engine Horsepower:	190	190	210	
Liters per cylinder		Engine Cylinder Displacement:	7.2L	7.2L	7.2L	
		Engine Number of Cylinders:	6	6	6	
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD	ULSD	
Gallons per year		Annual Amount of Fuel Used:	2700	1800	1900	
Miles per vehicle		Annual Miles Traveled:	13500	9000	9200	
Hours per engine		Annual Idling Hours:	100	100	100	
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	3	3	3	
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2024	2024	2024	
Use pull-down menu	NEW VEHICLE/UPGRADE INFORMATIOIN	Year of Upgrade Action:	2021	2021	2021	
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	
Use pull-down menu		Upgrade:	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	$98,626	$98,626	$98,626	
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	N/A	N/A	N/A	
Use pull-down menu		New Engine Model Year:	2021	2021	2021	
		New Engine Horsepower:	350	350	350	
Liters per cylinder		New Engine Cylinder Displacement:	Line haul	Line haul	Line haul	
		New Engine Number of Cylinders:	8	8	8	
Use pull-down menu		New Engine Fuel Type:	Gasoline	Gasoline	Gasoline	
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	260	260	260	
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	1050	975	1344	

Grant Recipient	Shady Grove Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020			
		Vehicle Name:	Bus #3882 (KEENER)			
		Vehicle Owner:	Shady Grove School District			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma			
		- County:	Cherokee			
		- City:	Hulbert			
		- Zip Code:	74441			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	Class 6-7			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	4UZAAXDD86CU73882			
		Vehicle Make:	Freightliner			
		Vehicle Model:	Bus			
Use pull-down menu		Vehicle Model Year:	2005			
		Engine Serial Number:	KAL88169			
		Engine Make:	CAT			
		Engine Model:	C7			
Use pull-down menu		Engine Model Year:	2005			
		Engine Horsepower:	210			
Liters per cylinder		Engine Cylinder Displacement:	7.2L			
		Engine Number of Cylinders:	6			
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	1350			
Miles per vehicle		Annual Miles Traveled:	8000			
Hours per engine		Annual Idling Hours:	160			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	6			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2027			
Use pull-down menu	NEW VEHICLE/UPGRADE INFORMATIOIN	Year of Upgrade Action:	2021			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	School Bus			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	82000			
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	NA			
Use pull-down menu		New Engine Model Year:	2021			
		New Engine Horsepower:	220			
Liters per cylinder		New Engine Cylinder Displacement:	1.117L/Cylinder			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	Diesel			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	64			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	270			

Grant Recipient	Talihina Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020			
		Vehicle Name:	Bus #1			
		Vehicle Owner:	Talihina Public Schools			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance	Highway/Bus Route Mileage			
		- State(s):	Oklahoma			
		- County:	Leflore			
		- City:	Talihina			
		- Zip Code:	74571			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	Class 6-7			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	1GDL71C3YJ507300			
		Vehicle Make:	Bluebird			
		Vehicle Model:	Bus			
Use pull-down menu		Vehicle Model Year:	1999			
		Engine Serial Number:	8YL16148			
		Engine Make:	Caterpillar			
		Engine Model:	Caterpillar 3126			
Use pull-down menu		Engine Model Year:	1999			
		Engine Horsepower:	154 2400 RPM			
Liters per cylinder		Engine Cylinder Displacement:	39.9			
		Engine Number of Cylinders:	8			
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	743			
Miles per vehicle		Annual Miles Traveled:	3970			
Hours per engine		Annual Idling Hours:	27.5			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	7			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2028			
Use pull-down menu	NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2021			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	$78,699			
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	$78,699			
Use pull-down menu		New Engine Model Year:	2021			
		New Engine Horsepower:	210			
Liters per cylinder		New Engine Cylinder Displacement:	Line Haul			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	ULSD			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	Projected 50% reduction			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	Projected 25% reduction			

Grant Recipient	Taloga Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020			
		Vehicle Name:	Bluebird			
		Vehicle Owner:	Taloga Public Schools			
This is On Highway		Vehicle Type:	On highway			
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma			
		- County:	Dewey			
		- City:	Taloga			
		- Zip Code:	73667			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	Class 6-7			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	1GBL7TIC2WJ113331			
		Vehicle Make:	Bluebird			
		Vehicle Model:	Bus			
Use pull-down menu		Vehicle Model Year:	1999			
		Engine Serial Number:	7AS25308			
		Engine Make:	Caterpillar			
		Engine Model:	3126			
Use pull-down menu		Engine Model Year:	1998			
		Engine Horsepower:	142			
Liters per cylinder		Engine Cylinder Displacement:	7.2			
		Engine Number of Cylinders:	6			
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	3,000			
Miles per vehicle		Annual Miles Traveled:	18,500			
Hours per engine		Annual Idling Hours:	165			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	3			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2024			
Use pull-down menu	NEW VEHICLE/UPGRADE	Year of Upgrade Action:	2021			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	$84,400			
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	NA			
Use pull-down menu		New Engine Model Year:	2022			
		New Engine Horsepower:	200-325			
Liters per cylinder		New Engine Cylinder Displacement:	Line haul			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	USLD			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	100			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	1500			

Grant Recipient	Yukon Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020	2020	2020	2020
		Vehicle Name:	1BAKGCKH95F220826	1HVBBABP92H528508	1HVBBABM1YH287784	1BAKGCKH75F220825
		Vehicle Owner:	Yukon Public Schools	Yukon Public Schools	Yukon Public Schools	Yukon Public Schools
This is On Highway		Vehicle Type:	On Highway	On Highway	On Highway	On Highway
Leave this row blank		Primary Place of Performance				
		- State(s):	Oklahoma	Oklahoma	Oklahoma	Oklahoma
		- County:	Canadian	Canadian	Canadian	Canadian
		- City:	Yukon	Yukon	Yukon	Yukon
		- Zip Code:	73099	73099	73099	73099
Use pull-down menu		Target:	School Bus	School Bus	School Bus	School Bus
Use pull-down menu		Vehicle Class or Equipment Type:	Class 6-7	Class 6-8	Class 6-9	Class 6-10
This is "1"/Enter one vehicle per column		Quantity:	1	1	1	1
		Vehicle Identification Number:	1BAKGCKH95F220826	1HVBBABP92H528508	1HVBBABM1YH287784	1BAKGCKH75F220825
		Vehicle Make:	Blue Bird	International	International	Blue Bird
		Vehicle Model:	B.B.	B.B.	B.B.	B.B.
Use pull-down menu		Vehicle Model Year:	2005	2002	2000	2005
		Engine Serial Number:	KAL33130	INVXH0444ANB	XNVXH0444ANA	KAL34709
		Engine Make:	CAT	International	International	CAT
		Engine Model:	C7	C210	B190	C7
Use pull-down menu		Engine Model Year:	2004	2001	1999	2004
		Engine Horsepower:	210	210	190	210
Liters per cylinder		Engine Cylinder Displacement:	7.2L	7.3L	7.3L	7.2L
		Engine Number of Cylinders:	6	8	8	6
Use pull-down menu		Engine Fuel Type:	ULSD	ULSD	ULSD	ULSD
Gallons per year		Annual Amount of Fuel Used:	1812	1471	1919	1870
Miles per vehicle		Annual Miles Traveled:	9061	8827	9595	9346
Hours per engine		Annual Idling Hours:	43	43	43	43
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	11	12	5	10
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2032	2033	2026	2031
Use pull-down menu	NEW VEHICLE/UPGRADE INFORMATIOIN	Year of Upgrade Action:	2021	2021	2021	2021
Use pull-down menu		Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
Use pull-down menu		Upgrade:	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Diesel
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	$85,900	$85,900	$100,537	$112,965
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	NA	NA	NA	NA
Use pull-down menu		New Engine Model Year:	2020	2020	2021	2021
		New Engine Horsepower:	350	350	320	240
Liters per cylinder		New Engine Cylinder Displacement:	Switch	Switch	Switch	Switch
		New Engine Number of Cylinders:	8	8	10	6
Use pull-down menu		New Engine Fuel Type:	Gasoline	Gasoline	Gasoline	USLD
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	Approx. 3	Approx. 3	Approx. 3	Approx. 3
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	Approx. 518	Aporox. 294	Approx. 548	Approx. 535

Grant Recipient	Zaneis Public Schools
Reporting Period	April - June, 2022

Instructions / Units		Fleet Information	Group 1	Group 2	Group 3	Group 4
This is 2018	CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020			
		Vehicle Name:	ZANEIS ROUTE BUS			
		Vehicle Owner:	ZANEIS SCHOOL			
This is On Highway		Vehicle Type:	On Highway			
Leave this row blank		Primary Place of Performance				
		- State(s):	OKLAHOMA			
		- County:	CARTER			
		- City:	WILSON			
		- Zip Code:	73463			
Use pull-down menu		Target:	School Bus			
Use pull-down menu		Vehicle Class or Equipment Type:	Class 6-7			
This is "1"/Enter one vehicle per column		Quantity:	1			
		Vehicle Identification Number:	4UZAAWDD26CU73886			
		Vehicle Make:	THOMAS BUILT BUS			
		Vehicle Model:	FS 65			
Use pull-down menu		Vehicle Model Year:	2005			
		Engine Serial Number:	KAL88148			
		Engine Make:	CAT			
		Engine Model:	C7			
Use pull-down menu		Engine Model Year:	2005			
		Engine Horsepower:	207			
Liters per cylinder		Engine Cylinder Displacement:	7.2 LITER			
		Engine Number of Cylinders:	6			
Use pull-down menu		Engine Fuel Type:	ULSD			
Gallons per year		Annual Amount of Fuel Used:	989			
Miles per vehicle		Annual Miles Traveled:	5925			
Hours per engine		Annual Idling Hours:	16			
Years per engine; Total number of years of engine life remaining at time of upgrade action		Remaining Life:	3			
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant		Normal Attrition Year:	2024			
Use pull-down menu	NEW VEHICLE/UPGRADE INFORMATIOIN	Year of Upgrade Action:	2021			
Use pull-down menu		Upgrade Type:	Vehicle Replacement			
Use pull-down menu		Upgrade:	Vehicle Replacement - Diesel			
Cost of vehicle or equipment only		Upgrade Cost Per Unit:	84877			
Cost of labor to install equipment ("N/A" if vehicle replacement)		Upgrade Labor Cost Per Unit:	0			
Use pull-down menu		New Engine Model Year:	2022			
		New Engine Horsepower:	220hp @ 2400rpm			
Liters per cylinder		New Engine Cylinder Displacement:	Line haul			
		New Engine Number of Cylinders:	6			
Use pull-down menu		New Engine Fuel Type:	USLD			
Hours per vehicle; Number of idling hours that will not occur due to new vehicle/equipment		Annual Idling Hours Reduced:	0			
Gallons per year; Number of gallons not consumed due to new vehicle/equipment		Annual Diesel Gallons Reduced:	0			

U. S. Environmental Protection Agency

State Clean Diesel Grant Program - Quarterly Report

Grant Recipient	**Oklahoma Department of Environmental Quality**
Grant #	**02F00301**
Reporting Period	**April - June, 2022**

WORKPLAN BUDGET	**FY21**
Total EPA Funds Awarded	$516,695.00
Total Mandatory Cost-Share	$344,463.00
Total Voluntary Matching Funds	$1,874,418.00
Total Project Costs	$2,735,576.00

Table 1. Rate of Expenditure. Record all funds expended for each budget category.

	Federal Funds Expended this Reporting Period	Mandatory Cost-Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Cumulative Federal Funds Expended	Cumulative Mandatory Cost-Share Expended	Cumulative Voluntary Match Expended	
			VW Mitigation Funds	Other Funds			VW Mitigation Funds	Other Funds
Personnel	$1,786.85		$1,164.51		$1,786.85		$1,164.51	
Fringe Benefits	$595.42		$396.89		$595.42		$396.89	
Travel								
Equipment								
Supplies								
Contractual								
Subawards								
Participant Support Costs (e.g., Rebates)								
Other	$28,422.00	$158,507.00	$18,948.80		$28,422.00	$158,507.00	$18,948.80	
Indirect Charges	$566.12		$377.41		$566.12		$377.41	
TOTALS	$31,370.39	$158,507.00	$20,887.61	$0.00	$31,370.39	$158,507.00	$20,887.61	$0.00

Table 2. Narrative Responses

Question	Answer
What actual accomplishments occurred during the reporting period?	During this quarter, four schools executed their MOAs and were sent Notices to Proceed. Two schools, Temple and Stigler, have sent in Reimbursement requests. The other eleven schools have ongoing projects. Two schools, Stillwater and Commerce, have asked for an extension due to a delay in the delivery of the buses.
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. See the "FY20 Awardees" tab for more information.
Provide a comparison of actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the project Work Plan.	DEQ expected to continue project implementation, procurement of new school buses, and monitoring/oversight of ongoing projects during this reporting period. DEQ is on track with all milestones outlined in the DERA workplan and anticipates timely completion of grant projects due to this being a two year grant.
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?	It appears that there are some delays in the delivery of buses and we have had two schools ask for extensions to their MOAs. Even with these delays, we do not foresee any problems that would prevent meeting outcomes or milestones specified in the project Work Plan before the final project deadline on September 1, 2023.
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.	We will be flexible with schools if they are having delivery problems and allow them to file for extensions to their MOAs, which were orginially set to close on September 1, 2022. Since this is a two year grant we don't foresee any schools not being able to complete their projects within the grant deadline of September 30, 2023. Thus far, extensions requested have been for December 1, 2022 and March 1, 2023.
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 have 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.	https://www.deq.ok.gov/air-quality-division/air-grants-funding-programs/air-funding-program-recipients; https://www.vwenvironmentalmitigationtrust.com: https://deq.maps.arcgis.com/apps/MapSeries/index.html?appid=9f89f8b3cb5b46d4b5b87ace233e27ff
What project activities are planned for the next reporting period?	During the July - September, 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, $31,370.39 of federal funds have been used. The cumulated federal funds expended is $31,370.39. Zero dollars of Oklahoma funds (not VW) have been used. The Mandatory Cost-Share from this quarter was $158,507.00. These funds would represent the subgrantees' portions of all vehicles and/or equipment purchased. This quarter, $20,887.61 of Oklahoma VW funds have been used with a cumulative total of $20,887.61.
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance	No site visits or desk reviews were done during this quarter. We kept in contact with schools through phone calls or emails, answering any questions that arose.
Environmental results the subrecipient achieved	During this quarter no environmental results have been achieved as the school's projects are ongoing.
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 Amount	Cost Shares
Bennington	$21,250.00		
Blanchard	$51,760.50		
Central High	$22,673.00		
Colbert	$16,250.00		
Commerce	$101,997.00		
Howe	$77,811.00		
Lexington	$75,000.00		
Mustang	$92,961.00		
Pawnee	$20,000.00		
Stigler	$21,662.00	$21,662.00	$77,088.00
Stillwater	$66,881.25		
Temple	$25,708.00	$25,708.00	$81,419.00
Yukon	$21,250.00		
TOTALS	**$ 615,203.75**	**$ 47,370.00**	**$ 158,507.00**

Reimbursed this Quarter

Grant Recipient	Bennington Public School
Reporting Period	April - June, 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.	CURRENT VEHICLE INFORMATION	Group Name:	Bennington
		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:	Maxxforce 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
	NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2022
		Upgrade Type:	Vehicle Replacement
		Upgrade:	Vehicle Replacement - Diesel
		Upgrade Cost Per Unit:	$104,179.00
		Upgrade Labor Cost Per Unit:	$10,297.00
		New Engine Model Year:	2023
Nonroad and locomotive only		New Engine Tier:	
		New Engine Horsepower:	220 HP
Line-Haul Locomotive only		New Engine Duty Cycle:	
Liters per cylinder per engine		New Engine Cylinder Displacement:	6.4L
Per engine		New Engine Number of Cylinders:	8
		New Engine Family Name:	Cummins B6.7 220
Hours per vehicle; On-Highway only		Annual Idling Hours Reduced:	0
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:	0

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

Grant Recipient	Blanchard Public Schools
Reporting Period	April - June, 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
	CURRENT VEHICLE INFORMATION	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:	NA	NA		
		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:	8NVXH0390AGA	8NVXH0390AGA		
		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:	NA	NA		
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:	NA	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 years	5 years		
	NEW VEHICLE/UPGRADE INFORMATION	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	April - June, 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
	CURRENT VEHICLE INFORMATION	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			
	NEW VEHICLE/UPGRADE INFORMATION	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	April - June, 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
	CURRENT VEHICLE INFORMATION	Group Name:	Colbert			
		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:	Bluebird			
		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:	8NVXH0390AGA			
		Engine Fuel Type:	ULSD			
Gallons per year per engine		Annual Amount of Fuel Used:	694			
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:	9027			
Hours per engine; On-Highway only		Annual Idling Hours:	53			
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:	5			
	NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2022			
		Upgrade Type:	Vehicle Replacement			
		Upgrade:	Vehicle Replacement - Diesel			
		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

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

Grant Recipient	Commerce Public Schools
Reporting Period	April - June, 2022

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

			13	10	12	4
Instructions / Units	Fleet Information		Group 1	Group 2	Group 3	Group 4
	CURRENT VEHICLE INFORMATION	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	1HVBBAAN94H657559	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:	Maxxforce 7	DT466E	Maxxforce7	Maxxforce 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
	NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2022	2022	2022	2022
		Upgrade Type:	2022	2022	2022	2022
		Upgrade:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
		Upgrade Cost Per Unit:	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline
		Upgrade Labor Cost Per Unit:	$103,908.00	$103,908.00	$103,908.00	$103,908.00
		New Engine Model Year:	2022	2022	2022	2022
Nonroad and locomotive only		New Engine Tier:	NA	NA	NA	NA
		New Engine Horsepower:	350	350	350	350
Line-Haul Locomotive only		New Engine Duty Cycle:	NA	NA	NA	NA
Liters per cylinder per engine		New Engine Cylinder Displacement:	7.3L	7.3L	7.3L	7.3L
Per engine		New Engine Number of Cylinders:	8	8	8	8
		New Engine Family Name:	7.3L Ford, Gasoline	7.3L Ford, Gasoline	7.3L Ford, Gasoline	7.3L Ford, Gasoline
Hours per vehicle; On-Highway only		Annual Idling Hours Reduced:	40	40	40	40
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:	150	150	150	150

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

	Grant Recipient	Howe Public Schools				
	Reporting Period	April - June, 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	COPY AND P
	CURRENT VEHICLE INFORMATION	Group Name:	Howe	Howe	Howe		
		Fleet Owner:	Howe Public Schools	Howe Public Schools	Howe Public Schools		
		Publicly or Privately Owned?:	Public	Public	Public		
		Group Type:	On Highway	On Highway	On Highway		
		Place of Performance	Howe Schools	Howe Schools	Howe Schools		
		- State(s):	OK	OK	OK		
		- County:	LeFlore	LeFlore	LeFlore		
		- City:	Howe	Howe	Howe		
		- Zip Code:	74940	74940	74940		
		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):	4DRBUSKP59B664374	4DRBUSKP99B664376	4DRBUSKP39B664373		
		Vehicle Make:	International	International	International		
		Vehicle Model:	CESB	CESB	CESB		
		Vehicle Model Year:	2008	2008	2008		
		Engine Serial Number(s) :	7NVXH0390AGA	7NVXH0390AGA	7NVXH0390AGA		
		Engine Make:	International	International	International		
		Engine Model:	MaxxForce 7	MaxxForce 7	MaxxForce 7		
		Engine Model Year:	2008	2008	2008		
Nonroad and locomotive only		Engine Tier:	NA	NA	NA		
		Engine Horsepower:	230 bhp	230 bhp	230 bhp		
Liters per cylinder		Engine Cylinder Displacement:	6.4L	6.4L	6.4L		
Number of Cylinders per engine		Engine Number of Cylinders:	8	8	8		
If unregulated, then NA		Engine Family Name:	International	International	International		
		Engine Fuel Type:	ULSD	ULSD	ULSD		
Gallons per year per engine		Annual Amount of Fuel Used:	788	842	691		
Hours per year per engine; Includes idling hours; Nonroad and locomotive only		Annual Usage Hours:	NA	NA	NA		
Miles per vehicle; On-Highway only		Annual Miles Traveled:	6315	7200	7340		
Hours per engine; On-Highway only		Annual Idling Hours:	38	40	35		
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:	7 years	7 years	7 years		
	NEW VEHICLE/ UPGRADE INFORMAT	Year of Upgrade Action:	2022	2022	2022		
		Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement		
		Upgrade:	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel		
		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	Lexington Public Schools
Reporting Period	April - June, 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	Route	Route	
		Fleet Owner:	Lexington Public Schools	Lexington Public Schools	Lexington Public Schools	
		Publicly or Privately Owned?:	Public	Public	Public	
		Group Type:	On Highway	On Highway	On Highway	
		Place of Performance	School District	School District	School District	
		- State(s):	OK	OK	OK	
		- County:	Cleveland	Cleveland	Cleveland	
		- City:	Lexington	Lexington	Lexington	
		- Zip Code:	73051	73051	73051	
		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	
	CURRENT VEHICLE INFORMATION	Quantity:	3	3	3	
		Vehicle Identification Number(s):	1HVBBAAPOVH470326	1HVBBAAP5VH472959	1HVBBAAPOWH570797	
		Vehicle Make:	International	International	International	
		Vehicle Model:	380	380	380	
		Vehicle Model Year:	1997	1997	1998	
		Engine Serial Number(s) :	1HVBBAAPOVH470326	1HVBBAAP5VH472959	1HVBBAAPOWH570797	
		Engine Make:	International	International	International	
		Engine Model:	B190	B190	B190	
		Engine Model Year:	1997	1997	1998	
Nonroad and locomotive only		Engine Tier:	NA	NA	NA	
		Engine Horsepower:	300 HP at 220RPM	301 HP at 220RPM	302 HP at 220RPM	
Liters per cylinder		Engine Cylinder Displacement:	7.6 Liter	7.6 Liter	7.6 Liter	
Number of Cylinders per engine		Engine Number of Cylinders:	6	6	6	
If unregulated, then NA		Engine Family Name:	DT 466 E	DT 466 E	DT 466 E	
		Engine Fuel Type:	ULSD	ULSD	ULSD	
Gallons per year per engine		Annual Amount of Fuel Used:	1069	1373	774	
Hours per year per engine; Includes idling hours; Nonroad and locomotive only		Annual Usage Hours:	134.15	152.05	105.4	
Miles per vehicle; On-Highway only		Annual Miles Traveled:	8049	9123	6324	
Hours per engine; On-Highway only		Annual Idling Hours:	85	85	85	
Hours per year per engine; Class 8 Long-Haul Combination only		Annual Hoteling Hours:	NA	NA	NA	
Years per engine; Total number of years of engine life remaining at time of upgrade action.		Remaining Life:	6	6	6	
	NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2022	2022	2022	
		Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	
		Upgrade:	Locomotive Replacement - Diesel	Locomotive Replacement - Diesel	Locomotive Replacement - Diesel	
		Upgrade Cost Per Unit:	$98,200	$98,200	$98,200	
		Upgrade Labor Cost Per Unit:	0	0	0	
		New Engine Model Year:	2023	2023	2023	
Nonroad and locomotive only		New Engine Tier:				
		New Engine Horsepower:	220hp	220hp	220hp	
Line-Haul Locomotive only		New Engine Duty Cycle:				
Liters per cylinder per engine		New Engine Cylinder Displacement:	408 cub/ins	408 cub/ins	408 cub/ins	
Per engine		New Engine Number of Cylinders:	6	6	6	
		New Engine Family Name:	Cummins 6.7L ISB	Cummins 6.7L ISB	Cummins 6.7L ISB	
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

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

Grant Recipient	Mustang Public Schools
Reporting Period	April - June, 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
	CURRENT VEHICLE INFORMATION	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	
	NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2022	2022	2022	
		Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	
		Upgrade:	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	
		Upgrade Cost Per Unit:	$123,900	$123,900	$123,900	
		Upgrade Labor Cost Per Unit:	0	0	0	
		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	April - June, 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
	CURRENT VEHICLE INFORMATION	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			
		Engine Model Year:	STAMPED 2007			
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:	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			
	NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2022			
		Upgrade Type:	Vehicle Replacement			
		Upgrade:	Vehicle Replacement - Gasoline			
		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	April - June, 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
	CURRENT VEHICLE INFORMATION	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 @ 2300rpms			
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			
	NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2022			
		Upgrade Type:	Vehicle Replacement			
		Upgrade:	Vehicle Replacement - Diesel			
		Upgrade Cost Per Unit:	$98,570.00			
		Upgrade Labor Cost Per Unit:	NA			
		New Engine Model Year:	2021			
Nonroad and locomotive only		New Engine Tier:				
		New Engine Horsepower:	220HP @ 2400 RPM			
Line-Haul Locomotive only		New Engine Duty Cycle:				
Liters per cylinder per engine		New Engine Cylinder Displacement:	6.7			
Per engine		New Engine Number of Cylinders:	6			
		New Engine Family Name:	Cummins			
Hours per vehicle; On-Highway only		Annual Idling Hours Reduced:	45			
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:	120			

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

Grant Recipient	Stillwater Public Schools
Reporting Period	April - June, 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
	CURRENT VEHICLE INFORMATION	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	Maxxforce		
		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:	Maxxforce	Maxxforce		
		Engine Fuel Type:	ULSD	ULSD		
Gallons per year per engine		Annual Amount of Fuel Used:	1854	1854		
Hours per year per engine; Includes idling hours; Nonroad and locomotive only		Annual Usage Hours:	950	950		
Miles per vehicle; On-Highway only		Annual Miles Traveled:	14000	14000		
Hours per engine; On-Highway only		Annual Idling Hours:	30	30		
Hours per year per engine; Class 8 Long-Haul Combination only		Annual Hoteling Hours:	NA	NA		
Years per engine; Total number of years of engine life remaining at time of upgrade action.		Remaining Life:	5	5		
	NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2022	2022		
		Upgrade Type:	Vehicle Replacement	Vehicle Replacement		
		Upgrade:	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel		
		Upgrade Cost Per Unit:	$96,726.00	$96,726.00		
		Upgrade Labor Cost Per Unit:	$0	$0		
		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:	6.7L	6.7L		
Per engine		New Engine Number of Cylinders:	6	6		
		New Engine Family Name:	Cummins B6.	Cummins B6.		
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:	545	545		

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

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

Grant Recipient	Temple Public Schools
Reporting Period	April - June, 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
	CURRENT VEHICLE INFORMATION	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:	NA			
		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:	NA			
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			
	NEW VEHICLE/UPGRADE INFORMATION	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:	5			
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:	20			

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

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

Grant Recipient	Yukon Public Schools
Reporting Period	April - June, 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
	CURRENT VEHICLE INFORMATION	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:	NA			
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			
	NEW VEHICLE/UPGRADE INFORMATION	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

U. S. Environmental Protection Agency
DERA State Grant Report
Financial Summary - Project Lifetime

Grant Recipient	**Oklahoma DEQ**
Project Period of Performance	**July 1, 2022 - September 30, 2022**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

DERA State Grant Fiscal Summary TOTAL Year #1 + Year #2	
Federal (EPA) Project Award Amount Total	**$ 516,695**
Total Cost Share Amount	**$ 2,218,881**
Total Project Costs (Fed. + Cost Share)	**$ 2,735,576**
Federal (EPA) Funds Expended to Date	**$ 41,651**
Federal (EPA) Funds Remaining	**$ 475,044**

DERA State Grant Fiscal Summary Year #1	
Program Fiscal Year	**FY2021 DERA State Grant**
Federal (EPA) Project Award Amount Year #1	**$ 516,695**
Total Cost Share Amount	**$ 2,218,881**
Total Voluntary Matching Funds	**$ 344,463**
Total Mandatory Cost Share Amount	**$ 1,874,418**
Total Project Costs (Fed. + Cost Share)	**$ 2,735,576**

DERA State Grant Fiscal Summary Year #2	
Program Fiscal Year	**FY2022 DERA State Grant**
Federal (EPA) Project Award Amount Year #2	**$ -**
Total Cost Share Amount	**$ -**
Total Voluntary Matching Funds	**$ -**
Total Mandatory Cost Share Amount	**$ -**
Total Project Costs (Fed. + Cost Share)	**$ -**

Table 1. Summary Rate of Expenditure
Record project budget funds ONLY from approved final workplan. All other numbers will reflect automatically from subsequent tabs.

Financial Summary	**Total Project Budget**					**Total Expenses to Date**					**Remaining Balance**				
	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel	$ 41,610	$ -	$ 27,740	$ -	$ 69,350	$ 6,783	$ -	$ 4,495	$ -	$ 11,277	$ 34,827	$ -	$ 23,245	$ -	$ 58,073
Fringe Benefits	$ 19,282	$ -	$ 12,854	$ -	$ 32,136	$ 3,698	$ -	$ 2,465	$ -	$ 6,163	$ 15,584	$ -	$ 10,389	$ -	$ 25,974
Travel	$ 300	$ -	$ 200	$ -	$ 500	$ -	$ -	$ -	$ -	$ -	$ 300	$ -	$ 200	$ -	$ 500
Equipment	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Supplies	$ 180	$ -	$ 120	$ -	$ 300	$ -	$ -	$ -	$ -	$ -	$ 180	$ -	$ 120	$ -	$ 300
Contractual	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other	$ 440,605	$ 1,874,418	$ 293,737	$ -	$ 2,608,760	$ 28,422	$ 158,507	$ 18,949	$ -	$ 205,878	$ 412,183	$ 1,715,911	$ 274,788	$ -	$ 2,402,882
Direct Cost Total	$ 501,977	$ 1,874,418	$ 334,651	$ -	$ 2,711,046	$ 38,902	$ 158,507	$ 25,909	$ -	$ 223,318	$ 463,075	$ 1,715,911	$ 308,742	$ -	$ 2,487,728
Indirect Charges	$ 14,718	$ -	$ 9,812	$ -	$ 24,530	$ 2,748	$ -	$ 1,832	$ -	$ 4,581	$ 11,970	$ -	$ 7,980	$ -	$ 19,949
TOTALS	**$ 516,695**	**$ 1,874,418**	**$ 344,463**	$ -	**$ 2,735,576**	**$ 41,651**	**$ 158,507**	**$ 27,741**	**$ -**	$ 227,899	**$ 475,044**	**$ 1,715,911**	**$ 316,722**	$ -	$ 2,507,677

EPA Budget Details by Fiscal Year

Financial Summary	**FY2021 DERA State Grant**					**FY2022 DERA State Grant**					**Total Project Budget**				
	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel	$ 41,610	$ -	$ 27,740		$ 69,350					$ -	$ 41,610	$ -	$ 27,740	$ -	$ 69,350
Fringe Benefits	$ 19,282	$ -	$ 12,854		$ 32,136					$ -	$ 19,282	$ -	$ 12,854	$ -	$ 32,136
Travel	$ 300	$ -	$ 200		$ 500					$ -	$ 300	$ -	$ 200	$ -	$ 500
Equipment	$ -	$ -	$ -		$ -					$ -	$ -	$ -	$ -	$ -	$ -
Supplies	$ 180	$ -	$ 120		$ 300					$ -	$ 180	$ -	$ 120	$ -	$ 300
Contractual	$ -	$ -	$ -		$ -					$ -	$ -	$ -	$ -	$ -	$ -
Other	$ 440,605	$ 1,874,418	$ 293,737		$ 2,608,760					$ -	$ 440,605	$ 1,874,418	$ 293,737	$ -	$ 2,608,760
Direct Cost Total	$ 501,977	$ 1,874,418	$ 334,651	$ -	$ 2,711,046	$ -	$ -	$ -	$ -	$ -	$ 501,977	$ 1,874,418	$ 334,651	$ -	$ 2,711,046
Indirect Charges	$ 14,718	$ -	$ 9,812	$ -	$ 24,530		$ -	$ -	$ -	$ -	$ 14,718	$ -	$ 9,812	$ -	$ 24,530
TOTALS	**$ 516,695**	**$ 1,874,418**	**$ 344,463**	**$ -**	**$ 2,735,576**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 516,695**	**$ 1,874,418**	**$ 344,463**	**$ -**	**$ 2,735,576**

Table 2. Annual Rate of Expenditure
No Entry Needed - ALL numbers will reflect automatically from subsequent tabs.

Financial Summary	**Year 1**					**Year 2**					**Year 3**				
	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel	$ 6,783	$ -	$ 4,495	$ -	$ 11,277	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Fringe Benefits	$ 3,698	$ -	$ 2,465	$ -	$ 6,163	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Travel	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Equipment	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Supplies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Contractual	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other	$ 28,422	$ 158,507	$ 18,949	$ -	$ 205,878	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Direct Cost Total	$ 38,902	$ 158,507	$ 25,909	$ -	$ 223,318	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Indirect Charges	$ 2,748	$ -	$ 1,832	$ -	$ 4,581	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TOTALS	$ 41,651	$ 158,507	$ 27,741	$ -	$ 227,899	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

	Year 4					**Year 5**				
			Voluntary Cost Share					Voluntary Cost Share		

Financial Summary	Federal (EPA) Funds	Mandatory Cost Share	VW Mitigation Funds	Other Funds	Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	VW Mitigation Funds	Other Funds	Total Project Cost
Personnel	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Fringe Benefits	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Travel	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Equipment	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Supplies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Contractual	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Direct Cost Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Indirect Charges	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TOTALS	$ -	$ -	$ -	$ -	$ -	**$ -**	**$ -**	**$ -**	**$ -**	$ -

U. S. Environmental Protection Agency
DERA National Grant Report
Financial and Narrative Summary - Year 1

Grant Recipient	**Oklahoma DEQ**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Total Federal Funds Expended: Year 1	**$ 41,651**
Project Reporting Period	**Jul. to Sep. 2022**

Table 11. Year 5 Annual Rate of Expenditure
Record and update project expenses quarterly. Previous quarters should remain and edits should be made to the quarterly report being submitted.

Financial Summary	**Quarter 1** Please select reporting quarter.					**Quarter 2** Please select reporting quarter.				
	Federal Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost	Federal Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel					$ -					$ -
Fringe Benefits					$ -					$ -
Travel					$ -					$ -
Equipment					$ -					$ -
Supplies					$ -					$ -
Contractual					$ -					$ -
Other					$ -					$ -
Direct Cost Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Indirect Charges					$ -					$ -
TOTALS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Financial Summary	**Quarter 3** Please select reporting quarter.					**Quarter 4** Please select reporting quarter.				
	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel	$ 1,787		$ 1,165		$ 2,951	$ 4,996		$ 3,330		$ 8,326
Fringe Benefits	$ 595		$ 397		$ 992	$ 3,102		$ 2,068		$ 5,170
Travel					$ -					$ -
Equipment					$ -					$ -
Supplies					$ -					$ -
Contractual					$ -					$ -
Other	$ 28,422	$ 158,507	$ 18,949		$ 205,878		$ -			$ -
Direct Cost Total	$ 30,804	$ 158,507	$ 20,510	$ -	$ 209,821	$ 8,098	$ -	$ 5,398	$ -	$ 13,496
Indirect Charges	$ 566		$ 377		$ 944	$ 2,182		$ 1,455		$ 3,637
TOTALS	$ 31,370	$ 158,507	$ 20,888	$ -	$ 210,765	$ 10,280	$ -	$ 6,853	$ -	$ 17,134

Table 12. Project Updates - Narrative Responses

Record and update project updates quarterly.

Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the 'Progress to Date' column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity descriped within the table.

Fiscal Year	Activities	Anticipated Outputs	Anticipated Outcomes	Progress to Date				Progress Notes
				Q1	Q2	Q3	Q4	Write below, as appropriate.
FY21	Submit notice of Intent to Participate			Completed				
FY21	Submit Work Plan, Budget Narrative, and Fleet Description			Completed				
FY21	Submit Grants.gov Application			Completed				
FY21	Announce Funding and publish Grant Solicitation / Accept Applications			Completed				
FY21	Review and Select Applications			Completed				
FY21	Make Subawards / Complete MOAs			Completed				
FY21	Quarterly Reporting	Each school is required to submit quarterly reporting	All schools have turned in reports and are up to date.	Not Yet Started	Completed			
FY21	Project Implementation	Thirteen Projects with 25 buses.	Thirteen schools will receive new cleaner buses and benefit from cleaner air.	Not Yet Started	In Progress	In Progress	In Progress	
FY21	Replace 25 School Buses	Replacing 25 diesel school buses with new 14 diesel and	Expected lifetime emissions benefits, according to the Diesel Emissions	Not Yet Started	Not Yet Started	In Progress	In Progress	
FY21	Project Completion Date	Two projects completed; 11 ongoing projects.	We expect the rest of the projects to be finished in the next quarter except the ones	Not Yet Started	Not Yet Started	In Progress	In Progress	
FY21	Final Report Deadline	When schools projects are finished we will submit a final	A final report will be turned into the EPA.	Not Yet Started	Not Yet Started	Not Yet Started	Not Yet Started	

Please provide programmatic and narrative financial updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.

Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	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.	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	DEQ expected to continue project implementation, procurement of new school buses, and monitoring/oversight of ongoing projects during this reporting period. DEQ is on track with all milestones outlined in the DERA workplan and anticipates timely completion of grant projects due to this being a two year grant.	DEQ had expected to be finished with the project implementation but there has been a large delay in the delivery of buses. We are being patient and understanding with the schools because we know that it isn't their fault. We have granted extensions to the schools and will continue to monitor their progress. Even with these delays, we do not
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	The schools have not yet been notified of their award so no vehicles have been added to the Fleet Description.	The vehicles that were on the application for each school have been added to the Fleet Description.	No changes to vehicles.	No changes to vehicles.
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.	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	No schools were awarded during this period. See the "FY21 Awardees" tab for more information.	No schools were awarded during this period. See the "FY21 Awardees" tab for more information.
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 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.	All timelines in the workplan are being met. We did not encounter any problems during the reporting period that would interfere with project objectives.	It appears that there are some delays in the delivery of buses and we have had two schools ask for extensions to their MOAs. Even with these delays, we do not foresee any problems that would prevent meeting outcomes or milestones specified in the project Work Plan	There is a national school bus shortage and widespread delays in the delivery of buses. Most of our schools have had to file extensions on their projects. We hope to be able to finish the rest of the projects in the next quarter
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 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	No cost-shares were reported this quarter. Future cost-shares will be listed in the "FY21 Awardees" tab	Two school completed their projects and were reimbursed this quarter, Stigler and Temple Public Schools. They have reported cost-shares of $77,088 and $81,419, respectfully. This is a combined cost-share of $158,507 for quarter three.	No cost-shares were reported this quarter. Future cost-shares will be listed in the "FY21 Awardees" tab

Have there been any major personnel changes during this reporting period?	No major personnel changes during this reporting period.	No major personnel changes during this reporting period.	No major personnel changes during this reporting period.	No major personnel changes during this reporting period.
Did any public relations events regarding this grant take place during the reporting period?	The grant solicitation was put on our agency website and on social media to generate public interest. 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, www.sde.ok.gov/state-school-directory. An email was also sent out through our	No public relations events were taken place during this quarter.	No public relations events were taken place during this quarter.	No public relations events were taken place during this quarter.
Are you using websites or other tools used to relay information about this grant to the public?	Yes, we use the Oklahoma DEQ agency website and its social media platforms; facebook, twitter, and instagram. The superintendents of all schools in Oklahoma were sent an email using the Oklahoma Board of Education's email list. An email newsletter was sent out through our GovDelivery system to anybody who had signed up. A press release was	Yes, we have a DERA webpage on our agency website; https://www.deq.ok.gov/air-quality-division/clean-diesel-dera/.	Yes, we have a DERA webpage on our agency website; https://www.deq.ok.gov/air-quality-division/clean-diesel-dera/.	Yes, we have a DERA webpage on our agency website; https://www.deq.ok.gov/air-quality-division/clean-diesel-dera/.
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.	During the April - June, 2022 quarter DEQ plans to continue oversight of projects and manage reimbursement request as schools complete their projects.	During the July - September, 2022 quarter DEQ plans to continue oversight of projects and manage reimbursement request as schools complete their projects.	During the October - December, 2022 quarter DEQ plans to continue oversight of projects with extensions and manage reimbursement request as schools complete their projects
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.	No program income was generated during this quarter.	No program income was generated during this quarter.	No program income was generated 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.	https://www.deq.ok.gov/air-quality-division/air-grants-funding-programs/air-funding-program-recipients; https://www.vwenvironmentalmitigationtrust.com; https://deq.maps.arcgis.com/apps/MapSeries/index.html?appid=9f89f8b3cb5b46d4b5b87ace233e27ff	https://www.deq.ok.gov/air-quality-division/air-grants-funding-programs/air-funding-program-recipients; https://www.vwenvironmentalmitigationtrust.com; https://deq.maps.arcgis.com/apps/MapSeries/index.html?appid=9f89f8b3cb5b46d4b5b87ace233e27ff	https://www.deq.ok.gov/air-quality-division/air-grants-funding-programs/air-funding-program-recipients; https://www.vwenvironmentalmitigationtrust.com; https://deq.maps.arcgis.com/apps/MapSeries/index.html?appid=9f89f8b3cb5b46d4b5b87ace233e27ff	https://www.deq.ok.gov/air-quality-division/air-grants-funding-programs/air-funding-program-recipients; https://www.vwenvironmentalmitigationtrust.com; https://deq.maps.arcgis.com/apps/MapSeries/index.html?appid=9f89f8b3cb5b46d4b5b87ace233e27ff
Do you have any other comments or feedback?	No.	No	No	No

Subaward Reporting Requirements				
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.				
Question	**Quarter 1 Update**	**Quarter 2 Update**	**Quarter 3 Update**	**Quarter 4 Update**
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	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	During this quarter, $31,370.39 of federal funds have been used. The cumulated federal funds expended is $31,370.39. Zero dollars of Oklahoma funds (not VW) have been used. The Mandatory Cost-Share from this quarter	During this quarter, $0.00 of federal funds have been used. The cumulated federal funds expended is $31,370.39. Zero dollars of Oklahoma funds (not VW) have been used. The Mandatory Cost-Share from this quarter
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.	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.	No site visits or desk reviews were done during this quarter. We kept in contact with schools through phone calls or emails, answering any questions that arose.	No site visits or desk reviews were done during this quarter. We kept in contact with schools through phone calls or emails, answering any questions that arose.
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.	During this quarter no environmental results have been achieved as the school's applications were still being reviewed and no projects had started.	During this quarter no environmental results have been achieved as the school's projects are ongoing.	During this quarter no environmental results have been achieved as the school's projects are ongoing.
Summaries of audit findings and related pass-through entity management decisions	No audits or pass-through entity management decisions have been made.	No audits or pass-through entity management decisions have been made.	No audits or pass-through entity management decisions have been made.	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 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	NA	NA	NA	NA

Project Partner	Estimated Award Amount	Actual Reimbursement Amount	Cost Shares	Extensions
Bennington	$21,250.00			12/15/2022
Blanchard	$51,760.50			
Central High	$22,673.00			11/15/2022
Colbert	$16,250.00			12/30/2022
Commerce	$101,997.00			12/1/2022
Howe	$77,811.00			1/30/2023
Lexington	$75,000.00			12/23/2022
Mustang	$92,961.00			5/31/2023
Pawnee	$20,000.00			
Stigler	$21,662.00	$21,662.00	$77,088.00	
Stillwater	$66,881.25			3/1/2023
Temple	$25,708.00	$25,708.00	$81,419.00	
Yukon	$21,250.00			
TOTALS	**$ 615,203.75**	**$ 47,370.00**	**$ 158,507.00**	

Reimbursed 3rd Quarter
Extension Granted

U. S. Environmental Protection Agency
DERA National Grant Report
Fleet Description

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

INSTRUCTIONS: This Fleet Description should detail all vehicles and engines impacted under the project. The fields below align with EPA's Diesel Emission Quantifier (DEQ), a requirement for the application, workplan, and final reports as part of program grant requirements. **The Fleet Description should be updated quarterly with all vehicle and engine upgrades completed.** This Fleet Description is broken into two sections: 1) Current Vehicle and Engine Information and 2) New Vehicle and Engine Upgrade Information. All rows of data are required, unless specified as not being applicable to the Equipment Type or Target Fleet. These exceptions are are highlighted in parentheses in the table below. Please refer to the Fleet Description data definitions on tab 11 (Data Dictionary) for additional guidance on each field.

Each vehicle/engine group column below can represent one or more similar pieces of equipment operating in the same fleet. You can copy and paste additional columns as needed to capture all vehicle/engine groups. Please indicate in the FInanical Information row the fiscal year of funds used for the activity descriped within the table.

Note: Individual marine vessels must be listed in separate vehicle/engine group columns. If both auxiliary and propulsion engines on an individual vessel are part of a project, these different engine types must be listed in separate vehicle/engine group columns.

Fleet Information		*Example*	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8
Financial Information	Fiscal Year of EPA Funds Used	2022	FY2021 DERA State Grant	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.
CURRENT VEHICLE AND ENGINE INFORMATION										
Basic Fleet Information	Group Name:	Sample	Bennington							
	Fleet Owner:	Sarah	Bennington Public School							
	Publicly or Privately Owned?:	Publicly	Publicly							
	Place of Performance									
	- State(s):	Arizona	Oklahoma							
	- County(s):	Maricopa	Bryan							
	- City(s):	Phoenix	Bennington							
	- Zip Code(s):	85308; 85306	74723							
	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	100%							
	Equipment Type:	Onroad	Onroad							
	Target Fleet:	Transit Bus	School Bus							
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7							
	Vehicle or Engine Group Sector:	Municipal	School Bus							
	Vocation *(on-highway, short-haul, and marine only)*:	Other	School Bus							
	Quantity *(number of vehicles in group)*:	4	1							
Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	4UZAABRU5ACAK7502							
	Vehicle Make:	Ford	Thomas							
	Vehicle Model:	Taurus	Saf-T-Liner C2							
	Baseline Vehicle Model Year:	1995	2010							
Current Engine Information	Engine Serial Number(s) :	4548154	57866576							
	Engine Make:	ABC	Cummins							
	Engine Model:	ABC	ISB 220							
	Engine Model Year:	1995	2008							
	Engine Tier *(nonroad, locomotive, and marine only)*:	Tier 2	N/A							
	Tier 4 Standards (Tier 4 only):	N/A	N/A							
	Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A							
	Engine Horsepower:	660	220							
	Engine Cylinder Displacement *(liters/cylinder; marine only)*:	5.0 <= size <15.0	N/A							
	Engine Number of Cylinders *(# of cylinders per engine; marine only)*:	N/A	N/A							
	Engine Total Displacement (liters per engine; marine only):	N/A	N/A							
	Engine Family Name (*if unregulated, then NA*):	N/A	Maxxforce 7							
	Baseline Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)							
	Total # of Propulsion Engines *(per vessel; marine only)*:	N/A	N/A							
	Total # of Auxiliary Engines *(per vessel; marine only)*:	N/A	N/A							

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

Current Annual Vehicle Data	Annual Amount of Fuel Used (gallons/year per engine):	6000	3300							
	Annual Usage Hours *(hours per year per engine; includes idling hours; nonroad, locomotive, and marine only)*	3000	N/A							
	Annual Miles Traveled *(miles per vehicle; on-highway only)*:	12000	1300							
	Annual Idling Hours *(hours per engine; on-highway only)*:	1500	100							
	Annual Hoteling Hours (hours per year per engine; class 8 long-haul combination only):	N/A	N/A							
	Remaining Life of Baseline Engine/Vehicle *(years per engine; total # of years of engine life remaining at time of upgrade action)*:	3	10							
NEW VEHICLE AND ENGINE UPGRADE INFORMATION										
Upgrade Information	Year of Upgrade Action:	2018	2022							
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement							
	Upgrade Specific:	Diesel Oxidation Catalyst + Diesel Particulate Filter	Vehicle Replacement - ULSD (diesel)							
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7							
	VIN for New Vehicle(s)	1234567890ABCDE	4DRBUC8P6PB023843							
	Total Cost Per Unit *(equipment plus labor)* :	$ 175,000.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Upgrade Equipment Cost *only* Per Unit:	$ 150,000.00								
	Upgrade Labor Cost *only* Per Unit:	$ 25,000.00								
	Total Federal Funds Expended Per Unit *($ of Total Cost per Unit)* :	$ 50,000.00								
	Federal Cost Share Expended Per Unit *(% of Total Cost per Unit)* :	29%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
New Engine Information	New Engine Model Year:	2018	2023							
	New Engine Tier (nonroad, locomotive, and marine only):	Tier 2	N/A							
	Tier 4 Standards (Tier 4 only):	N/A	N/A							
	New Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A							
	New Engine Horsepower:	750	220 HP							
	New Engine Duty Cycle *(line-haul locomotive only)*:	N/A	N/A							
	New Engine Cylinder Displacement *(liters per cylinder per engine; marine only)*:	5.0 <= size <15.0	N/A							
	New Engine Total Displacement *(liters per engine; marine only)*	N/A	N/A							
	New Engine Number of Cylinders (*per engine; marine only*):	N/A	N/A							
	New Engine Family Name:	ABC								
	New Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)							
New Annual Vehicle Data	New Annual Idling Hours *(hours per vehicle; on-highway only)*:	N/A	0							
	New Annual Hoteling Hours *(hours per vehicle; class 8 long-haul combination only)*:	N/A	N/A							
	New Annual Fuel Volume (estimated gallons/year per engine):	6000	4000							

U. S. Environmental Protection Agency
DERA National Grant Report
Fleet Description

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

INSTRUCTIONS: This Fleet Description should detail all vehicles and engines impacted under the project. The fields below align with EPA's Diesel Emission Quantifier (DEQ), a requirement for the application, workplan, and final reports as part of program grant requirements. **The Fleet Description should be updated quarterly with all vehicle and engine upgrades completed.** This Fleet Description is broken into two sections: 1) Current Vehicle and Engine Information and 2) New Vehicle and Engine Upgrade Information. All rows of data are required, unless specified as not being applicable to the Equipment Type or Target Fleet. These exceptions are are highlighted in parentheses in the table below. Please refer to the Fleet Description data definitions on tab 11 (Data Dictionary) for additional guidance on each field.

Each vehicle/engine group column below can represent one or more similar pieces of equipment operating in the same fleet. You can copy and paste additional columns as needed to capture all vehicle/engine groups. Please indicate in the FInanical Information row the fiscal year of funds used for the activity descriped within the table.

Note: Individual marine vessels must be listed in separate vehicle/engine group columns. If both auxiliary and propulsion engines on an individual vessel are part of a project, these different engine types must be listed in separate vehicle/engine group columns.

Fleet Information		*Example*	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8
Financial Information	Fiscal Year of EPA Funds Used	2022	FY2021 DERA State Grant	FY2021 DERA State Grant	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.
1										
Basic Fleet Information	Group Name:	Sample	Blanchard	Blanchard						
	Fleet Owner:	Sarah	Blanchard Public School	Blanchard Public School						
	Publicly or Privately Owned?:	Publicly	Publicly	Publicly						
	Place of Performance									
	- State(s):	Arizona	Oklahoma	Oklahoma						
	- County(s):	Maricopa	McClain	McClain						
	- City(s):	Phoenix	Blanchard	Blanchard						
	- Zip Code(s):	85308; 85306	73010	73010						
	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	100%	100%						
	Equipment Type:	Onroad	Onroad	onroad						
	Target Fleet:	Transit Bus	School Bus	School Bus						
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7	Class 7						
	Vehicle or Engine Group Sector:	Municipal	School Bus	School Bus						
	Vocation *(on-highway, short-haul, and marine only)*:	Other	School Bus	School Bus						
	Quantity *(number of vehicles in group)*:	4	1	1						
Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	1BAKGCKH75F220856	1BAKGCKH79F256813						
	Vehicle Make:	Ford	Bluebird	Bluebird						
	Vehicle Model:	Taurus	BBCV	SCHO						
	Baseline Vehicle Model Year:	1995	2005	2009						
Current Engine Information	Engine Serial Number(s) :	4548154	KAL32808	C7SO6474						
	Engine Make:	ABC	Cummins	Caterpillar						
	Engine Model:	ABC	ISB	c&						
	Engine Model Year:	1995	2004	2008						
	Engine Tier *(nonroad, locomotive, and marine only)*:	Tier 2	N/A	N/A						
	Tier 4 Standards (Tier 4 only):	N/A	N/A	N/A						
	Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A	N/A						
	Engine Horsepower:	660	215	215						
	Engine Cylinder Displacement *(liters/cylinder; marine only)*:	5.0 <= size <15.0	N/A	N/A						
	Engine Number of Cylinders *(# of cylinders per engine; marine only)*:	N/A	N/A	N/A						
	Engine Total Displacement (liters per engine; marine only):	N/A	N/A	N/A						
	Engine Family Name (*if unregulated, then NA*):	N/A	8NVXH0390AGA	8NVXH0390AGA						
	Baseline Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)						
	Total # of Propulsion Engines *(per vessel; marine only)*:	N/A	N/A	N/A						
	Total # of Auxiliary Engines *(per vessel; marine only)*:	N/A	N/A	N/A						

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

Current Annual Vehicle Data	Annual Amount of Fuel Used (gallons/year per engine):	6000	1300	1500							
	Annual Usage Hours *(hours per year per engine; includes idling hours; nonroad, locomotive, and marine only)*	3000	N/A	N/A							
	Annual Miles Traveled *(miles per vehicle; on-highway only)*:	12000	7212	8750							
	Annual Idling Hours *(hours per engine; on-highway only)*:	1500	120	120							
	Annual Hoteling Hours (hours per year per engine; class 8 long-haul combination only):	N/A	N/A	N/A							
	Remaining Life of Baseline Engine/Vehicle *(years per engine; total # of years of engine life remaining at time of upgrade action)*:	3	5	5							
k-											
Upgrade Information	Year of Upgrade Action:	2018	2023	2023							
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement							
	Upgrade Specific:	Diesel Oxidation Catalyst + Diesel Particulate Filter	Vehicle Replacement - ULSD (die	Vehicle Replacement - ULSD (diesel)							
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7	Class 7							
	VIN for New Vehicle(s)	1234567890ABCDE									
	Total Cost Per Unit *(equipment plus labor)* :	$ 175,000.00	$ 106,632	$ 106,632	$ -	$ -	$ -	$ -	$ -	$ -	
	Upgrade Equipment Cost *only* Per Unit:	$ 150,000.00									
	Upgrade Labor Cost *only* Per Unit:	$ 25,000.00									
	Total Federal Funds Expended Per Unit *($ of Total Cost per Unit)* :	$ 50,000.00									
	Federal Cost Share Expended Per Unit *(% of Total Cost per Unit)* :	29%	$ -	$ -	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
New Engine Information	New Engine Model Year:	2018	2023	2023							
	New Engine Tier (nonroad, locomotive, and marine only):	Tier 2	N/A	N/A							
	Tier 4 Standards (Tier 4 only):	N/A	N/A	N/A							
	New Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A	N/A							
	New Engine Horsepower:	750	220	220							
	New Engine Duty Cycle *(line-haul locomotive only)*:	N/A	N/A	N/A							
	New Engine Cylinder Displacement *(liters per cylinder per engine; marine only)*:	5.0 <= size <15.0	N/A	N/A							
	New Engine Total Displacement *(liters per engine; marine only)*	N/A	N/A	N/A							
	New Engine Number of Cylinders (*per engine; marine only*):	N/A	N/A	N/A							
	New Engine Family Name:	ABC	Cummins B6.7	Cummins B6.7							
	New Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)							
New Annual Vehicle Data	New Annual Idling Hours *(hours per vehicle; on-highway only)*:	N/A									
	New Annual Hoteling Hours *(hours per vehicle; class 8 long-haul combination only)*:	N/A	N/A	N/A							
	New Annual Fuel Volume (estimated gallons/year per engine):	6000									

U. S. Environmental Protection Agency
DERA National Grant Report
Fleet Description

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
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Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

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Note: Individual marine vessels must be listed in separate vehicle/engine group columns. If both auxiliary and propulsion engines on an individual vessel are part of a project, these different engine types must be listed in separate vehicle/engine group columns.

Fleet Information		*Example*	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8
Financial Information	Fiscal Year of EPA Funds Used	2022	FY2021 DERA State Grant	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.
CURRENT VEHICLE AND ENGINE INFORMATION										
Basic Fleet Information	Group Name:	Sample	Central High							
	Fleet Owner:	Sarah	Central High Public Schools							
	Publicly or Privately Owned?:	Publicly	Publicly							
	Place of Performance									
	- State(s):	Arizona	Oklahoma							
	- County(s):	Maricopa	Stephens							
	- City(s):	Phoenix	Marlow							
	- Zip Code(s):	85308; 85306	73055							
	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	100%							
	Equipment Type:	Onroad	Onroad							
	Target Fleet:	Transit Bus	School Bus							
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7							
	Vehicle or Engine Group Sector:	Municipal	School Bus							
	Vocation *(on-highway, short-haul, and marine only)*:	Other	School Bus							
	Quantity *(number of vehicles in group)*:	4	1							
Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	4UZAABRU5ACAK7502							
	Vehicle Make:	Ford	Thomas							
	Vehicle Model:	Taurus	SAF-T-Liner C2							
	Baseline Vehicle Model Year:	1995	2010							
Current Engine Information	Engine Serial Number(s) :	4548154	57866576							
	Engine Make:	ABC	Cummins							
	Engine Model:	ABC	ISB 220							
	Engine Model Year:	1995	2008							
	Engine Tier *(nonroad, locomotive, and marine only)*:	Tier 2	N/A							
	Tier 4 Standards (Tier 4 only):	N/A	N/A							
	Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A							
	Engine Horsepower:	660	220							
	Engine Cylinder Displacement *(liters/cylinder; marine only)*:	5.0 <= size <15.0	N/A							
	Engine Number of Cylinders *(# of cylinders per engine; marine only)*:	N/A	N/A							
	Engine Total Displacement (liters per engine; marine only):	N/A	N/A							
	Engine Family Name (*if unregulated, then NA*):	N/A	8CEX04BAF							
	Baseline Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)							
	Total # of Propulsion Engines *(per vessel; marine only)*:	N/A	N/A							
	Total # of Auxiliary Engines *(per vessel; marine only)*:	N/A	N/A							

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

Current Annual Vehicle Data	Annual Amount of Fuel Used (gallons/year per engine):	6000	3300							
	Annual Usage Hours *(hours per year per engine; includes idling hours; nonroad, locomotive, and marine only)*	3000	N/A							
	Annual Miles Traveled *(miles per vehicle; on-highway only)*:	12000	1300							
	Annual Idling Hours *(hours per engine; on-highway only)*:	1500	100							
	Annual Hoteling Hours (hours per year per engine; class 8 long-haul combination only):	N/A	N/A							
	Remaining Life of Baseline Engine/Vehicle *(years per engine; total # of years of engine life remaining at time of upgrade action)*:	3	10							
NEW VEHICLE AND ENGINE UPGRADE INFORMATION										
Upgrade Information	Year of Upgrade Action:	2018	2022							
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement							
	Upgrade Specific:	Diesel Oxidation Catalyst + Diesel Particulate Filter	Vehicle Replacement - Gasoline							
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7							
	VIN for New Vehicle(s)	1234567890ABCDE	1BAKGCJH6PF395507							
	Total Cost Per Unit *(equipment plus labor)* :	$ 175,000.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Upgrade Equipment Cost *only* Per Unit:	$ 150,000.00								
	Upgrade Labor Cost *only* Per Unit:	$ 25,000.00								
	Total Federal Funds Expended Per Unit *($ of Total Cost per Unit)* :	$ 50,000.00								
	Federal Cost Share Expended Per Unit *(% of Total Cost per Unit)* :	29%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
New Engine Information	New Engine Model Year:	2018								
	New Engine Tier (nonroad, locomotive, and marine only):	Tier 2	N/A							
	Tier 4 Standards (Tier 4 only):	N/A	N/A							
	New Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A							
	New Engine Horsepower:	750								
	New Engine Duty Cycle *(line-haul locomotive only)*:	N/A	N/A							
	New Engine Cylinder Displacement *(liters per cylinder per engine; marine only)*:	5.0 <= size <15.0	N/A							
	New Engine Total Displacement *(liters per engine; marine only)*	N/A	N/A							
	New Engine Number of Cylinders (*per engine; marine only*):	N/A	N/A							
	New Engine Family Name:	ABC								
	New Engine Fuel Type:	ULSD (diesel)	Gasoline							
New Annual Vehicle Data	New Annual Idling Hours *(hours per vehicle; on-highway only)*:	N/A	660							
	New Annual Hoteling Hours *(hours per vehicle; class 8 long-haul combination only)*:	N/A	N/A							
	New Annual Fuel Volume (estimated gallons/year per engine):	6000	4000							

U. S. Environmental Protection Agency
DERA National Grant Report
Fleet Description

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

INSTRUCTIONS: This Fleet Description should detail all vehicles and engines impacted under the project. The fields below align with EPA's Diesel Emission Quantifier (DEQ), a requirement for the application, workplan, and final reports as part of program grant requirements. **The Fleet Description should be updated quarterly with all vehicle and engine upgrades completed.** This Fleet Description is broken into two sections: 1) Current Vehicle and Engine Information and 2) New Vehicle and Engine Upgrade Information. All rows of data are required, unless specified as not being applicable to the Equipment Type or Target Fleet. These exceptions are are highlighted in parentheses in the table below. Please refer to the Fleet Description data definitions on tab 11 (Data Dictionary) for additional guidance on each field.

Each vehicle/engine group column below can represent one or more similar pieces of equipment operating in the same fleet. You can copy and paste additional columns as needed to capture all vehicle/engine groups. Please indicate in the FInanical Information row the fiscal year of funds used for the activity descriped within the table.

Note: Individual marine vessels must be listed in separate vehicle/engine group columns. If both auxiliary and propulsion engines on an individual vessel are part of a project, these different engine types must be listed in separate vehicle/engine group columns.

Fleet Information		*Example*	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8
Financial Information	Fiscal Year of EPA Funds Used	2022	FY2021 DERA State Grant	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.
CURRENT VEHICLE AND ENGINE INFORMATION										
Basic Fleet Information	Group Name:	Sample	Colbert							
	Fleet Owner:	Sarah	Colbert Public School							
	Publicly or Privately Owned?:	Publicly	Publicly							
	Place of Performance									
	- State(s):	Arizona	Oklahoma							
	- County(s):	Maricopa	Bryan							
	- City(s):	Phoenix	Colbert							
	- Zip Code(s):	85308; 85306	74733							
	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	100%							
	Equipment Type:	Onroad	Onroad							
	Target Fleet:	Transit Bus	School Bus							
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7							
	Vehicle or Engine Group Sector:	Municipal	School Bus							
	Vocation *(on-highway, short-haul, and marine only)*:	Other	School Bus							
	Quantity *(number of vehicles in group)*:	4	1							
Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	1BAKGCKH56F228939							
	Vehicle Make:	Ford	Bluebird							
	Vehicle Model:	Taurus	BB CV 3303							
	Baseline Vehicle Model Year:	1995	2006							
Current Engine Information	Engine Serial Number(s) :	4548154	KAL7294							
	Engine Make:	ABC	CAT							
	Engine Model:	ABC	C7							
	Engine Model Year:	1995	2004							
	Engine Tier *(nonroad, locomotive, and marine only)*:	Tier 2	N/A							
	Tier 4 Standards (Tier 4 only):	N/A	N/A							
	Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A							
	Engine Horsepower:	660	210							
	Engine Cylinder Displacement *(liters/cylinder; marine only)*:	5.0 <= size <15.0	N/A							
	Engine Number of Cylinders *(# of cylinders per engine; marine only)*:	N/A	N/A							
	Engine Total Displacement (liters per engine; marine only):	N/A	N/A							
	Engine Family Name (*if unregulated, then NA*):	N/A	8NVXH0390AGA							
	Baseline Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)							
	Total # of Propulsion Engines *(per vessel; marine only)*:	N/A	N/A							
	Total # of Auxiliary Engines *(per vessel; marine only)*:	N/A	N/A							

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

Current Annual Vehicle Data	Annual Amount of Fuel Used (gallons/year per engine):	6000	694							
	Annual Usage Hours *(hours per year per engine; includes idling hours; nonroad, locomotive, and marine only)*	3000	N/A							
	Annual Miles Traveled *(miles per vehicle; on-highway only)*:	12000	9027							
	Annual Idling Hours *(hours per engine; on-highway only)*:	1500	53							
	Annual Hoteling Hours (hours per year per engine; class 8 long-haul combination only):	N/A	N/A							
	Remaining Life of Baseline Engine/Vehicle *(years per engine; total # of years of engine life remaining at time of upgrade action)*:	3	5							
NEW VEHICLE AND ENGINE UPGRADE INFORMATION										
Upgrade Information	Year of Upgrade Action:	2018	2022							
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement							
	Upgrade Specific:	Diesel Oxidation Catalyst + Diesel Particulate Filter	Vehicle Replacement - ULSD (diesel)							
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7							
	VIN for New Vehicle(s)	1234567890ABCDE								
	Total Cost Per Unit *(equipment plus labor)* :	$ 175,000.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Upgrade Equipment Cost *only* Per Unit:	$ 150,000.00								
	Upgrade Labor Cost *only* Per Unit:	$ 25,000.00								
	Total Federal Funds Expended Per Unit *($ of Total Cost per Unit)* :	$ 50,000.00								
	Federal Cost Share Expended Per Unit *(% of Total Cost per Unit)* :	29%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
New Engine Information	New Engine Model Year:	2018								
	New Engine Tier (nonroad, locomotive, and marine only):	Tier 2	N/A							
	Tier 4 Standards (Tier 4 only):	N/A	N/A							
	New Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A							
	New Engine Horsepower:	750								
	New Engine Duty Cycle *(line-haul locomotive only)*:	N/A	N/A							
	New Engine Cylinder Displacement *(liters per cylinder per engine; marine only)*:	5.0 <= size <15.0	N/A							
	New Engine Total Displacement *(liters per engine; marine only)*	N/A	N/A							
	New Engine Number of Cylinders (*per engine; marine only*):	N/A	N/A							
	New Engine Family Name:	ABC								
	New Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)							
New Annual Vehicle Data	New Annual Idling Hours *(hours per vehicle; on-highway only)*:	N/A								
	New Annual Hoteling Hours *(hours per vehicle; class 8 long-haul combination only)*:	N/A	N/A							
	New Annual Fuel Volume (estimated gallons/year per engine):	6000								

U. S. Environmental Protection Agency
DERA National Grant Report
Fleet Description

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

INSTRUCTIONS: This Fleet Description should detail all vehicles and engines impacted under the project. The fields below align with EPA's Diesel Emission Quantifier (DEQ), a requirement for the application, workplan, and final reports as part of program grant requirements. **The Fleet Description should be updated quarterly with all vehicle and engine upgrades completed.** This Fleet Description is broken into two sections: 1) Current Vehicle and Engine Information and 2) New Vehicle and Engine Upgrade Information. All rows of data are required, unless specified as not being applicable to the Equipment Type or Target Fleet. These exceptions are are highlighted in parentheses in the table below. Please refer to the Fleet Description data definitions on tab 11 (Data Dictionary) for additional guidance on each field.

Each vehicle/engine group column below can represent one or more similar pieces of equipment operating in the same fleet. You can copy and paste additional columns as needed to capture all vehicle/engine groups. Please indicate in the FInanical Information row the fiscal year of funds used for the activity descriped within the table.

Note: Individual marine vessels must be listed in separate vehicle/engine group columns. If both auxiliary and propulsion engines on an individual vessel are part of a project, these different engine types must be listed in separate vehicle/engine group columns.

Fleet Information		*Example*	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8
Financial Information	Fiscal Year of EPA Funds Used	2022	FY2021 DERA State Grant	FY2021 DERA State Grant	FY2021 DERA State Grant	FY2021 DERA State Grant	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.
CURRENT VEHICLE AND ENGINE INFORMATION										
Basic Fleet Information	Group Name:	Sample	Commerce	Commerce	Commerce	Commerce				
	Fleet Owner:	Sarah	Commerce Public Schools	Commerce Public Schools	Commerce Public Schools	Commerce Public Schools				
	Publicly or Privately Owned?:	Publicly	Publicly	Publicly	Publicly	Publicly				
	Place of Performance									
	- State(s):	Arizona	Oklahoma	Oklahoma	Oklahoma	Oklahoma				
	- County(s):	Maricopa	Ottawa	Ottawa	Ottawa	Ottawa				
	- City(s):	Phoenix	Commerce	Commerce	Commerce	Commerce				
	- Zip Code(s):	85308; 85306	74339	74339	74339	74339				
	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	100%	100%	100%	100%				
	Equipment Type:	Onroad	Onroad	Onroad	Onroad	Onroad				
	Target Fleet:	Transit Bus	School Bus	School Bus	School Bus	School Bus				
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7	Class 7	Class 7	Class 7				
	Vehicle or Engine Group Sector:	Municipal	School Bus	School Bus	School Bus	School Bus				
	Vocation *(on-highway, short-haul, and marine only)*:	Other	School Bus	School Bus	School Bus	School Bus				
	Quantity *(number of vehicles in group)*:	4	1	1	1	1				
Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	4DRBUSKP7AB166567	1HVBBAAN94H657559	4DRBUSKP5AB166566	4DRBUSKP2AB166556				
	Vehicle Make:	Ford	International	Bluebird	International	International				
	Vehicle Model:	Taurus	CESB	BUS	CESB	CESB				
	Baseline Vehicle Model Year:	1995	2010	2005	2010	2010				
Current Engine Information	Engine Serial Number(s) :	4548154	6.4HM2Y0651564	470HM2U1428184	6.4HM2U0651548	6.4HM2Y0651551				
	Engine Make:	ABC	International	Navistar International	International	International				
	Engine Model:	ABC	Maxxforce 7	DT466E	Maxxforce7	Maxxforce 7				
	Engine Model Year:	1995	2008	2003	2008	2008				
	Engine Tier *(nonroad, locomotive, and marine only)*:	Tier 2	N/A	N/A	N/A	N/A				
	Tier 4 Standards (Tier 4 only):	N/A	N/A	N/A	N/A	N/A				
	Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A	N/A	N/A	N/A				
	Engine Horsepower:	660	350	230	350	350				
	Engine Cylinder Displacement *(liters/cylinder; marine only)*:	5.0 <= size <15.0	N/A	N/A	N/A	N/A				
	Engine Number of Cylinders *(# of cylinders per engine; marine only)*:	N/A	N/A	N/A	N/A	N/A				
	Engine Total Displacement (liters per engine; marine only):	N/A	N/A	N/A	N/A	N/A				
	Engine Family Name (*if unregulated, then NA*):	N/A	N/A	N/A	N/A	N/A				
	Baseline Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)				
	Total # of Propulsion Engines *(per vessel; marine only)*:	N/A	N/A	N/A	N/A	N/A				
	Total # of Auxiliary Engines *(per vessel; marine only)*:	N/A	N/A	N/A	N/A	N/A				

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

Current Annual Vehicle Data	Annual Amount of Fuel Used (gallons/year per engine):	6000	1150	1000	1175	1200				
	Annual Usage Hours *(hours per year per engine; includes idling hours; nonroad, locomotive, and marine only)*	3000	N/A	N/A	N/A	N/A				
	Annual Miles Traveled *(miles per vehicle; on-highway only)*:	12000	9150	7500	9000	9500				
	Annual Idling Hours *(hours per engine; on-highway only)*:	1500	60	60	60	60				
	Annual Hoteling Hours (hours per year per engine; class 8 long-haul combination only):	N/A	N/A	N/A	N/A	N/A				
	Remaining Life of Baseline Engine/Vehicle *(years per engine; total # of years of engine life remaining at time of upgrade action)*:	3	5	3	5	5				
NEW VEHICLE AND ENGINE UPGRADE INFORMATION										
Upgrade Information	Year of Upgrade Action:	2018	2022	2022	2022	2022				
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement				
	Upgrade Specific:	Diesel Oxidation Catalyst + Diesel Particulate Filter	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline				
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7	Class 7	Class 7	Class 7				
	VIN for New Vehicle(s)	1234567890ABCDE								
	Total Cost Per Unit *(equipment plus labor)* :	$ 175,000.00	$ 103,908	$ 103,908	$ 103,908	$ 103,908	$ -	$ -	$ -	$ -
	Upgrade Equipment Cost *only* Per Unit:	$ 150,000.00								
	Upgrade Labor Cost *only* Per Unit:	$ 25,000.00								
	Total Federal Funds Expended Per Unit *($ of Total Cost per Unit)* :	$ 50,000.00								
	Federal Cost Share Expended Per Unit *(% of Total Cost per Unit)* :	29%	$ -	$ -	$ -	$ -	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
New Engine Information	New Engine Model Year:	2018	2023	2023	2023	2022				
	New Engine Tier (nonroad, locomotive, and marine only):	Tier 2	N/A	N/A	N/A	N/A				
	Tier 4 Standards (Tier 4 only):	N/A	N/A	N/A	N/A	N/A				
	New Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A	N/A	N/A	N/A				
	New Engine Horsepower:	750	350	350	350	350				
	New Engine Duty Cycle *(line-haul locomotive only)*:	N/A	N/A	N/A	N/A	N/A				
	New Engine Cylinder Displacement *(liters per cylinder per engine; marine only)*:	5.0 <= size <15.0	N/A	N/A	N/A	N/A				
	New Engine Total Displacement *(liters per engine; marine only)*	N/A	N/A	N/A	N/A	N/A				
	New Engine Number of Cylinders (*per engine; marine only*):	N/A	N/A	N/A	N/A	N/A				
	New Engine Family Name:	ABC	Ford®, 7.3L, V-8 Engine	Ford®, 7.3L, V-8 Engine	Ford®, 7.3L, V-8 Engine	Ford®, 7.3L, V-8 Engine				
	New Engine Fuel Type:	ULSD (diesel)	Gasoline	Gasoline	Gasoline	Gasoline				
New Annual Vehicle Data	New Annual Idling Hours *(hours per vehicle; on-highway only)*:	N/A	20	20	20	20				
	New Annual Hoteling Hours *(hours per vehicle; class 8 long-haul combination only)*:	N/A	N/A	N/A	N/A	N/A				
	New Annual Fuel Volume (estimated gallons/year per engine):	6000	1000	1000	1000	1000				

U. S. Environmental Protection Agency
DERA National Grant Report
Fleet Description

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
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Number of Fleets	13
Total # of All Vehicles	**25**

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Note: Individual marine vessels must be listed in separate vehicle/engine group columns. If both auxiliary and propulsion engines on an individual vessel are part of a project, these different engine types must be listed in separate vehicle/engine group columns.

Fleet Information		*Example*	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8
Financial Information	Fiscal Year of EPA Funds Used	2022	FY2021 DERA State Grant	FY2021 DERA State Grant	FY2021 DERA State Grant	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.
CURRENT VEHICLE AND ENGINE INFORMATION										
Basic Fleet Information	Group Name:	Sample	Howe	Howe	Howe					
	Fleet Owner:	Sarah	Howe Public Schools	Howe Public Schools	Howe Public Schools					
	Publicly or Privately Owned?:	Publicly	Publicly	Publicly	Publicly					
	Place of Performance									
	- State(s):	Arizona	Oklahoma	Oklahoma	Oklahoma					
	- County(s):	Maricopa	LeFlore	LeFlore	LeFlore					
	- City(s):	Phoenix	Howe	Howe	Howe					
	- Zip Code(s):	85308; 85306	74940	74940	74940					
	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	100%	100%	100%					
	Equipment Type:	Onroad	Onroad	Onroad	Onroad					
	Target Fleet:	Transit Bus	School Bus	School Bus	School Bus					
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7	Class 7	Class 7					
	Vehicle or Engine Group Sector:	Municipal	School Bus	School Bus	School Bus					
	Vocation *(on-highway, short-haul, and marine only)*:	Other	School Bus	School Bus	School Bus					
	Quantity *(number of vehicles in group)*:	4	1	1	1					
Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	4DRBUSKP59B664374	4DRBUSKP99B664376	4DRBUSKP39B664373					
	Vehicle Make:	Ford	International	International	International					
	Vehicle Model:	Taurus	CESB	CESB	CESB					
	Baseline Vehicle Model Year:	1995	2008	2008	2008					
Current Engine Information	Engine Serial Number(s) :	4548154	7NVXH0390AGA	7NVXH0390AGA	7NVXH0390AGA					
	Engine Make:	ABC	International	International	International					
	Engine Model:	ABC	MaxxForce 7	MaxxForce 7	MaxxForce 7					
	Engine Model Year:	1995	2008	2008	2008					
	Engine Tier *(nonroad, locomotive, and marine only)*:	Tier 2	N/A	N/A	N/A					
	Tier 4 Standards (Tier 4 only):	N/A	N/A	N/A	N/A					
	Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A	N/A	N/A					
	Engine Horsepower:	660	230	230	230					
	Engine Cylinder Displacement *(liters/cylinder; marine only)*:	5.0 <= size <15.0	N/A	N/A	N/A					
	Engine Number of Cylinders *(# of cylinders per engine; marine only)*:	N/A	N/A	N/A	N/A					
	Engine Total Displacement (liters per engine; marine only):	N/A	N/A	N/A	N/A					
	Engine Family Name (*if unregulated, then NA*):	N/A	N/A	N/A	N/A					
	Baseline Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)					
	Total # of Propulsion Engines *(per vessel; marine only)*:	N/A	N/A	N/A	N/A					
	Total # of Auxiliary Engines *(per vessel; marine only)*:	N/A	N/A	N/A	N/A					

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

Current Annual Vehicle Data	Annual Amount of Fuel Used (gallons/year per engine):	6000	788	842	691						
	Annual Usage Hours *(hours per year per engine; includes idling hours; nonroad, locomotive, and marine only)*	3000	N/A	N/A	N/A						
	Annual Miles Traveled *(miles per vehicle; on-highway only)*:	12000	6315	7200	7340						
	Annual Idling Hours *(hours per engine; on-highway only)*:	1500	38	40	35						
	Annual Hoteling Hours (hours per year per engine; class 8 long-haul combination only):	N/A	N/A	N/A	N/A						
	Remaining Life of Baseline Engine/Vehicle *(years per engine; total # of years of engine life remaining at time of upgrade action)*:	3	7	7	7						
NEW VEHICLE AND ENGINE UPGRADE INFORMATION											
Upgrade Information	Year of Upgrade Action:	2018	2022	2022	2022						
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement						
	Upgrade Specific:	Diesel Oxidation Catalyst + Diesel Particulate Filter	Vehicle Replacement - ULSD (die	Vehicle Replacement - ULSD (die	Vehicle Replacement - ULSD (diesel)						
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7	Class 7	Class 7						
	VIN for New Vehicle(s)	1234567890ABCDE									
	Total Cost Per Unit *(equipment plus labor)* :	$ 175,000.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Upgrade Equipment Cost *only* Per Unit:	$ 150,000.00									
	Upgrade Labor Cost *only* Per Unit:	$ 25,000.00									
	Total Federal Funds Expended Per Unit *($ of Total Cost per Unit)* :	$ 50,000.00									
	Federal Cost Share Expended Per Unit *(% of Total Cost per Unit)* :	29%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
New Engine Information	New Engine Model Year:	2018									
	New Engine Tier (nonroad, locomotive, and marine only):	Tier 2	N/A	N/A	N/A						
	Tier 4 Standards (Tier 4 only):	N/A	N/A	N/A	N/A						
	New Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A	N/A	N/A						
	New Engine Horsepower:	750									
	New Engine Duty Cycle *(line-haul locomotive only)*:	N/A	N/A	N/A	N/A						
	New Engine Cylinder Displacement *(liters per cylinder per engine; marine only)*:	5.0 <= size <15.0	N/A	N/A	N/A						
	New Engine Total Displacement *(liters per engine; marine only)*	N/A	N/A	N/A	N/A						
	New Engine Number of Cylinders (*per engine; marine only*):	N/A	N/A	N/A	N/A						
	New Engine Family Name:	ABC									
	New Engine Fuel Type:	ULSD (diesel)									
New Annual Vehicle Data	New Annual Idling Hours *(hours per vehicle; on-highway only)*:	N/A									
	New Annual Hoteling Hours *(hours per vehicle; class 8 long-haul combination only)*:	N/A	N/A	N/A	N/A						
	New Annual Fuel Volume (estimated gallons/year per engine):	6000									

U. S. Environmental Protection Agency
DERA National Grant Report
Fleet Description

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

INSTRUCTIONS: This Fleet Description should detail all vehicles and engines impacted under the project. The fields below align with EPA's Diesel Emission Quantifier (DEQ), a requirement for the application, workplan, and final reports as part of program grant requirements. **The Fleet Description should be updated quarterly with all vehicle and engine upgrades completed.** This Fleet Description is broken into two sections: 1) Current Vehicle and Engine Information and 2) New Vehicle and Engine Upgrade Information. All rows of data are required, unless specified as not being applicable to the Equipment Type or Target Fleet. These exceptions are are highlighted in parentheses in the table below. Please refer to the Fleet Description data definitions on tab 11 (Data Dictionary) for additional guidance on each field.

Each vehicle/engine group column below can represent one or more similar pieces of equipment operating in the same fleet. You can copy and paste additional columns as needed to capture all vehicle/engine groups. Please indicate in the FInanical Information row the fiscal year of funds used for the activity descriped within the table.

Note: Individual marine vessels must be listed in separate vehicle/engine group columns. If both auxiliary and propulsion engines on an individual vessel are part of a project, these different engine types must be listed in separate vehicle/engine group columns.

Fleet Information		*Example*	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8
Financial Information	Fiscal Year of EPA Funds Used	2022	FY2021 DERA State Grant	FY2021 DERA State Grant	FY2021 DERA State Grant	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.
CURRENT VEHICLE AND ENGINE INFORMATION										
Basic Fleet Information	Group Name:	Sample	Lexington	Lexington	Lexington					
	Fleet Owner:	Sarah	Lexington Public School	Lexington Public School	Lexington Public School					
	Publicly or Privately Owned?:	Publicly	Publicly	Publicly	Publicly					
	Place of Performance									
	- State(s):	Arizona	Oklahoma	Oklahoma	Oklahoma					
	- County(s):	Maricopa	Cleveland	Cleveland	Cleveland					
	- City(s):	Phoenix	Lexington	Lexington	Lexington					
	- Zip Code(s):	85308; 85306	73051	73051	73051					
	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	100%	100%	100%					
	Equipment Type:	Onroad	Onroad	Onroad	Onroad					
	Target Fleet:	Transit Bus	School Bus	School Bus	School Bus					
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7	Class 7	Class 7					
	Vehicle or Engine Group Sector:	Municipal	School Bus	School Bus	School Bus					
	Vocation *(on-highway, short-haul, and marine only)*:	Other	School Bus	School Bus	School Bus					
	Quantity *(number of vehicles in group)*:	4	1	1	1					
Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	1HVBBAAPOVH470326	1HVBBAAP5VH472959	1HVBBAAPOWH570797					
	Vehicle Make:	Ford	International	International	International					
	Vehicle Model:	Taurus	380	380	380					
	Baseline Vehicle Model Year:	1995	1997	1997	1998					
Current Engine Information	Engine Serial Number(s) :	4548154	1HVBBAAPOVH470326	1HVBBAAP5VH472959	1HVBBAAPOWH570797					
	Engine Make:	ABC	International	International	International					
	Engine Model:	ABC	B190	B190	B190					
	Engine Model Year:	1995	1997	1997	1998					
	Engine Tier *(nonroad, locomotive, and marine only)*:	Tier 2	N/A	N/A	N/A					
	Tier 4 Standards (Tier 4 only):	N/A	N/A	N/A	N/A					
	Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A	N/A	N/A					
	Engine Horsepower:	660	380	380	380					
	Engine Cylinder Displacement *(liters/cylinder; marine only)*:	5.0 <= size <15.0	N/A	N/A	N/A					
	Engine Number of Cylinders *(# of cylinders per engine; marine only)*:	N/A	N/A	N/A	N/A					
	Engine Total Displacement (liters per engine; marine only):	N/A	N/A	N/A	N/A					
	Engine Family Name (*if unregulated, then NA*):	N/A	N/A	N/A	N/A					
	Baseline Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)					
	Total # of Propulsion Engines *(per vessel; marine only)*:	N/A	N/A	N/A	N/A					
	Total # of Auxiliary Engines *(per vessel; marine only)*:	N/A	N/A	N/A	N/A					

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

Current Annual Vehicle Data	Annual Amount of Fuel Used (gallons/year per engine):	6000	1069	1373	774						
	Annual Usage Hours *(hours per year per engine; includes idling hours; nonroad, locomotive, and marine only)*	3000	N/A	N/A	N/A						
	Annual Miles Traveled *(miles per vehicle; on-highway only)*:	12000	8049	9123	6324						
	Annual Idling Hours *(hours per engine; on-highway only)*:	1500	85	85	85						
	Annual Hoteling Hours (hours per year per engine; class 8 long-haul combination only):	N/A	N/A	N/A	N/A						
	Remaining Life of Baseline Engine/Vehicle *(years per engine; total # of years of engine life remaining at time of upgrade action)*:	3	6	6	6						
NEW VEHICLE AND ENGINE UPGRADE INFORMATION											
Upgrade Information	Year of Upgrade Action:	2018	2022	2022	2022						
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement						
	Upgrade Specific:	Diesel Oxidation Catalyst + Diesel Particulate Filter	Vehicle Replacement - ULSD (die	Vehicle Replacement - ULSD (die	Vehicle Replacement - ULSD (diesel)						
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7	Class 7	Class 7						
	VIN for New Vehicle(s)	1234567890ABCDE	4DRBUC8P2PB016534	4DRBUC8P0PB016533							
	Total Cost Per Unit *(equipment plus labor)* :	$ 175,000.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Upgrade Equipment Cost *only* Per Unit:	$ 150,000.00									
	Upgrade Labor Cost *only* Per Unit:	$ 25,000.00									
	Total Federal Funds Expended Per Unit *($ of Total Cost per Unit)* :	$ 50,000.00									
	Federal Cost Share Expended Per Unit *(% of Total Cost per Unit)* :	29%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
New Engine Information	New Engine Model Year:	2018	2022	2022							
	New Engine Tier (nonroad, locomotive, and marine only):	Tier 2	N/A	N/A	N/A						
	Tier 4 Standards (Tier 4 only):	N/A	N/A	N/A	N/A						
	New Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A	N/A	N/A						
	New Engine Horsepower:	750	220	220							
	New Engine Duty Cycle *(line-haul locomotive only)*:	N/A	N/A	N/A	N/A						
	New Engine Cylinder Displacement *(liters per cylinder per engine; marine only)*:	5.0 <= size <15.0	N/A	N/A	N/A						
	New Engine Total Displacement *(liters per engine; marine only)*	N/A	N/A	N/A	N/A						
	New Engine Number of Cylinders (*per engine; marine only*):	N/A	N/A	N/A	N/A						
	New Engine Family Name:	ABC	Cummins	Cummins							
	New Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)						
New Annual Vehicle Data	New Annual Idling Hours *(hours per vehicle; on-highway only)*:	N/A	85	85							
	New Annual Hoteling Hours *(hours per vehicle; class 8 long-haul combination only)*:	N/A	N/A	N/A	N/A						
	New Annual Fuel Volume (estimated gallons/year per engine):	6000	962.1	1235.7							

U. S. Environmental Protection Agency
DERA National Grant Report
Fleet Description

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

INSTRUCTIONS: This Fleet Description should detail all vehicles and engines impacted under the project. The fields below align with EPA's Diesel Emission Quantifier (DEQ), a requirement for the application, workplan, and final reports as part of program grant requirements. **The Fleet Description should be updated quarterly with all vehicle and engine upgrades completed.** This Fleet Description is broken into two sections: 1) Current Vehicle and Engine Information and 2) New Vehicle and Engine Upgrade Information. All rows of data are required, unless specified as not being applicable to the Equipment Type or Target Fleet. These exceptions are are highlighted in parentheses in the table below. Please refer to the Fleet Description data definitions on tab 11 (Data Dictionary) for additional guidance on each field.

Each vehicle/engine group column below can represent one or more similar pieces of equipment operating in the same fleet. You can copy and paste additional columns as needed to capture all vehicle/engine groups. Please indicate in the FInanical Information row the fiscal year of funds used for the activity descriped within the table.

Note: Individual marine vessels must be listed in separate vehicle/engine group columns. If both auxiliary and propulsion engines on an individual vessel are part of a project, these different engine types must be listed in separate vehicle/engine group columns.

Fleet Information		*Example*	**Group 1**	**Group 2**	**Group 3**	**Group 4**	**Group 5**	**Group 6**	**Group 7**	**Group 8**
Financial Information	Fiscal Year of EPA Funds Used	2022	FY2021 DERA State Grant	FY2021 DERA State Grant	FY2021 DERA State Grant	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.
CURRENT VEHICLE AND ENGINE INFORMATION										
Basic Fleet Information	Group Name:	Sample	Bus 37	Bus 38	Bus 39					
	Fleet Owner:	Sarah	Mustang Public School	Mustang Public School	Mustang Public School					
	Publicly or Privately Owned?:	Publicly	Publicly	Publicly	Publicly					
	Place of Performance									
	- State(s):	Arizona	Oklahoma	Oklahoma	Oklahoma					
	- County(s):	Maricopa	Canadian	Canadian	Canadian					
	- City(s):	Phoenix	Yukon	Yukon	Yukon					
	- Zip Code(s):	85308; 85306	73099; 73064; 73128; 73179; 73169; 73173	73099; 73064; 73128; 73179; 73169; 73173	73099; 73064; 73128; 73179; 73169; 73173					
	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	45% in 73099; 40% in 73064; 5% in 73128; 5% in 73179; 3% in 97169; 2% in 73173	45% in 73099; 40% in 73064; 5% in 73128; 5% in 73179; 3% in 97169; 2% in 73173	45% in 73099; 40% in 73064; 5% in 73128; 5% in 73179; 3% in 97169; 2% in 73173					
	Equipment Type:	Onroad	Onroad	Onroad	Onroad					
	Target Fleet:	Transit Bus	School Bus	School Bus	School Bus					
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	class 7	class 7	class 7					
	Vehicle or Engine Group Sector:	Municipal	School Bus	School Bus	School Bus					
	Vocation *(on-highway, short-haul, and marine only)* :	Other	School Bus	School Bus	School Bus					
	Quantity *(number of vehicles in group):*	4	1	1	1					
Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	1BAKCCPA49F266609	1BAKCCPA09F266610	1BAKCCPA29F266611					
	Vehicle Make:	Ford	Bluebird	Bluebird	Bluebird					
	Vehicle Model:	Taurus	School Bus	School Bus	School Bus					
	Baseline Vehicle Model Year:	1995	2009	2009	2009					
Current Engine Information	Engine Serial Number(s) :	4548154	46942912	46942795	46942901					
	Engine Make:	ABC	Cummins	Cummins	Cummins					
	Engine Model:	ABC	1SB 220	1SB 220	1SB 220					
	Engine Model Year:	1995	2008	2008	2008					
	Engine Tier *(nonroad, locomotive, and marine only):*	Tier 2	N/A	N/A	N/A					
	Tier 4 Standards (Tier 4 only):	N/A	N/A	N/A	N/A					
	Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A	N/A	N/A					
	Engine Horsepower:	660	220	220	220					
	Engine Cylinder Displacement *(liters/cylinder; marine only*):	5.0 <= size <15.0	N/A	N/A	N/A					
	Engine Number of Cylinders *(# of cylinders per engine; marine only):*	N/A	N/A	N/A	N/A					
	Engine Total Displacement (liters per engine; marine only):	N/A	N/A	N/A	N/A					
	Engine Family Name (*if unregulated, then NA*):	N/A	8CEXH0408BAF	8CEVH0408BAF	8CEXH0408BAF					
	Baseline Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)					
	Total # of Propulsion Engines *(per vessel; marine only):*	N/A	N/A	N/A	N/A					
	Total # of Auxiliary Engines *(per vessel; marine only):*	N/A	N/A	N/A	N/A					

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

Current Annual Vehicle Data	Annual Amount of Fuel Used (gallons/year per engine):	6000	58	138	567						
	Annual Usage Hours *(hours per year per engine; includes idling hours; nonroad, locomotive, and marine only)*	3000	N/A	N/A	N/A						
	Annual Miles Traveled *(miles per vehicle; on-highway only)*:	12000	522	1225	5517						
	Annual Idling Hours *(hours per engine; on-highway only)*:	1500	6.5	8.5	77						
	Annual Hoteling Hours (hours per year per engine; class 8 long-haul combination only):	N/A	N/A	N/A	N/A						
	Remaining Life of Baseline Engine/Vehicle *(years per engine; total # of years of engine life remaining at time of upgrade action)*:	3	4	4	4						
NEW VEHICLE AND ENGINE UPGRADE INFORMATION											
Upgrade Information	Year of Upgrade Action:	2018	2022	2022	2022						
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement						
	Upgrade Specific:	Diesel Oxidation Catalyst + Diesel Particulate Filter	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline	Vehicle Replacement - Gasoline						
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7	Class 7	Class 7						
	VIN for New Vehicle(s)	1234567890ABCDE									
	Total Cost Per Unit *(equipment plus labor)*:	$ 175,000.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Upgrade Equipment Cost *only* Per Unit:	$ 150,000.00									
	Upgrade Labor Cost *only* Per Unit:	$ 25,000.00									
	Total Federal Funds Expended Per Unit *($ of Total Cost per Unit)*:	$ 50,000.00									
	Federal Cost Share Expended Per Unit *(% of Total Cost per Unit)*:	29%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
New Engine Information	New Engine Model Year:	2018									
	New Engine Tier (nonroad, locomotive, and marine only):	Tier 2	N/A	N/A	N/A						
	Tier 4 Standards (Tier 4 only):	N/A	N/A	N/A	N/A						
	New Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A	N/A	N/A						
	New Engine Horsepower:	750									
	New Engine Duty Cycle *(line-haul locomotive only)*:	N/A	N/A	N/A	N/A						
	New Engine Cylinder Displacement *(liters per cylinder per engine; marine only)*:	5.0 <= size <15.0	N/A	N/A	N/A						
	New Engine Total Displacement *(liters per engine; marine only)*	N/A	N/A	N/A	N/A						
	New Engine Number of Cylinders (*per engine; marine only*):	N/A	N/A	N/A	N/A						
	New Engine Family Name:	ABC									
	New Engine Fuel Type:	ULSD (diesel)									
New Annual Vehicle Data	New Annual Idling Hours *(hours per vehicle; on-highway only)*:	N/A									
	New Annual Hoteling Hours *(hours per vehicle; class 8 long-haul combination only)*:	N/A	N/A	N/A	N/A						
	New Annual Fuel Volume (estimated gallons/year per engine):	6000									

U. S. Environmental Protection Agency
DERA National Grant Report
Fleet Description

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

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Note: Individual marine vessels must be listed in separate vehicle/engine group columns. If both auxiliary and propulsion engines on an individual vessel are part of a project, these different engine types must be listed in separate vehicle/engine group columns.

Fleet Information		*Example*	**Group 1**	**Group 2**	**Group 3**	**Group 4**	**Group 5**	**Group 6**	**Group 7**	**Group 8**
Financial Information	Fiscal Year of EPA Funds Used	2022	FY2021 DERA State Grant	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.
CURRENT VEHICLE AND ENGINE INFORMATION										
Basic Fleet Information	Group Name:	Sample	Pawnee							
	Fleet Owner:	Sarah	Pawnee Public Schools							
	Publicly or Privately Owned?:	Publicly	Publicly							
	Place of Performance									
	- State(s):	Arizona	Oklahoma							
	- County(s):	Maricopa	Pawnee							
	- City(s):	Phoenix	Pawnee							
	- Zip Code(s):	85308; 85306	74058							
	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	100%							
	Equipment Type:	Onroad	Onroad							
	Target Fleet:	Transit Bus	School Bus							
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7							
	Vehicle or Engine Group Sector:	Municipal	School Bus							
	Vocation *(on-highway, short-haul, and marine only)*:	Other	School Bus							
	Quantity *(number of vehicles in group)*:	4	1							
Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	4DRBUSKPX9B692817							
	Vehicle Make:	Ford	INTERNATIONAL							
	Vehicle Model:	Taurus	CE200 MAXFORCE							
	Baseline Vehicle Model Year:	1995	2009							
Current Engine Information	Engine Serial Number(s) :	4548154	6.4HM2Y1847973							
	Engine Make:	ABC	INTERNATIONAL MAX FORCE 7							
	Engine Model:	ABC	A215							
	Engine Model Year:	1995	2007							
	Engine Tier *(nonroad, locomotive, and marine only)*:	Tier 2	N/A							
	Tier 4 Standards (Tier 4 only):	N/A	N/A							
	Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A							
	Engine Horsepower:	660	215							
	Engine Cylinder Displacement *(liters/cylinder; marine only)*:	5.0 <= size <15.0	N/A							
	Engine Number of Cylinders *(# of cylinders per engine; marine only)*:	N/A	N/A							
	Engine Total Displacement (liters per engine; marine only):	N/A	N/A							
	Engine Family Name (*if unregulated, then NA*):	N/A	7NVXH0390AGA							
	Baseline Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)							
	Total # of Propulsion Engines *(per vessel; marine only)*:	N/A	N/A							
	Total # of Auxiliary Engines *(per vessel; marine only)*:	N/A	N/A							

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

Current Annual Vehicle Data	Annual Amount of Fuel Used (gallons/year per engine):	6000	1306							
	Annual Usage Hours *(hours per year per engine; includes idling hours; nonroad, locomotive, and marine only)*	3000	N/A							
	Annual Miles Traveled *(miles per vehicle; on-highway only)*:	12000	8600							
	Annual Idling Hours *(hours per engine; on-highway only)*:	1500	200							
	Annual Hoteling Hours (hours per year per engine; class 8 long-haul combination only):	N/A	N/A							
	Remaining Life of Baseline Engine/Vehicle *(years per engine; total # of years of engine life remaining at time of upgrade action)*:	3	5							
NEW VEHICLE AND ENGINE UPGRADE INFORMATION										
Upgrade Information	Year of Upgrade Action:	2018	2022							
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement							
	Upgrade Specific:	Diesel Oxidation Catalyst + Diesel Particulate Filter	Vehicle Replacement - Gasoline							
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7							
	VIN for New Vehicle(s)	1234567890ABCDE	1BAKGCJH4PF392248							
	Total Cost Per Unit *(equipment plus labor)*:	$ 175,000.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Upgrade Equipment Cost *only* Per Unit:	$ 150,000.00								
	Upgrade Labor Cost *only* Per Unit:	$ 25,000.00								
	Total Federal Funds Expended Per Unit *($ of Total Cost per Unit)*:	$ 50,000.00								
	Federal Cost Share Expended Per Unit *(% of Total Cost per Unit)*:	29%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
New Engine Information	New Engine Model Year:	2018	2023							
	New Engine Tier (nonroad, locomotive, and marine only):	Tier 2	N/A							
	Tier 4 Standards (Tier 4 only):	N/A	N/A							
	New Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A							
	New Engine Horsepower:	750	350							
	New Engine Duty Cycle *(line-haul locomotive only)*:	N/A	N/A							
	New Engine Cylinder Displacement *(liters per cylinder per engine; marine only)*:	5.0 <= size <15.0	N/A							
	New Engine Total Displacement *(liters per engine; marine only)*	N/A	N/A							
	New Engine Number of Cylinders (*per engine; marine only*):	N/A	N/A							
	New Engine Family Name:	ABC								
	New Engine Fuel Type:	ULSD (diesel)	Gasoline							
New Annual Vehicle Data	New Annual Idling Hours *(hours per vehicle; on-highway only)*:	N/A	1							
	New Annual Hoteling Hours *(hours per vehicle; class 8 long-haul combination only)*:	N/A	N/A							
	New Annual Fuel Volume (estimated gallons/year per engine):	6000	405							

U. S. Environmental Protection Agency
DERA National Grant Report
Fleet Description

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

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Note: Individual marine vessels must be listed in separate vehicle/engine group columns. If both auxiliary and propulsion engines on an individual vessel are part of a project, these different engine types must be listed in separate vehicle/engine group columns.

Fleet Information		*Example*	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8
Financial Information	Fiscal Year of EPA Funds Used	2022	FY2021 DERA State Grant	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.
CURRENT VEHICLE AND ENGINE INFORMATION										
Basic Fleet Information	Group Name:	Sample	Stigler							
	Fleet Owner:	Sarah	Stigler Public Schools							
	Publicly or Privately Owned?:	Publicly	Publicly							
	Place of Performance									
	- State(s):	Arizona	Oklahoma							
	- County(s):	Maricopa	Haskell							
	- City(s):	Phoenix	Stigler							
	- Zip Code(s):	85308; 85306	74462							
	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	100%							
	Equipment Type:	Onroad	Onroad							
	Target Fleet:	Transit Bus	School Bus							
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7							
	Vehicle or Engine Group Sector:	Municipal	School Bus							
	Vocation *(on-highway, short-haul, and marine only)*:	Other	School Bus							
	Quantity *(number of vehicles in group)*:	4	1							
Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	1BAKGCPH7AF269851							
	Vehicle Make:	Ford	Blue Bird							
	Vehicle Model:	Taurus	BBCV							
	Baseline Vehicle Model Year:	1995	2010							
Current Engine Information	Engine Serial Number(s) :	4548154	46986143							
	Engine Make:	ABC	Cummins							
	Engine Model:	ABC	ISB 220							
	Engine Model Year:	1995	2009							
	Engine Tier *(nonroad, locomotive, and marine only)*:	Tier 2	N/A							
	Tier 4 Standards (Tier 4 only):	N/A	N/A							
	Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A							
	Engine Horsepower:	660	220							
	Engine Cylinder Displacement *(liters/cylinder; marine only*):	5.0 <= size <15.0	N/A							
	Engine Number of Cylinders *(# of cylinders per engine; marine only)*:	N/A	N/A							
	Engine Total Displacement (liters per engine; marine only):	N/A	N/A							
	Engine Family Name (*if unregulated, then NA*):	N/A	9CEXH04O8BAF							
	Baseline Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)							
	Total # of Propulsion Engines *(per vessel; marine only)*:	N/A	N/A							
	Total # of Auxiliary Engines *(per vessel; marine only)*:	N/A	N/A							

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

Current Annual Vehicle Data	Annual Amount of Fuel Used (gallons/year per engine):	6000	2700								
	Annual Usage Hours *(hours per year per engine; includes idling hours; nonroad, locomotive, and marine only)*	3000	N/A								
	Annual Miles Traveled *(miles per vehicle; on-highway only)*:	12000	9600								
	Annual Idling Hours *(hours per engine; on-highway only)*:	1500	275								
	Annual Hoteling Hours (hours per year per engine; class 8 long-haul combination only):	N/A	N/A								
	Remaining Life of Baseline Engine/Vehicle *(years per engine; total # of years of engine life remaining at time of upgrade action)*:	3	7								
NEW VEHICLE AND ENGINE UPGRADE INFORMATION											
Upgrade Information	Year of Upgrade Action:	2018	2022								
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement								
	Upgrade Specific:	Diesel Oxidation Catalyst + Diesel Particulate Filter	Vehicle Replacement - ULSD (diesel)								
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7								
	VIN for New Vehicle(s)	1234567890ABCDE	4DRBUC8P3BOO1234								
	Total Cost Per Unit *(equipment plus labor)* :	$ 175,000.00	$ 98,750	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Upgrade Equipment Cost *only* Per Unit:	$ 150,000.00	$ 98,750.00								
	Upgrade Labor Cost *only* Per Unit:	$ 25,000.00	$ -								
	Total Federal Funds Expended Per Unit *($ of Total Cost per Unit)* :	$ 50,000.00	$ 12,997.20								
	Federal Cost Share Expended Per Unit *(% of Total Cost per Unit)* :	29%	13%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
New Engine Information	New Engine Model Year:	2018	2021								
	New Engine Tier (nonroad, locomotive, and marine only):	Tier 2	N/A								
	Tier 4 Standards (Tier 4 only):	N/A	N/A								
	New Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A								
	New Engine Horsepower:	750	220								
	New Engine Duty Cycle *(line-haul locomotive only)*:	N/A	N/A								
	New Engine Cylinder Displacement *(liters per cylinder per engine; marine only)*:	5.0 <= size <15.0	N/A								
	New Engine Total Displacement *(liters per engine; marine only)*	N/A	N/A								
	New Engine Number of Cylinders (*per engine; marine only*):	N/A	N/A								
	New Engine Family Name:	ABC	Cummins								
	New Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)								
New Annual Vehicle Data	New Annual Idling Hours *(hours per vehicle; on-highway only)*:	N/A	225								
	New Annual Hoteling Hours *(hours per vehicle; class 8 long-haul combination only)*:	N/A	N/A								
	New Annual Fuel Volume (estimated gallons/year per engine):	6000	900								

U. S. Environmental Protection Agency
DERA National Grant Report
Fleet Description

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

INSTRUCTIONS: This Fleet Description should detail all vehicles and engines impacted under the project. The fields below align with EPA's Diesel Emission Quantifier (DEQ), a requirement for the application, workplan, and final reports as part of program grant requirements. **The Fleet Description should be updated quarterly with all vehicle and engine upgrades completed.** This Fleet Description is broken into two sections: 1) Current Vehicle and Engine Information and 2) New Vehicle and Engine Upgrade Information. All rows of data are required, unless specified as not being applicable to the Equipment Type or Target Fleet. These exceptions are are highlighted in parentheses in the table below. Please refer to the Fleet Description data definitions on tab 11 (Data Dictionary) for additional guidance on each field.

Each vehicle/engine group column below can represent one or more similar pieces of equipment operating in the same fleet. You can copy and paste additional columns as needed to capture all vehicle/engine groups. Please indicate in the FInanical Information row the fiscal year of funds used for the activity descriped within the table.

Note: Individual marine vessels must be listed in separate vehicle/engine group columns. If both auxiliary and propulsion engines on an individual vessel are part of a project, these different engine types must be listed in separate vehicle/engine group columns.

Fleet Information		*Example*	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8
Financial Information	Fiscal Year of EPA Funds Used	2022	FY2021 DERA State Grant	FY2021 DERA State Grant	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.
CURRENT VEHICLE AND ENGINE INFORMATION										
Basic Fleet Information	Group Name:	Sample	Stillwater	Stillwater						
	Fleet Owner:	Sarah	Stillwater Public Schools	Stillwater Public Schools						
	Publicly or Privately Owned?:	Publicly	Publicly	Publicly						
	Place of Performance									
	- State(s):	Arizona	Oklahoma	Oklahoma						
	- County(s):	Maricopa	Payne	Payne						
	- City(s):	Phoenix	Stillwater	Stillwater						
	- Zip Code(s):	85308; 85306	74074;74075	74074;74075						
	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	50%; 50%	50%; 50%						
	Equipment Type:	Onroad	Onroad	Onroad						
	Target Fleet:	Transit Bus	School Bus	School Bus						
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7	Class 7						
	Vehicle or Engine Group Sector:	Municipal	School Bus	School Bus						
	Vocation *(on-highway, short-haul, and marine only)*:	Other	School Bus	School Bus						
	Quantity *(number of vehicles in group)*:	4	1	1						
Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	4DRBUAFN7B485446,4DRBU AFN7B485443	4DRBUSKN09B696907						
	Vehicle Make:	Ford	International	International						
	Vehicle Model:	Taurus	CE200	CE200						
	Baseline Vehicle Model Year:	1995	2007	2009						
Current Engine Information	Engine Serial Number(s) :	4548154	472305, 472306	472307						
	Engine Make:	ABC	International	International						
	Engine Model:	ABC	VT365	Maxxforce						
	Engine Model Year:	1995	2007	2009						
	Engine Tier *(nonroad, locomotive, and marine only)*:	Tier 2	N/A	N/A						
	Tier 4 Standards (Tier 4 only):	N/A	N/A	N/A						
	Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A	N/A						
	Engine Horsepower:	660	260	260						
	Engine Cylinder Displacement *(liters/cylinder; marine only)*:	5.0 <= size <15.0	N/A	N/A						
	Engine Number of Cylinders *(# of cylinders per engine; marine only)*:	N/A	N/A	N/A						
	Engine Total Displacement (liters per engine; marine only):	N/A	N/A	N/A						
	Engine Family Name (*if unregulated, then NA*):	N/A	Maxxforce	Maxxforce						
	Baseline Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)						
	Total # of Propulsion Engines *(per vessel; marine only)*:	N/A	N/A	N/A						
	Total # of Auxiliary Engines *(per vessel; marine only)*:	N/A	N/A	N/A						

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

Current Annual Vehicle Data	Annual Amount of Fuel Used (gallons/year per engine):	6000	1854	1854							
	Annual Usage Hours *(hours per year per engine; includes idling hours; nonroad, locomotive, and marine only)*	3000	N/A	N/A							
	Annual Miles Traveled *(miles per vehicle; on-highway only)*:	12000	14000	14000							
	Annual Idling Hours *(hours per engine; on-highway only)*:	1500	30	30							
	Annual Hoteling Hours (hours per year per engine; class 8 long-haul combination only):	N/A	N/A	N/A							
	Remaining Life of Baseline Engine/Vehicle *(years per engine; total # of years of engine life remaining at time of upgrade action)*:	3	5	5							
NEW VEHICLE AND ENGINE UPGRADE INFORMATION											
Upgrade Information	Year of Upgrade Action:	2018	2022	2022							
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement							
	Upgrade Specific:	Diesel Oxidation Catalyst + Diesel Particulate Filter	Vehicle Replacement - ULSD (die	Vehicle Replacement - ULSD (diesel)							
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7	Class 7							
	VIN for New Vehicle(s)	1234567890ABCDE									
	Total Cost Per Unit *(equipment plus labor)* :	$ 175,000.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Upgrade Equipment Cost *only* Per Unit:	$ 150,000.00									
	Upgrade Labor Cost *only* Per Unit:	$ 25,000.00									
	Total Federal Funds Expended Per Unit *($ of Total Cost per Unit)* :	$ 50,000.00									
	Federal Cost Share Expended Per Unit *(% of Total Cost per Unit)* :	29%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
New Engine Information	New Engine Model Year:	2018	2022	2022							
	New Engine Tier (nonroad, locomotive, and marine only):	Tier 2	N/A	N/A							
	Tier 4 Standards (Tier 4 only):	N/A	N/A	N/A							
	New Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A	N/A							
	New Engine Horsepower:	750	220	220							
	New Engine Duty Cycle *(line-haul locomotive only)*:	N/A	N/A	N/A							
	New Engine Cylinder Displacement *(liters per cylinder per engine; marine only)*:	5.0 <= size <15.0	N/A	N/A							
	New Engine Total Displacement *(liters per engine; marine only)*	N/A	N/A	N/A							
	New Engine Number of Cylinders (*per engine; marine only*):	N/A	N/A	N/A							
	New Engine Family Name:	ABC	MCEXH0408BCA	MCEXH0408BCA							
	New Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)							
New Annual Vehicle Data	New Annual Idling Hours *(hours per vehicle; on-highway only)*:	N/A	146	146							
	New Annual Hoteling Hours *(hours per vehicle; class 8 long-haul combination only)*:	N/A	N/A	N/A							
	New Annual Fuel Volume (estimated gallons/year per engine):	6000	1652	1652							

U. S. Environmental Protection Agency
DERA National Grant Report
Fleet Description

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	
Total # of All Vehicles	

INSTRUCTIONS: This Fleet Description should detail all vehicles and engines impacted under the project. The fields below align with EPA's Diesel Emission Quantifier (DEQ), a requirement for the application, workplan, and final reports as part of program grant requirements. **The Fleet Description should be updated quarterly with all vehicle and engine upgrades completed.** This Fleet Description is broken into two sections: 1) Current Vehicle and Engine Information and 2) New Vehicle and Engine Upgrade Information. All rows of data are required, unless specified as not being applicable to the Equipment Type or Target Fleet. These exceptions are are highlighted in parentheses in the table below. Please refer to the Fleet Description data definitions on tab 11 (Data Dictionary) for additional guidance on each field.

Each vehicle/engine group column below can represent one or more similar pieces of equipment operating in the same fleet. You can copy and paste additional columns as needed to capture all vehicle/engine groups. Please indicate in the FInanical Information row the fiscal year of funds used for the activity descriped within the table.

Note: Individual marine vessels must be listed in separate vehicle/engine group columns. If both auxiliary and propulsion engines on an individual vessel are part of a project, these different engine types must be listed in separate vehicle/engine group columns.

Fleet Information		*Example*	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8
Financial Information	Fiscal Year of EPA Funds Used	2022	FY2021 DERA State Grant	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.
CURRENT VEHICLE AND ENGINE INFORMATION										
Basic Fleet Information	Group Name:	Sample	Temple							
	Fleet Owner:	Sarah	Temple Public Schools							
	Publicly or Privately Owned?:	Publicly	Publicly							
	Place of Performance									
	- State(s):	Arizona	Oklahoma							
	- County(s):	Maricopa	Cotton							
	- City(s):	Phoenix	Temple							
	- Zip Code(s):	85308; 85306	72568							
	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	100%							
	Equipment Type:	Onroad	Onroad							
	Target Fleet:	Transit Bus	School Bus							
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7							
	Vehicle or Engine Group Sector:	Municipal	School Bus							
	Vocation *(on-highway, short-haul, and marine only)*:	Other	School Bus							
	Quantity *(number of vehicles in group)*:	4	1							
Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	4DRBUAAN99B127419							
	Vehicle Make:	Ford	International							
	Vehicle Model:	Taurus	Blue Bird							
	Baseline Vehicle Model Year:	1995	2009							
Current Engine Information	Engine Serial Number(s) :	4548154	466HM2U3052806							
	Engine Make:	ABC	INTERNATIONAL							
	Engine Model:	ABC	GOT210							
	Engine Model Year:	1995	2009							
	Engine Tier *(nonroad, locomotive, and marine only)*:	Tier 2	N/A							
	Tier 4 Standards (Tier 4 only):	N/A	N/A							
	Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A							
	Engine Horsepower:	660	210							
	Engine Cylinder Displacement *(liters/cylinder; marine only)*:	5.0 <= size <15.0	N/A							
	Engine Number of Cylinders *(# of cylinders per engine; marine only)*:	N/A	N/A							
	Engine Total Displacement (liters per engine; marine only):	N/A	N/A							
	Engine Family Name (*if unregulated, then NA*):	N/A	MAXFORCE OT							
	Baseline Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)							
	Total # of Propulsion Engines *(per vessel; marine only)*:	N/A	N/A							
	Total # of Auxiliary Engines *(per vessel; marine only)*:	N/A	N/A							

Grant Recipient	**Oklahoma DEQ**										
Program FY	**FY2021 DERA State Grant**										
Grant Number	**02F00301**										
Project Title	**Oklahoma Clean Diesel Grant Program**										
	Number of Fleets										
	Total # of All Vehicles										

Current Annual Vehicle Data	Annual Amount of Fuel Used (gallons/year per engine):	6000	2040							
	Annual Usage Hours *(hours per year per engine; includes idling hours; nonroad, locomotive, and marine only)*	3000	N/A							
	Annual Miles Traveled *(miles per vehicle; on-highway only)*:	12000	7000							
	Annual Idling Hours *(hours per engine; on-highway only)*:	1500	40							
	Annual Hoteling Hours (hours per year per engine; class 8 long-haul combination only):	N/A	N/A							
	Remaining Life of Baseline Engine/Vehicle *(years per engine; total # of years of engine life remaining at time of upgrade action)*:	3	3							
NEW VEHICLE AND ENGINE UPGRADE INFORMATION										
Upgrade Information	Year of Upgrade Action:	2018	2022							
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement							
	Upgrade Specific:	Diesel Oxidation Catalyst + Diesel Particulate Filter	Vehicle Replacement - ULSD (diesel)							
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7							
	VIN for New Vehicle(s)	1234567890ABCDE	4UZABRFD3PCUB6959							
	Total Cost Per Unit *(equipment plus labor)* :	$ 175,000.00	$ 107,127	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Upgrade Equipment Cost *only* Per Unit:	$ 150,000.00	$ 107,127.00							
	Upgrade Labor Cost *only* Per Unit:	$ 25,000.00	$ -							
	Total Federal Funds Expended Per Unit *($ of Total Cost per Unit)* :	$ 50,000.00	$ 15,424.80							
	Federal Cost Share Expended Per Unit *(% of Total Cost per Unit)* :	29%	14%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
New Engine Information	New Engine Model Year:	2018	2021							
	New Engine Tier (nonroad, locomotive, and marine only):	Tier 2	N/A							
	Tier 4 Standards (Tier 4 only):	N/A	N/A							
	New Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A							
	New Engine Horsepower:	750	220							
	New Engine Duty Cycle *(line-haul locomotive only)*:	N/A	N/A							
	New Engine Cylinder Displacement *(liters per cylinder per engine; marine only)*:	5.0 <= size <15.0	N/A							
	New Engine Total Displacement *(liters per engine; marine only)*	N/A	N/A							
	New Engine Number of Cylinders (*per engine; marine only*):	N/A	N/A							
	New Engine Family Name:	ABC	Cummins							
	New Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)							
New Annual Vehicle Data	New Annual Idling Hours *(hours per vehicle; on-highway only)*:	N/A	20							
	New Annual Hoteling Hours *(hours per vehicle; class 8 long-haul combination only)*:	N/A	N/A							
	New Annual Fuel Volume (estimated gallons/year per engine):	6000	6000							

U. S. Environmental Protection Agency
DERA National Grant Report
Fleet Description

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

INSTRUCTIONS: This Fleet Description should detail all vehicles and engines impacted under the project. The fields below align with EPA's Diesel Emission Quantifier (DEQ), a requirement for the application, workplan, and final reports as part of program grant requirements. **The Fleet Description should be updated quarterly with all vehicle and engine upgrades completed.** This Fleet Description is broken into two sections: 1) Current Vehicle and Engine Information and 2) New Vehicle and Engine Upgrade Information. All rows of data are required, unless specified as not being applicable to the Equipment Type or Target Fleet. These exceptions are are highlighted in parentheses in the table below. Please refer to the Fleet Description data definitions on tab 11 (Data Dictionary) for additional guidance on each field.

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Note: Individual marine vessels must be listed in separate vehicle/engine group columns. If both auxiliary and propulsion engines on an individual vessel are part of a project, these different engine types must be listed in separate vehicle/engine group columns.

Fleet Information		*Example*	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8
Financial Information	Fiscal Year of EPA Funds Used	2022	FY2021 DERA State Grant	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.	Please select fiscal year from the drop down menu.
CURRENT VEHICLE AND ENGINE INFORMATION										
Basic Fleet Information	Group Name:	Sample	Yukon							
	Fleet Owner:	Sarah	Yukon Public Schools							
	Publicly or Privately Owned?:	Publicly	Publicly							
	Place of Performance									
	- State(s):	Arizona	Oklahoma							
	- County(s):	Maricopa	Canadain							
	- City(s):	Phoenix	Yukon							
	- Zip Code(s):	85308; 85306	73099; 73127							
	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	80%; 20%							
	Equipment Type:	Onroad	Onroad							
	Target Fleet:	Transit Bus	School Bus							
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7							
	Vehicle or Engine Group Sector:	Municipal	School Bus							
	Vocation *(on-highway, short-haul, and marine only)*:	Other	School Bus							
	Quantity *(number of vehicles in group)*:	4	1							
Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	4DRBRABP74B967466							
	Vehicle Make:	Ford	International							
	Vehicle Model:	Taurus	I.C.							
	Baseline Vehicle Model Year:	1995	2004							
Current Engine Information	Engine Serial Number(s) :	4548154	3NVXH0444ANB							
	Engine Make:	ABC	International							
	Engine Model:	ABC	C210							
	Engine Model Year:	1995	2003							
	Engine Tier *(nonroad, locomotive, and marine only)*:	Tier 2	N/A							
	Tier 4 Standards (Tier 4 only):	N/A	N/A							
	Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A							
	Engine Horsepower:	660	210							
	Engine Cylinder Displacement *(liters/cylinder; marine only)*:	5.0 <= size <15.0	N/A							
	Engine Number of Cylinders *(# of cylinders per engine; marine only)*:	N/A	N/A							
	Engine Total Displacement (liters per engine; marine only):	N/A	N/A							
	Engine Family Name (*if unregulated, then NA*):	N/A	T444E							
	Baseline Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)							
	Total # of Propulsion Engines *(per vessel; marine only)*:	N/A	N/A							
	Total # of Auxiliary Engines *(per vessel; marine only)*:	N/A	N/A							

Grant Recipient	**Oklahoma DEQ**
Program FY	**FY2021 DERA State Grant**
Grant Number	**02F00301**
Project Title	**Oklahoma Clean Diesel Grant Program**

Number of Fleets	13
Total # of All Vehicles	**25**

Current Annual Vehicle Data	Annual Amount of Fuel Used (gallons/year per engine):	6000	1708							
	Annual Usage Hours *(hours per year per engine; includes idling hours; nonroad, locomotive, and marine only)*	3000	N/A							
	Annual Miles Traveled *(miles per vehicle; on-highway only)*:	12000	8538							
	Annual Idling Hours *(hours per engine; on-highway only)*:	1500	43							
	Annual Hoteling Hours (hours per year per engine; class 8 long-haul combination only):	N/A	N/A							
	Remaining Life of Baseline Engine/Vehicle *(years per engine; total # of years of engine life remaining at time of upgrade action)*:	3	10							
NEW VEHICLE AND ENGINE UPGRADE INFORMATION										
Upgrade Information	Year of Upgrade Action:	2018	2022							
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement							
	Upgrade Specific:	Diesel Oxidation Catalyst + Diesel Particulate Filter	Vehicle Replacement - Gasoline							
	Class (*onroad vehicles, as defined in data dictionary*):	Class 6	Class 7							
	VIN for New Vehicle(s)	1234567890ABCDE								
	Total Cost Per Unit *(equipment plus labor)* :	$ 175,000.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Upgrade Equipment Cost *only* Per Unit:	$ 150,000.00								
	Upgrade Labor Cost *only* Per Unit:	$ 25,000.00								
	Total Federal Funds Expended Per Unit *($ of Total Cost per Unit)* :	$ 50,000.00								
	Federal Cost Share Expended Per Unit *(% of Total Cost per Unit)* :	29%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
New Engine Information	New Engine Model Year:	2018								
	New Engine Tier (nonroad, locomotive, and marine only):	Tier 2	N/A							
	Tier 4 Standards (Tier 4 only):	N/A	N/A							
	New Engine After-Treatment Technology (*Tier 4 nonroad only*):	No DPF, Yes SCR	N/A							
	New Engine Horsepower:	750								
	New Engine Duty Cycle *(line-haul locomotive only)*:	N/A	N/A							
	New Engine Cylinder Displacement *(liters per cylinder per engine; marine only)*:	5.0 <= size <15.0	N/A							
	New Engine Total Displacement *(liters per engine; marine only)*	N/A	N/A							
	New Engine Number of Cylinders (*per engine; marine only*):	N/A	N/A							
	New Engine Family Name:	ABC								
	New Engine Fuel Type:	ULSD (diesel)								
New Annual Vehicle Data	New Annual Idling Hours *(hours per vehicle; on-highway only)*:	N/A								
	New Annual Hoteling Hours *(hours per vehicle; class 8 long-haul combination only)*:	N/A	N/A							
	New Annual Fuel Volume (estimated gallons/year per engine):	6000								

APPENDIX B
FY22 DERA Grant Solicitation

STATE OF OKLAHOMA
DEPARTMENT OF ENVIRONMENTAL QUALITY
FISCAL YEAR 2022 OKLAHOMA CLEAN DIESEL GRANT PROGRAM
GRANT SOLICITATION

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STATE OF OKLAHOMA
DEPARTMENT OF ENVIRONMENTAL QUALITY
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I. FUNDING OPPORTUNITY DESCRIPTION

A. Summary

The Oklahoma Department of Environmental Quality (DEQ) is soliciting proposals for projects that reduce emissions from and improve fuel efficiency of diesel engines. Only school bus projects are eligible for the award. Potential projects include the replacement of diesel school buses throughout Oklahoma with new diesel and gasoline school buses. The grant funds will be for the purchase of school buses certified by the Environmental Protection Agency (EPA). While projects from the entire state will be accepted, special consideration will be given to projects in counties that are in metropolitan statistical areas (MSAs) with the highest ozone values, counties with toxic air pollutant concerns as identified from the National Air Toxics Assessment (NATA) data, and counties containing Federal Class I areas. Priority will be given to projects that will result in the most decrease in emissions from school buses. See section II.D.7 of this document for more information on selection criteria.

B. Funding

The total funding for this competitive opportunity is approximately $800,000. DEQ will award the assistance agreements for projects resulting from this announcement. The anticipated number of awards is variable due to the number and type of applications received as well as available funding, but, based on past experience, DEQ anticipates replacing approximately 28 buses. Funding will be in the form of cooperative agreements; each successful subgrant recipient must enter into a grant agreement in the form of a Memorandum of Agreement (MOA) with DEQ. Funding will be paid out as reimbursements after the applicant has initially expended funds from another funding source.

C. Funding Closing Date

Applications will be accepted until close of business (4:30 p.m. CST) on **January 13, 2023**. Applications submitted by 4:30 p.m. CST on **January 6, 2023** will be screened for completeness; more information on application screening is listed in Section II.D. All projects must be completed, and all monies must be spent by September 1, 2023. If funds are not fully awarded after the closing date and initial selection process, DEQ may elect to extend the application deadline. Project funds not spent by September 1, 2023 may be forfeit.

II. ELIGIBILITY INFORMATION

A. Eligible Entities

The Fiscal Year 2022 grant program will be open to all school districts that transport students in grades pre-Kindergarten through 12.

B. Eligible Projects

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

Vehicle Replacements

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

i. Eligible Buses to be replaced must meet all the following:
   a. must be identified with the words "School Bus" and be painted National School Bus Glossy Yellow and used for the purpose of carrying students to and from school or related events on a regular basis.
   b. must be diesel fueled.
   c. must be fully operational.
   d. must be owned and operated by participating fleet owner for the two years prior to upgrade.
   e. must have at least three years of remaining life at the time of upgrade.
      i. Remaining life is the fleet owner's estimate of the number of years until the unit would have been retired from service.
   f. must have accumulated at least 7,000 miles/year during the two years prior to upgrade, or during calendar year 2019.
   g. must have an engine model year (EMY) 2009 or older.
   h. must be School Bus Type A, B, C, or D.

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

EPA's annual certification data for vehicles, engines, and equipment may be found at: https://www.epa.gov/compliance-and-fuel-economy-data/annual-certification-data-vehicles-engines-and-equipment. EPA's engine emission standards may be found at: https://www.epa.gov/emission-standards-reference-guide.

The replacement vehicle must perform the same function and be of the same type and similar gross vehicle weight rating (GVWR) or horsepower as the vehicle that is being replaced; vehicle right-sizing is not permitted under this grant. The new replacement vehicle should resemble the replaced vehicle in form and function. The cost of optional components or "add-ons" that significantly increase the cost of the vehicle may not be eligible for funding under the grant.

All eligible replacement projects must be early attrition projects. Early attrition refers to a project where a vehicle is replaced before that vehicle is scheduled to be replaced. For the purposes of this grant, any vehicle that is due to be replaced, scheduled to be replaced, or has a life expiration date before September 30, 2025 is considered to be normal attrition and therefore not eligible for FY 2022 Oklahoma Clean Diesel Grant Program.

The vehicle being replaced must be scrapped within 90 days, and proof of scrappage must be provided to DEQ prior to reimbursement. "Scrapped" is defined as having a greater than three-inch hole drilled through the engine block and cutting both frame rails.

C. Special Requirements for Eligibility

1. Successful subgrant recipients will already have or will implement a fleet-wide idle reduction policy. Unnecessary vehicle idling pollutes the air, wastes fuel, and causes excess engine wear. Reducing idling saves money for fleets. Idling should be limited to the engine manufacturer's recommendation (generally no more than five minutes). Subgrant recipients should specify the policy to be implemented including (but not limited to) idling time limits, idling exceptions, expected fuel savings, etc. For subgrant recipients with an idle reduction policy already in place, please thoroughly describe the specifics of the policy in the application or include a copy of the policy. Failure to either have or to instate an idle reduction policy may be cause for disqualification.

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

a. Reimbursement amounts: 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

3. Successful subgrant recipients must use a competitive process for obtaining contracts for products and services and conduct cost and price analyses to the extent required in Title 2 Code of Federal Regulations (C.F.R.) Part 200, as applicable, as well as any regulations covered by state, local, or internal procurement requirements. All contracts and the purchase of equipment must be conducted in a manner providing free and open competition, to the maximum extent practicable. As such, subgrant recipients should refrain from mentioning specific technology

producers in their applications unless they are sole source providers. Subgrant recipients are not required to identify contractors or consultants in the application. If subgrant recipients have named a specific contractor or consultant in the application DEQ approves, it does not relieve the subgrant recipient of obligations to comply with competitive procurement requirements, as well as any federal, state, local, or internal procurement laws, regulations, or requirements. Subgrant recipients should describe their competitive bid process in the application. Two quotes are required in the application as either an attachment or described in detail.

Subgrant recipients have the option to purchase a vehicle as negotiated by OMES Division of Capital Assets Management/Central Purchasing, which can be found on their website (https://www.ok.gov/dcs/solicit/app/solicitationDetail.php?conID=4170). If a subgrant recipient wishes to purchase from the list of state-approved vehicles or equipment, it is not required to engage in the competitive bidding process and does not need to provide vehicle quotes in the application.

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

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

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

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

8. All subgrant recipients must have registered/renewed with the System for Award Management (SAM) (https://www.sam.gov/SAM/) and have a Unique Entity ID. Registered SAM.gov entities can click here for instructions on how to find their UEI. New entities can get their UEIs at SAM.gov.

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

D. Evaluation Criteria

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

1. Applications must support 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 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."

Specifically, the grant projects funded under this program must reduce local and regional air pollution from diesel fleets. Funded projects must also increase access of clean air for children by providing them with cleaner-burning transportation.

The EPA's FY 2022-2026 EPA Strategic Plan may be found at: https://www.epa.gov/planandbudget/strategicplan

2. Screening Deadline: Applications submitted by 4:30 p.m. CST on January 6, 2023 will be screened for completeness by DEQ. A completeness screening includes, and is limited to, a confirmation by DEQ that any necessary attachments (listed at the end of the application) are included, all application questions are fully answered, and that the applicant has met the match and eligibility requirements. If an application turned in by the screening deadline is found to be incomplete, DEQ will contact the applicant by email and provide a list of findings. The applicants will then have until January 13, 2023 to submit an amended application. **A finding of completeness through screening by DEQ does not guarantee funding or eligibility.**

3. Applications must be received by DEQ on or before 4:30 p.m. CST on January 13, 2023. DEQ may choose to extend the program application deadline if deemed necessary. If a deadline extension is granted, applications must be received on or before the new extended deadline.

4. Applications must be complete with sufficient details.

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

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

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

i. DEQ encourages the use of leveraged funds to enhance and expand proposed projects. Proposals with higher percentages of match funds will receive higher rankings during the evaluation process.

ii. Projects affecting counties that are potential non-attainment, are identified by NATA data, and/or contain Federal Class I areas will have priority over projects affecting other counties. These counties include Bryan, Canadian, Carter, Cleveland, Comanche, Creek,

Grady, Lincoln, Logan, McClain, Oklahoma, Okmulgee, Osage, Pawnee, Rogers, Tulsa, and Wagoner.

a. Cleveland and Oklahoma counties are given additional priority as they are both NATA and potential non-attainment counties.

iii. Projects achieving greater emissions reductions will receive priority over projects with lesser emissions reductions. Emission reductions will be calculated by DEQ utilizing data compiled from the submitted application. The program used for calculation emissions is the Diesel Emissions Quantifier: https://cfpub.epa.gov/quantifier/index.cfm?action=main.home

iv. Applications from public schools will receive priority over applications from private schools.

v. Projects affecting vehicles that will have longer working life expectancies will have priority over vehicles with shorter life expectancies.

vi. Projects with older fleets will receive priority over projects with newer fleets.

vii. Larger projects (i.e., projects replacing a larger number of vehicles) will receive priority over smaller projects.

viii. Projects with a greater number of affected households will receive priority over projects with fewer affected households.

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

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

III. AWARD INFORMATION

A. Amount of Funding Available

DEQ has approximately $800,000 available under this announcement for grants.

B. Funding Type

Funding will be in the form of reimbursement upon receipt of invoice(s) from the subgrant recipient. The subgrant recipient is responsible for expending its own monies first and then is reimbursed for the award amount specified in the signed agreement with DEQ. Subgrant recipients must have a prior executed MOA with DEQ to receive reimbursements.

All subgrant recipients must have registered/renewed with the System for Award Management (SAM) (https://www.sam.gov/SAM/) and have a registered Unique Entity Identifier (UEI).

C. Start Date/Project Duration/Timeline

All projects should be started as soon as possible after the MOA has been executed and subgrantee has received a Notice to Proceed. Vehicles should be replaced and/or equipment should be installed within 120 days of signing the final MOA with DEQ; extensions of this 120-day requirement must be based on a demonstrated need and approved in writing by DEQ. All projects must be completed and all invoices submitted by September 1, 2023. Vehicles and/or equipment must be maintained for five years. The

recipient's fleet may be audited by DEQ for a period of up to five years to ensure equipment remains in service for the specified time. Quarterly reporting will be required for one year from the project start date.

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

IV. PROJECT PERIOD

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

All projects should begin as soon as possible after receipt of the Notice to Proceed. Vehicles should be replaced and all required paperwork submitted by close of business, 4:30 pm CST, September 1, 2023.

Deadline extensions will only be granted based on a demonstrated need and must be approved in writing by DEQ prior to the project deadline. **The granting of deadline extensions is not guaranteed;** If requests are denied and the project deadline is not met, access to award funds may be forfeit. Requests for deadline extension must be submitted to DEQ by close of business, 4:30 pm CST, August 1, 2023.

V. APPLICATION AND SUBMISSION INFORMATION

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

Applications must be received by DEQ on or before January 13, 2023 by 4:30 p.m. CST. Subgrant recipients may submit their applications by email or hardcopy submission to one of the following addresses:

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

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

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

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

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

APPENDIX C
FY22 (Year 4) Alternative Fuel School Bus Grant Solicitation

STATE OF OKLAHOMA
DEPARTMENT OF ENVIRONMENTAL QUALITY
2022 ALTERNATIVE FUEL SCHOOL BUS PROGRAM
FUNDING OPPORTUNITY ANNOUNCEMENT
GRANT SOLICITATION

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DEPARTMENT OF ENVIRONMENTAL QUALITY
2022 ALTERNATIVE FUEL SCHOOL BUS PROGRAM
FUNDING OPPORTUNITY ANNOUNCEMENT
GRANT SOLICITATION

I. FUNDING OPPORTUNITY DESCRIPTION

A. Summary

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

The Alternative Fuel School Bus Program is funded by the Volkswagen Trust and is operated in accordance with the Volkswagen Environmental Mitigation Trust Agreement for State Beneficiaries and the Oklahoma BMP.

More information on the Agreement and associated programs within Oklahoma can be found at: https://www.deq.ok.gov/air-quality-division/volkswagen-settlement/

B. Funding

The total funding available for this announcement is approximately $1,000,000. DEQ will be administering the funding assistance agreements for projects resulting from this announcement. The anticipated number of awards is variable due to the number and type of applications received. Funding will be in the form of reimbursements, and recipients will be required to provide a percentage of the project funding. Each successful applicant must enter into a grant agreement in the form of a Memorandum of Agreement (MOA) with DEQ.

C. Funding Closing Date

Applications will be accepted until close of business, 4:30 p.m. CST, on January 13, 2023; all projects must be completed, and all paperwork submitted by close of business September 1, 2025. If funds are not fully awarded after the initial selection process, DEQ may elect to extend the application deadline, or to roll excess funds into the Reserve Flex Fund as described in page 4 of the Oklahoma BMP.

II. ELIGIBILITY INFORMATION

A. Eligible Entities

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

B. Additional Eligibility Criteria

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

1. Applications must be received on or before 4:30 p.m. CST January 13, 2023.

2. Applications must be complete, including any attachments and price estimates, as necessary.

3. Projects must be located and primarily operate within the State of Oklahoma. At least 51% of travel must occur within state lines.

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

5. Project applicants must meet eligibility requirements listed in Section II.A of this document.

6. Projects must meet all eligibility requirements listed in Sections III.A.1 and III.A.2 of this document.

7. The project timeline must reflect a project closing date on or before close of business September 1, 2025. By this date, the project must be complete, all paperwork required for reimbursement must be submitted to DEQ, and all other requirements as listed in the MOA must have been met. Any extensions of this deadline must be based on demonstrated need and require approval in writing; requests for extension must be submitted by close of business, 4:30 pm CST, August 1, 2025. The granting of deadline extensions is not guaranteed; If requests are denied and the project deadline is not met, access to award funds may be forfeit.

III. PROJECT INFORMATION

A. Eligible Projects

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

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

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

2. Eligible Replacement projects must include all of the following:
    a. a school bus or buses operating on one of the following fuel types: All-electric, propane (LPG), or natural gas (LNG or CNG),
    b. a replacement school bus or buses with EMY 2022 or newer,
    c. a bus or buses with GVWR Class 4-8 of the same or lesser GVWR than the Eligible Bus, and
    d. a bus or buses which operate primarily within the State of Oklahoma

3. Optional project cost may include:
    a. All-electric vehicle replacements may include the cost of charging infrastructure and charging infrastructure installation.

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

B. Match Requirements

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

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

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

1. For **non-government** owned school buses, beneficiaries may be reimbursed in the amount of:
    a. Up to 25% of the cost of a new alternative fueled (natural gas (CNG, LNG), propane/LPG) vehicle.
    b. Up to 50% of the cost of a new all-electric vehicle, including charging infrastructure associated with the new all-electric vehicle.

2. For **government** owned eligible school buses, beneficiaries may be reimbursed in the amount of:
    a. Up to 75% of the cost of a new alternative fueled (natural gas (CNG, LNG), propane/LPG) vehicle.
    b. Up to 75% of the cost of a new all-electric vehicle, including charging infrastructure associated with the new all-electric vehicle.

Table 1: Maximum Reimbursement Amount (Percentage)

75%	**Government** owned: • Natural gas (CNG, LNG) • Propane (LPG) • All-electric & associated charging infrastructure
50%	**Non-government** owned: • All-electric & associated charging infrastructure
25%	**Non-government** owned: • Natural gas (CNG, LNG) • Propane (LPG)

IV. PROJECT PERIOD

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

All projects should begin as soon as possible after receipt of the Notice to Proceed. Vehicles should be replaced, and all required paperwork submitted by close of business September 1, 2025; extensions to this deadline will only be granted based on a demonstrated need and must be approved in writing by DEQ prior to the project deadline. Requests for extension must be submitted to DEQ by close of business, 4:30 pm CST, August 1, 2025.

V. AWARD SELECTION AND RANKING CRITERIA

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

A. Priority will be given to projects within counties that are in potential non-attainment of National Ambient Air Quality Standards (NAAQS), counties with the highest mobile-source NOx emission rankings for Oklahoma as provided in the 2017 National Emissions Inventory (2017 NEI), and counties containing greater than 1% of the State's registered Volkswagen settlement Subject Vehicles. These counties include Canadian, Cleveland, Comanche, Creek, Grady, Garfield, Lincoln, Logan, McClain, Muskogee, Oklahoma, Okmulgee, Osage, Ottawa, Pawnee, Payne, Pottawatomie, Rogers, Tulsa, Wagoner, and Washington.

B. Projects achieving greater emissions reductions per dollar will receive priority over projects with lesser emissions reductions. Emissions reductions will be calculated by DEQ utilizing data compiled from the submitted application. The program used for calculating emissions is the Argonne Heavy-Duty Vehicle Emissions Calculator: https://afleet-web.es.anl.gov/hdv-emissions-calculator/

C. DEQ encourages the use of leveraged funds to enhance and expand proposed projects. Proposals with higher percentages of match funds will receive higher rankings during the evaluation process.

D. Projects affecting older Eligible Buses receive priority over projects with newer Eligible Buses.

E. Projects that are right-sizing a vehicle will receive priority over other projects. Details can be found in Section III.A.4 of this document.

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

G. Projects that are **not** located in counties of concern, as listed in Section V.A, may receive points if they are located in general proximity to areas that have proportionately higher than average traffic from diesel engines. These areas include:

1. The I-40, I-35, and I-44 traffic corridors
2. Truck stops
3. Ports
4. Rail yards
5. Terminals of freight or passenger lines
6. Construction sites
7. Bus Depots/yards
8. Distribution centers

H. Projects affecting a greater number of Eligible Buses will receive priority over projects affecting a lesser number of Eligible Buses.

I. Projects affecting an Eligible Bus or Buses with more annual miles travelled will receive priority over Eligible Bus or Buses with fewer annual miles travelled.

J. Projects to initiate first-time alternative fuel use within a fleet (fleets that currently have no other alternative fuel vehicles in their inventory) will receive priority over projects affecting other fleets.

VI. ADDITIONAL REQUIREMENTS FOR REIMBURSEMENT

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

A. Idle Reduction Policy

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

B. Competitive Bidding

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

C. Reporting

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

D. Memorandum of Agreement (MOA)

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

E. Unique Entity ID (UEI) Registration

As of April 4, 2022, the DUNS Number has been replaced by the Unique Entity ID (UEI); more information on this transition is available here: https://sam.gov/content/duns-uei. All Awardees

must have registered/renewed with the System for Award Management (SAM) and have a registered Unique Entity ID (https://sam.gov/content/entity-registration).

F. Scrappage Requirements

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

VII. FUNDING INFORMATION

A. Amount of Funding Available

DEQ has approximately $1,000,000 available under this announcement.

B. Funding Structure

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

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

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

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

C. Partial Funding

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

D. Matching Funds from Other Programs

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

VIII. APPLICATION AND SUBMISSION INFORMATION

A. Deadline Information

Final Application Deadline: The deadline for all applications is 4:30 pm CST January 13, 2023. Applications may be submitted electronically or by hardcopy submission. See below for more details on application submission.

B. Submission Information

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

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

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

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

APPENDIX A: Project Scoring Guidelines

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

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