



**BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION**

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Beneficiary State of Arkansas

Lead Agency Authorized to Act on Behalf of the Beneficiary Arkansas Department of Energy and Environment

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

<b>Action Title:</b>	Reduce Emissions from Diesels (DERA)
<b>Beneficiary's Project ID:</b>	Go RED!
<b>Funding Request No.</b>	16
<b>Request Type:</b> (select one or more)	<input type="checkbox"/> Reimbursement <span style="float: right;">✓ Advance</span> <input type="checkbox"/> Other (specify):
<b>Payment to be made to:</b> (select one or more)	<input checked="" type="checkbox"/> Beneficiary <input type="checkbox"/> Other (specify):
<b>Funding Request &amp; Direction (Attachment A)</b>	<input checked="" type="checkbox"/> Attached to this Certification <input type="checkbox"/> To be Provided Separately

**SUMMARY**

<p><b>Eligible Mitigation Action</b> <input type="checkbox"/> Appendix D-2 item (specify): _____</p> <p><b>Action Type</b> <input checked="" type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal):</p>
<p><b>Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):</b>          This Eligible Mitigation Action Certification (EMAC) provides for the use of Trust funds for Arkansas's Voluntary Match to the EPA State Clean Diesel Grant under the DERA program as described in section IV.D. of Arkansas's Beneficiary Mitigation Plan submitted to the Trustee on June 25, 2018.</p>
<p><b>Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):</b>          A detailed description is included in the E&amp;E Division of Environmental Quality's (DEQ's) work plan submitted to the United States Environmental Protection Agency (EPA) as part of DEQ's application to the EPA State Clean Diesel Grant. This work plan is included in Attachment E. DEQ is using VW funds to match funding received from EPA for use in federal fiscal year 2023/2024.</p>
<p><b>Estimate of Anticipated NOx Reductions (5.2.3):</b>          OAQ estimated anticipated emission reductions anticipated from projects funded under the Go RED! program in its State Clean Diesel Grant work plan. See Attachment E.</p>
<p><b>Identification of Governmental Entity Responsible for Reviewing and Auditing Expenditures</b></p>

**of Eligible Mitigation Action Funds to Ensure Compliance with Applicable Law (5.2.7.1):**  
Arkansas Department of Finance and Administration

**Describe how the Beneficiary will make documentation publicly available (5.2.7.2).**

DEQ will post this EMAC as well as project application instructions for the program described in this EMAC to <https://www.adeq.state.ar.us/air/planning/vw.aspx>. DEQ will upload information including estimated emissions reductions, program implementation milestones, and project recipients and awards; to the same webpage.

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

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

<b>Eligible Technologies</b>	<b>Funding Limit</b> (percent of eligible costs)	<b>Minimum Mandatory Cost-Share</b> (applicant contribution)
Drayage Truck Replacement	50%	50%
Vehicle or Equipment Replacement with EPA-Certified Engine	25%	75%
Vehicle or Equipment Replacement with CARB-Certified Low NOx Engine	35%	65%
Vehicle or Equipment Replacement with Zero-Tailpipe Emission Power Source	45%	55%
Engine Replacement with EPA-Certified Engine	40%	60%
Engine Replacement with CARB-Certified Low NOx Engine	50%	50%
Engine Replacement with Zero-Tailpipe Emission Power Source	60%	40%
EPA-Certified Remanufacture Systems	100%	0%
EPA-Verified Highway Idle Reduction Technologies when Combined with New or Previously Installed Exhaust After-Treatment Retrofit	100%	0%
EPA-Verified Highway Idle Reduction Technologies without New Exhaust After-Treatment Retrofit	25%	75%
EPA-Verified Locomotive Idle Reduction Technologies	40%	60%
EPA-Verified Marine Shore Connection Systems	25%	75%
EPA-Verified Electrified Parking Space Technologies	30%	70%
EPA-Verified Exhaust After-Treatment Retrofits	100%	0%
EPA-Verified Engine Upgrade Retrofits	100%	0%
EPA-Verified Hybrid Retrofit Systems	60%	40%
EPA-Verified Aerodynamics and Low Rolling Resistance Tires when Combined with New Exhaust After-Treatment Retrofit	100%	0%
Alternative Fuel Conversion	40%	60%

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

On February 28, 2018, DEQ provided notice of Arkansas’s designation as a Beneficiary under the Trust to the US Fish and Wildlife Service, National Park Service, and the Forest Service. These notices were

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

**If applicable, describe how the mitigation action will mitigate the impacts of NO<sub>x</sub> emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10).**

DEQ's Go RED! program evaluates eligible proposals based on several criteria under a point system with a total of one hundred points possible. Up to twenty-five points are available for projects with a thorough explanation of air quality concerns for areas impacting nonattainment or near nonattainment areas, federal Class I areas, and areas with toxic air pollution concerns. An additional fifteen points are available based on the extent to which a proposed project benefits the public, affects a large population density, and reduces environmental risks to the public, sensitive populations, economically-disadvantaged populations, and other populations with disproportionately high and adverse health or environmental impacts.

**ATTACHMENTS**  
**(CHECK BOX IF ATTACHED)**

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

**CERTIFICATIONS**

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

1. **This application is submitted on behalf of Beneficiary State of Arkansas, and the person executing this certification has authority to make this certification on behalf of the Lead Agency and Beneficiary, pursuant to the Certification for Beneficiary Status filed with the Court.**
2. **Beneficiary requests and directs that the Trustee make the payments described in this application and Attachment A to this Form.**
3. **This application contains all information and certifications required by Paragraph 5.2 of the Trust Agreement, and the Trustee may rely on this application, Attachment A, and related certifications in making disbursements of trust funds for the aforementioned Project ID.**
4. **Any vendors were or will be selected in accordance with a jurisdiction's public contracting law as applicable. (5.2.5)**
5. **Beneficiary will maintain and make publicly available all documentation submitted in support of this funding request and all records supporting all expenditures of eligible mitigation action funds subject to applicable laws governing the publication of confidential business information and personally identifiable information. (5.2.7.2)**

DATED: \_\_\_\_\_



**David Witherow, P.E.**  
**Associate Director, Office of Air Quality**

Arkansas Department of Energy and Environment  
**[LEAD AGENCY]**

**for**

State of Arkansas  
**[BENEFICIARY]**

**PROJECT MANAGEMENT PLAN**  
**PROJECT SCHEDULE AND MILESTONES**

Milestone	Date
ADEQ Submits Program Eligible Mitigation Action Certification (EMAC), including Attachments A, B, C, and E	January 27, 2023
Trustee remits payment to ADEQ	March 28, 2023
ADEQ submits quarterly report due to EPA	April 2023, July, 2023 October, 2023, January, 2024, April, 2024
ADEQ submits quarterly reports submitted to EPA as semiannual reports to Trustee	July 2023, January 2024, July 2024
ADEQ will coordinate with Go RED! recipients to ensure successful completion of their projects by May 30, 2024	January, 2024-May, 2024
Projects completed by Go RED! recipients	May 30, 2024
ADEQ completes review of Go RED! project documentation and issues reimbursement to project recipients	May 30, 2024
FY 2018 State Clean Diesel Program work complete and closed out	June 30, 2024
ADEQ returns any unused funds from the Trust to the Trustee	After all projects have been reimbursed, Est. July 2024
Final report due to EPA	June 30, 2024

**PROGRAM BUDGET**

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

**Breakdown of administrative costs**

Budget Category	Federal DERA Grant Funds	Share of total budget to be funded by VW trust	Total
1. Personnel	\$18,289	\$12,195	\$30,483
2. Fringe Benefits	\$6,674	\$4,449	\$11,123
3. Travel			
4. Supplies	\$120	\$80	\$218.50
5. Other	\$658,520	\$329,562	\$823,903
10. Indirect Charges	\$10,583	\$7,055	\$17,638

<b>Total</b>	\$694,153	\$353,338*	\$883,365.50
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\*DEQ has previously requested VW Trust Funds to be used for DERA. \$162,379.90 remains at DEQ from these previous requests and make up the balance of the cost for state match included in DEQ's DERA work plan. See Funding Requests No. 2 and 3.

**PROJECTED TRUST ALLOCATIONS:**

<b>Project Trust Allocations</b>	<b>2023-2024</b>
1. Anticipated Annual Project Funding Request to be paid through the Trust	\$ 190,958.10
2. Current VW Trust unspent funding still available at DEQ For DERA program	\$162,379.90
3. Anticipated Total Project Funding by Year (line 1 plus line 2)	\$353,338
4. Cumulative Trustee Payments Requested to Date Against Cumulative Beneficiary Allocation	\$13,651,135
5. Total Funding Requested by Beneficiary, inclusive of Current Action by Year (line 1 plus line 4)	\$13,842,093.10
6. Total Funding Allocated to Beneficiary	\$14,647,909
7. Trust funds interest accumulated to-date as of 10/31/22	\$615,075.03
8. Net Beneficiary Funds Remaining in Trust, Plus interest accumulated for Trust fund investments (Line 6 plus line 7 minus line 5)	\$1,420,890.93

## ATTACHMENT C

### DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION IMPLEMENTATION

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

#### 1. DEQ Volkswagen Mitigation Trust webpage

DEQ maintains a Volkswagen Mitigation Trust webpage that has been designed to disseminate information regarding Arkansas's beneficiary mitigation plan and implementation of that plan. The webpage is located <https://www.adeq.state.ar.us/air/planning/vw.aspx>. DEQ will post the Eligible Mitigation Action Certification (EMAC) and Attachments B, C, D, and E to the webpage. A link to DEQ's Go RED! Webpage.

(<https://www.adeq.state.ar.us/air/planning/gored/>) will be included on this webpage. The DEQ Go RED! webpage includes instructions for how to apply for funding assistance under the Go RED! program. DEQ also posts information about Go RED! program recipients and their projects to this webpage.

#### 2. Semiannual reporting to Wilmington Trust

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

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



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

This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the "Check For Errors" button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

When you open a form, required fields are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message. Additional instructions and FAQs about the Application Package can be found in the Grants.gov Applicants tab.

**OPPORTUNITY & PACKAGE DETAILS:**

Opportunity Number:	EPA-CEP-01
Opportunity Title:	EPA Mandatory Grant Programs
Opportunity Package ID:	PKG00214052
CFDA Number:	66.040
CFDA Description:	State Clean Diesel Grant Program
Competition ID:	
Competition Title:	
Opening Date:	
Closing Date:	10/04/2030
Agency:	Environmental Protection Agency
Contact Information:	Please consult your regional office.

**APPLICANT & WORKSPACE DETAILS:**

Workspace ID:	WS00920649
Application Filing Name:	Arkansas Department of Energy and Environment DERA Grant
UEI:	LX4WUTA57963
Organization:	Environmental Quality, Arkansas Division of
Form Name:	Application for Federal Assistance (SF-424)
Form Version:	4.0
Requirement:	Mandatory
Download Date/Time:	Jun 07, 2022 10:11:53 AM EDT
Form State:	No Errors

**FORM ACTIONS:**

Application for Federal Assistance SF-424											
<b>* 1. Type of Submission:</b> <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application			<b>* 2. Type of Application:</b> <input type="checkbox"/> New <input checked="" type="checkbox"/> Continuation <input type="checkbox"/> Revision			<b>* If Revision, select appropriate letter(s):</b> _____ <b>* Other (Specify):</b> _____					
<b>* 3. Date Received:</b> Completed by Grants.gov upon submission.			<b>4. Applicant Identifier:</b> _____								
<b>5a. Federal Entity Identifier:</b> _____			<b>5b. Federal Award Identifier:</b> 02F01001								
<b>State Use Only:</b>											
<b>6. Date Received by State:</b> _____			<b>7. State Application Identifier:</b> AR								
<b>8. APPLICANT INFORMATION:</b>											
<b>* a. Legal Name:</b> Arkansas Division of Environmental Quality											
<b>* b. Employer/Taxpayer Identification Number (EIN/TIN):</b> 71-0847443			<b>* c. UEI:</b> LX4WUTA57963								
<b>d. Address:</b>											
<b>* Street1:</b>		5301 Northshore Drive									
<b>Street2:</b>		_____									
<b>* City:</b>		Little Rock									
<b>County/Parish:</b>		_____									
<b>* State:</b>		AR: Arkansas									
<b>Province:</b>		_____									
<b>* Country:</b>		USA: UNITED STATES									
<b>* Zip / Postal Code:</b>		72118-5328									
<b>e. Organizational Unit:</b>											
<b>Department Name:</b> Ar. Dept. Energy & Environment			<b>Division Name:</b> Div. of Environmental Quality								
<b>f. Name and contact information of person to be contacted on matters involving this application:</b>											
<b>Prefix:</b> Mr.		<b>* First Name:</b> David									
<b>Middle Name:</b>		_____									
<b>* Last Name:</b>		Witherow									
<b>Suffix:</b>		_____									
<b>Title:</b> Associate Director, Office of Air Quality											
<b>Organizational Affiliation:</b> _____											
<b>* Telephone Number:</b> 501-682-0067			<b>Fax Number:</b> _____								
<b>* Email:</b> witherow@adeq.state.ar.us											

**Application for Federal Assistance SF-424**

**\* 9. Type of Applicant 1: Select Applicant Type:**

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

**\* 10. Name of Federal Agency:**

Environmental Protection Agency

**11. Catalog of Federal Domestic Assistance Number:**

66.040

CFDA Title:

State Clean Diesel Grant Program

**\* 12. Funding Opportunity Number:**

EPA-CEP-01

\* Title:

EPA Mandatory Grant Programs

**13. Competition Identification Number:**

Title:

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

2023 Reference to Question 14.pdf

Add Attachment

Delete Attachment

View Attachment

**\* 15. Descriptive Title of Applicant's Project:**

Arkansas DEQ 2021-2022 DERA grant

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

**Application for Federal Assistance SF-424**

**16. Congressional Districts Of:**

\* a. Applicant

\* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

**17. Proposed Project:**

\* a. Start Date:

\* b. End Date:

**18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="1,208,131.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="695,968.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="1,904,099.00"/>

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes  No

If "Yes", provide explanation and attach

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

\*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:  \* First Name:   
Middle Name:   
\* Last Name:   
Suffix:

\* Title:

\* Telephone Number:  Fax Number:

\* Email:

\* Signature of Authorized Representative:  \* Date Signed:

# WORKSPACE FORM

This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the "Check For Errors" button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

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## OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number: EPA-CRP-01

Opportunity Title: EPA Mandatory Grant Programs

Opportunity Package ID: PKG00214052

CFDA Number: 66.049

CFDA Description: State Clean Diesel Grant Program

Competition ID:

Competition Title:

Opening Date:

Closing Date: 10/04/2030

Agency: Environmental Protection Agency

Contact Information: Please consult your regional office.

## APPLICANT & WORKSPACE DETAILS:

Workspace ID: WS00920649

Application Filing Name: Arkansas Department of Energy and Environment DERA Grant

UEI: LX4W0TA57963

Organization: Environmental Quality, Arkansas Division of

Form Name: Budget Information for Non-Construction Programs (SF-424A)

Form Version: 1.0

Requirement: Mandatory

Download Date/Time: Jan 07, 2022 10:12:57 AM EDT

Form State: No Errors

## FORM ACTIONS:

**BUDGET INFORMATION - Non-Construction Programs**

OMB Number: 4040-0006  
Expiration Date: 02/28/2025

**SECTION A - BUDGET SUMMARY**

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. DERA 66.040		\$	\$	\$ 1,208,131.00	\$ 695,968.00	\$ 1,904,099.00
2.						
3.						
4.						
<b>5. Totals</b>		\$	\$	\$ 1,208,131.00	\$ 695,968.00	\$ 1,904,099.00

**SECTION B - BUDGET CATEGORIES**

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1)	(2)	(3)	(4)	
	DERA 66.040 <b>AR DERA 22</b>	N/A <b>AR DERA 21</b>	N/A <b>AR DERA 23</b>		
a. Personnel	\$ 30,483.00	\$ 30,946.00	\$	\$	\$ 61,429.00
b. Fringe Benefits	11,123.00	11,292.00			22,415.00
c. Travel					
d. Equipment					
e. Supplies	400.00	437.00			837.00
f. Contractual					
g. Construction					
h. Other	823,703.00	800,000.00	164,178.00		1,787,881.00
i. Total Direct Charges (sum of 6a-6h)	865,709.00	842,675.00	164,178.00		\$ 1,872,562.00
j. Indirect Charges	17,638.00	13,898.00			\$ 31,536.00
k. TOTALS (sum of 6i and 6j)	\$ 883,347.00	\$ 856,573.00	\$ 164,178.00	\$	\$ 1,904,098.00
7. Program Income	\$	\$	\$	\$	\$

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SECTION C - NON-FEDERAL RESOURCES				
(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e) TOTALS
8. DERA 66.040	\$	\$ 353,339.00	\$	\$ 353,339.00
9.				
10.				
11.				
12. TOTAL (sum of lines 8-11)	\$	\$ 353,339.00	\$	\$ 353,339.00

SECTION D - FORECASTED CASH NEEDS					
	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$ 1,208,131.00	\$ 302,032.75	\$ 302,032.75	\$ 302,032.75	\$ 302,032.75
14. Non-Federal	\$ 695,969.00	\$ 173,992.00	\$ 173,992.00	\$ 173,992.00	\$ 173,992.00
15. TOTAL (sum of lines 13 and 14)	\$ 1,904,099.00	\$ 476,024.75	\$ 476,024.75	\$ 476,024.75	\$ 476,024.75

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT				
(a) Grant Program	FUTURE FUNDING PERIODS (YEARS)			
	(b) First	(c) Second	(d) Third	(e) Fourth
16. AR DERA 2021-2022 Federal	\$ 513,944.00	\$ 694,187.20	\$	\$
17. AR DERA 2021-2022 Non-Federal	\$ 342,629.00	\$ 353,338.80		
18.				
19.				
20. TOTAL (sum of lines 16 - 19)	\$ 856,573.00	\$ 1,047,526.00	\$	\$

SECTION F - OTHER BUDGET INFORMATION	
21. Direct Charges: 1,872,562	22. Indirect Charges: 31,536

23. Remarks: Indirect Charges: Fixed rate of 57.86%

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

### Work Plan and Budget Narrative Template

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#### SUMMARY PAGE

**Project Title:** Arkansas Diesel Emissions Reduction Funding Assistance Program (Go Red!)

#### Project Manager and Contact Information

**Organization Name:** Arkansas Department of Energy and Environment, Division of Environmental Quality

**Project Manager:** Deiona McKnight

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

**Phone:** 501-682-0641

**Fax:** 501-682-0753

**Email:** mcknight@adeq.state.ar.us

#### Project Budget Overview:

	2021*	2022 Added \$164,178	Total Re-Total
EPA Base Allocation	\$342,629	\$517,517	\$860,146
EPA Match Bonus (if applicable)	\$171,315	\$176,670	\$347,985
Voluntary Matching Funds (if applicable)	\$342,629	\$353,339	\$695,967
Mandatory Cost-Share	\$	\$	\$
<b>TOTAL Project Cost</b>	<b>\$856,573</b>	<b>\$1,047,526</b>	<b>\$1,904,098</b>

\*If state participated in 2021

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

October 1, 2021 – May 30, 2024

## **Summary Statement**

The Arkansas Department of Energy and Environment, Division of Environmental Quality (DEQ), plans to use State Clean Diesel Grant funds to provide financial assistance to entities in Arkansas interested in undertaking diesel emission reduction projects through the State's Go RED! program. DEQ's GoRED! webpage provides details about past DERA State Grant projects: <https://www.DEQ.state.ar.us/air/planning/gored/>

\*\*\*\*

## **SCOPE OF WORK**

DEQ plans to use State Clean Diesel Grant funds to provide financial assistance to entities in Arkansas interested in undertaking diesel emission reduction projects through the State's Go RED! program. The Go RED! Program provides funding assistance for projects that reduce diesel emissions from medium and heavy-duty highway trucks (Classes 5 – 8), buses, marine engines, locomotives, and nonroad engines, equipment, or vehicles. DEQ selects projects through a competitive application process. Funding assistance for selected projects is provided as a reimbursement of a percentage of eligible expenses after the project is complete.

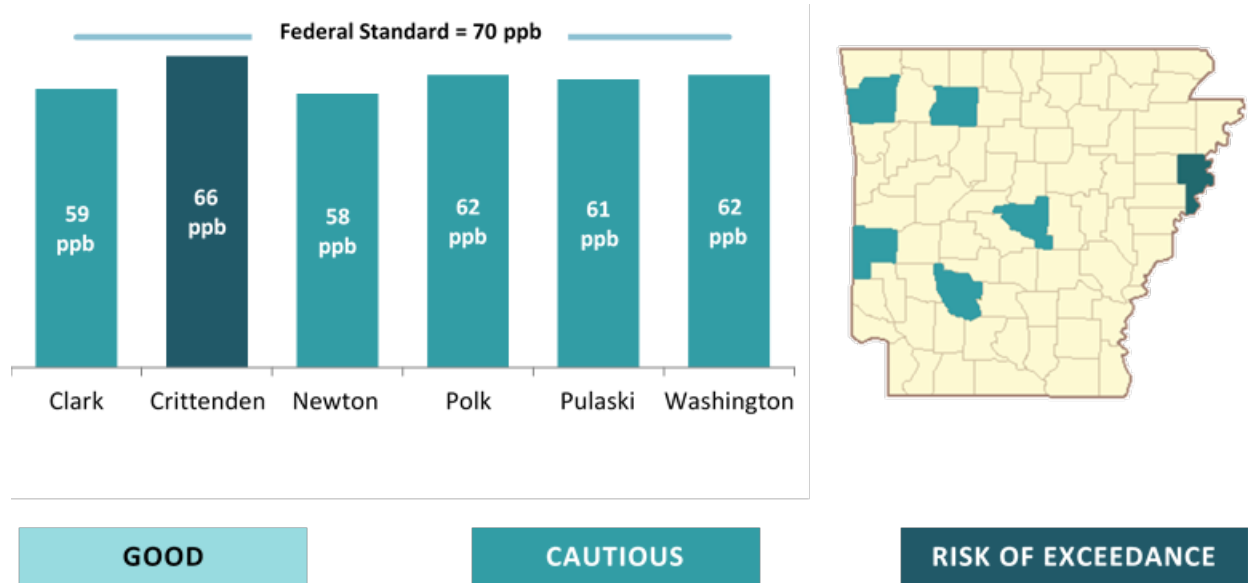
## **STATE GOALS AND PRIORITIES:**

DEQ uses a competitive application process to give preference to proposed projects that further Arkansas's goals and priorities.

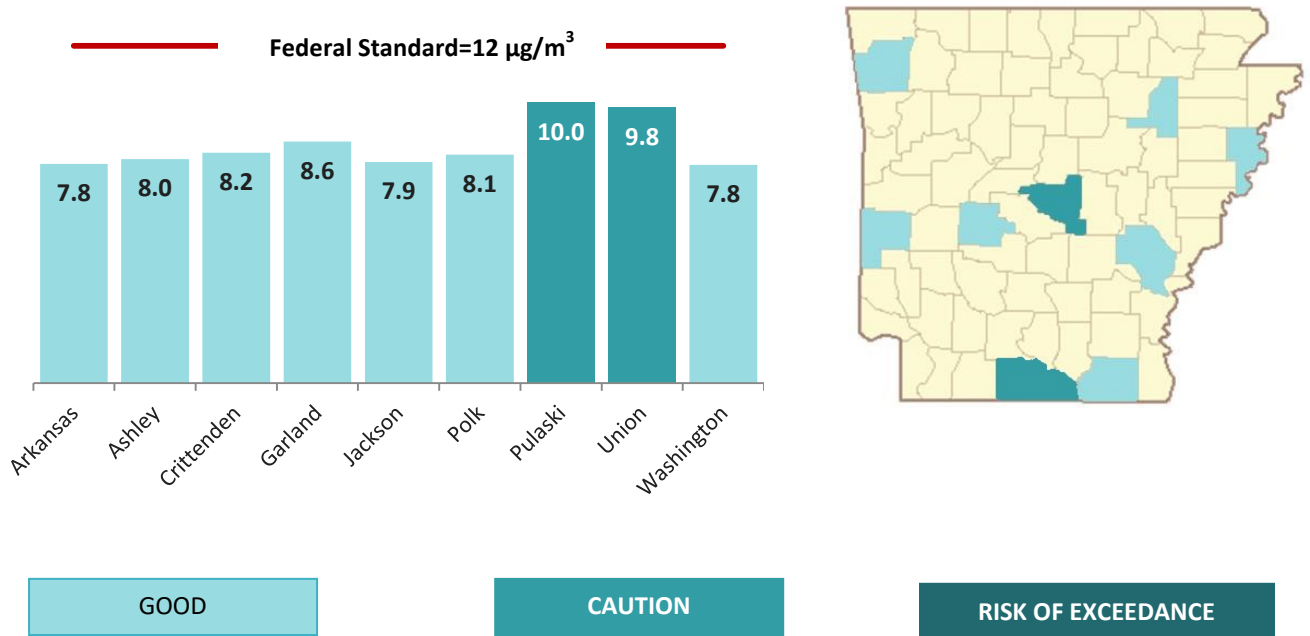
### **Air Quality Goals and Priorities:**

Arkansas has excellent air quality that meets all national ambient air quality standards (NAAQS). However, there are areas of the state where recent monitor data indicate that values are near to the NAAQS for ozone or fine particulate matter (PM<sub>2.5</sub>). In addition, Crittenden County, an area in the Memphis Metropolitan Statistical Area, is designated as a maintenance area for the 2008 ozone NAAQS due to historical exceedances of that standard. Figures 1 and 2 present data for recent design values compared to the NAAQS for the eight-hour ozone standard and the annual PM<sub>2.5</sub> standard. DEQ's goal is to ensure that air quality continues to improve and to prioritize projects that reduce emissions of fine particulate matter (PM<sub>2.5</sub>) and ozone precursors in Crittenden County and in areas with design values near to the level of the applicable NAAQS.

**FIGURE 1: 2018 – 2020 OZONE DESIGN VALUES COMPARED TO THE NAAQS IN MONITORED COUNTIES**



**FIGURE 2: 2018 – 2020 FINE PARTICLES (PM2.5) ANNUAL AVERAGE DESIGN VALUES COMPARED TO THE NAAQS IN MONITORED COUNTIES**



Arkansas is home to two wilderness areas designated for visibility protection under the federal Regional Haze Rule: Caney Creek and Upper Buffalo. These areas are referred to as Class I areas. DEQ, working with other states and federal land managers, must work towards the goal of reducing visibility impairment from manmade air pollution in these areas. Therefore, DEQ’s project selection process for Go RED! will also prioritize projects that reduce emissions of visibility impairing pollutants in and near to these Class I areas.

**Diesel Fleet Emissions in Arkansas:**

Diesel vehicles and equipment are used in a variety of sectors to serve the needs of Arkansans. Arkansas is primarily a rural state with lengthy school bus routes, county governments responsible for maintenance of hundreds of miles of unpaved roads, vast agricultural resources, and large-scale (but often spatially-isolated) industry. Arkansas’s highways, railroads, and the Arkansas River also serve as shipping corridors for goods. Table 1 provides a breakdown of emissions from diesel vehicles and equipment used in Arkansas according to the 2017 National Emissions Inventory. Figure 3 depicts the relative amount of emissions of each pollutant by each primary diesel sector in Arkansas.

**TABLE 1: ARKANSAS 2017 DIESEL FLEET EMISSIONS**

<b>Highway Diesel Vehicles</b>							
	<b>NOx (tons)</b>	<b>VOC (tons)</b>	<b>CO (tons)</b>	<b>PM10 Primary (tons)</b>	<b>PM2.5 Primary (tons)</b>	<b>SO2 (tons)</b>	<b>NH3 (tons)</b>
Passenger Cars	15	10	186	2	0.4	0.2	0.4
Passenger Trucks	1,479	422	3,952	85	61	4	16
Light Commercial Trucks	194	49	484	13	9	1	2
Intercity Buses	1,452	86	391	101	75	2	3
Transit Buses	213	15	87	10	7	0.2	0.4
School Buses	773	95	347	63	47	1	2
Refuse Trucks	86	5	28	7	4	0.2	0.3
Single Unit Short-haul Trucks	1,385	177	704	124	84	3	9
Single Unit Long-haul Trucks	1,620	197	805	156	105	4	13
Diesel Motor Homes	67	10	27	5	4	0.1	0.2
Combination Short-haul Trucks	10,383	484	2,979	556	388	31	52
Combination Long-haul Trucks	11,094	705	3,158	525	352	34	62
<b>Total Highway Diesel Vehicles</b>	<b>28,762</b>	<b>2,253</b>	<b>13,150</b>	<b>1,647</b>	<b>1,138</b>	<b>81</b>	<b>161</b>

### Locomotives and Railroad Equipment

	NOx (tons)	VOC (tons)	CO (tons)	PM10 Primary (tons)	PM2.5 Primary (tons)	SO2 (tons)	NH3 (tons)
Yard Locomotives	874	57	136	23	22	0.5	0.4
Line haul Locomotives	11,436	527	2,211	335	325	8	7
Passenger Locomotives	166	9	24	6	6	0.1	0.1
Railway Maintenance Equipment	47	8	32	5	5	0.1	0.0
<b>Total Locomotives and Railroad Equipment</b>	<b>12,524</b>	<b>602</b>	<b>2,404</b>	<b>369</b>	<b>358</b>	<b>8</b>	<b>7</b>

### Marine

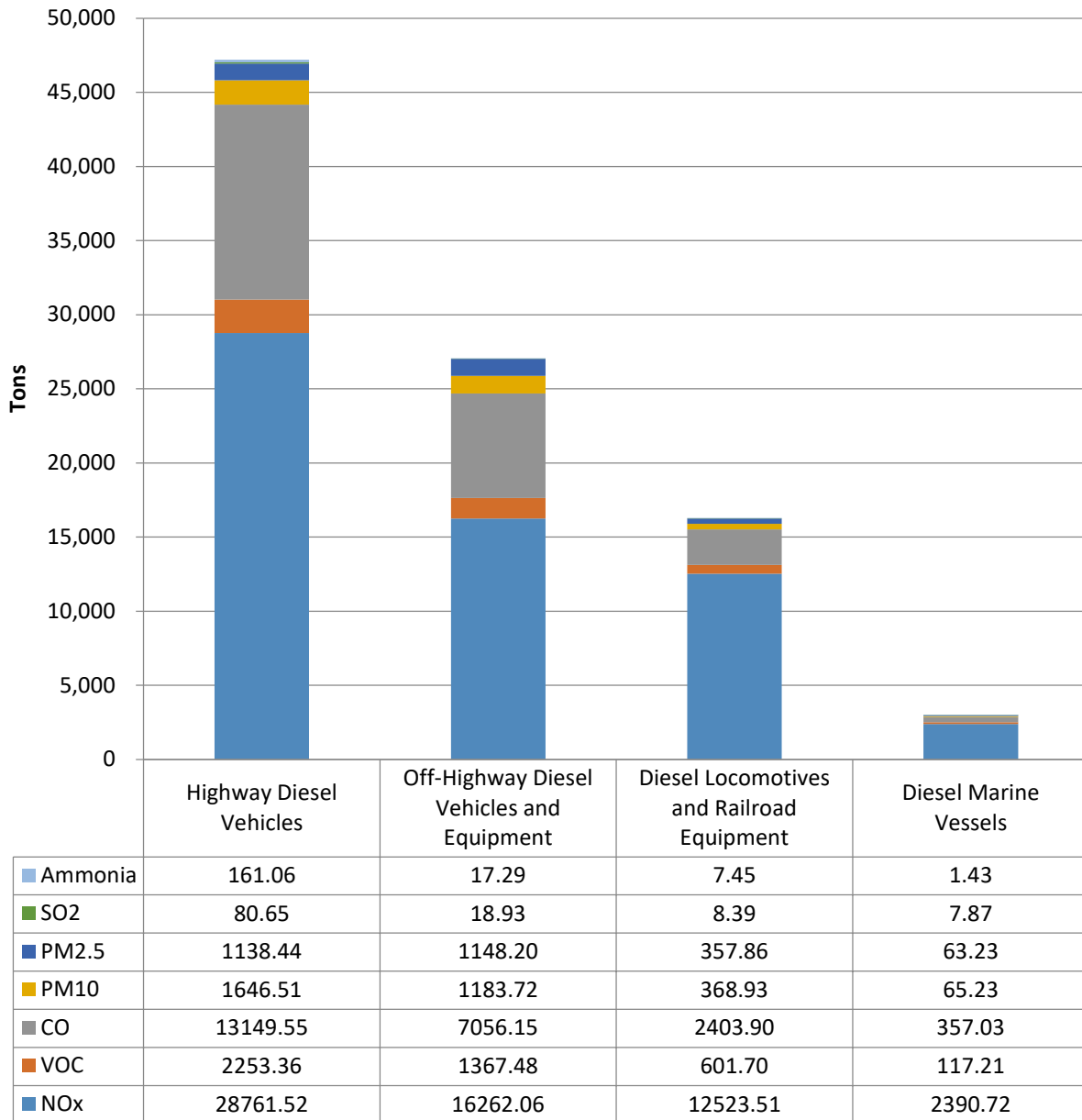
	NOx (tons)	VOC (tons)	CO (tons)	PM10 Primary (tons)	PM2.5 Primary (tons)	SO2 (tons)	NH3 (tons)
Commercial Vessels	1,930	91	260	55	53	7	1
Recreational Vessels	461	27	97	10	10	0.5	0.4
<b>Total Marine</b>	<b>2,391</b>	<b>117</b>	<b>357</b>	<b>65</b>	<b>63</b>	<b>8</b>	<b>1</b>

### Off-Highway Vehicles and Equipment

	NOx (tons)	VOC (tons)	CO (tons)	PM10 Primary (tons)	PM2.5 Primary (tons)	SO2 (tons)	NH3 (tons)
Recreational Equipment	10	2	9	1	1	0.01	0.01
Construction Equipment	1,592	165	996	170	165	3	2
Industrial Equipment	688	44	244	38	37	1	1
Lawn and Garden Equipment	156	14	61	10	10	0.2	0.2
Commercial Equipment	395	45	199	33	32	0.5	0.5
Logging Equipment	74	4	26	5	5	0.2	0.3
Agricultural Equipment	13,344	1,092	5,520	926	898	14	13
Ground Support Equipment	3	0.4	1	0.1	0.1	0.01	

Total Highway Vehicles and Equipment	16,262	Off-Highway Vehicles and Equipment	1,367	7,056	1,184	1,148	19	17
	NOx (tons)	VOC (tons)	CO (tons)	PM10 Primary (tons)	PM2.5 Primary (tons)	SO2 (tons)	NH3 (tons)	
<b>Total Diesel Fleet Emissions</b>	<b>59,938</b>	<b>4,340</b>	<b>22,967</b>	<b>3,264</b>	<b>2,708</b>	<b>116</b>	<b>187</b>	

FIGURE 3: 2017 ARKANSAS DIESEL FLEET EMISSIONS SUMMARY



**VEHICLES AND TECHNOLOGIES:**

Clean Diesel Grant Program funds will be used to provide funding assistance under the Go RED! program to projects that reduce diesel emissions in Arkansas. Table 2 lists the types of eligible diesel vehicles, engines, and equipment for the Go RED! program. The eligible vehicle, engine, or equipment must be owned by an applicant that is based in Arkansas and has been in existence for at least three consecutive years. The applicant must also satisfy the ownership, usage, and remaining life requirements specified in the 2022 DERA State Grants Program Guide.

**TABLE 2: ELIGIBLE DIESEL VEHICLES, ENGINES, AND EQUIPMENT**

Type	Description
School buses	Includes diesel powered school buses of Type A, B, C and D used to transport students to and from school
Transit buses	Includes Class 5+ diesel powered medium-duty and heavy-duty transit buses
Medium-duty or heavy-duty trucks	Includes diesel powered medium-duty and heavy-duty highway vehicles with gross vehicle weight rating (GVWR) as defined below: Class 5 (16,001 -19,500 lbs GVWR); Class 6 (19,501 - 26,000 lbs GVWR); Class 7 (26,001 - 33,000 lbs GVWR); Class 8 (33,001 lbs GVWR and over)
Marine engines	Includes diesel powered Category 1, 2, and 3 marine engines and vessels.
Locomotives	Includes diesel powered line-haul, passenger, and switch engines and locomotives.
Nonroad engines, equipment, or vehicles	Includes diesel powered engines, equipment and vehicles used in construction, handling of cargo (including at ports and airports), agriculture, mining, or energy production (including stationary generators and pumps).

Table 3 lists the eligible diesel emission reduction solutions for the Go RED! program. All projects to be funded under the Go RED! program must meet the project eligibility criteria specified in the 2022 DERA State Grants Program Guide. The Go RED! program will require the mandatory cost-share and DERA funding limits for projects specified in the 2022 DERA State Grants Program Guide. Only eligible project costs, as specified in the 2022 DERA State Grants Program Guide may be reimbursed at the applicable funding limit.



**TABLE 3: ELIGIBLE DIESEL EMISSION REDUCTION SOLUTIONS**

Type	Description
Vehicle and Equipment Replacements	Replacement of nonroad and highway diesel vehicles and equipment, locomotives, and marine vessels with newer vehicles and equipment powered by engines certified by EPA and, if applicable, CARB. Zero tailpipe emissions vehicles and equipment do not require EPA or CARB certification.
Engine Replacement	Replacement of engines for nonroad and highway diesel vehicles and equipment, locomotives, and marine vessels with a newer engines certified by EPA or, if applicable, CARB. Zero tailpipe emissions vehicles and equipment do not require EPA or CARB certification.
Certified Remanufacture Systems	Upgrades to engines through application of a certified remanufacture system that achieve a particulate matter and/or nitrogen oxides emission benefit.
Verified Idle Reduction Technologies	Technologies that reduce unnecessary idling of diesel engines and/or provide services to vehicles and equipment that would otherwise require the operation of the main drive or auxiliary engine(s) while the vehicle is temporarily parked or remains stationary. Technologies must be on EPA’s SmartWay Verified Technologies list to be eligible at the time of acquisition.
Verified Retrofit Technologies	Diesel engine retrofits such as diesel oxidation catalysts, diesel particulate filters, closed crankcase filtration systems, and selective catalytic reduction. Technologies must be on EPA or CARB’s verified technologies lists to be eligible.
Clean Alternative Fuel Conversions	Alteration of highway diesel engines to operate on alternative fuels by applying an alternative fuel conversion kit. The alternative fuel conversion kit must be certified by EPA and/or CARB and be approved by EPA for Intermediate-Age engines. In addition, the conversion must achieve a 30% reduction in NOx emissions and a 10% reduction in PM emissions for engine model years 2006 and earlier. For engine model years 2007 and newer, the conversion must achieve at least a 20% reduction in NOx with no increase in PM.
Verified Aerodynamic Technologies and Verified Low Rolling Resistance Tires	Improvement of fuel efficiency of long haul Class 8 trucks using technologies listed on EPA’s verified aerodynamic technologies list or verified low rolling resistance new and retreated tire technologies list.

Although all project types described in EPA’s 2022 DERA State Grants Program Guide will be eligible under Go RED!, DEQ has based its best estimate on the number and types of equipment that will be impacted based on the available funding, typical projects funded in past years implementing the Go RED! program, and inquiries from potential project partners. In previous years, the Go RED! program has assisted numerous counties in Arkansas with the replacement of school buses for multiple school districts. The funding has also been instrumental in assisting

municipalities in replacing their older diesel-powered sanitation and wastewater equipment with equipment that meets tier 4 emission standards. The GO RED! program has also funded truck stop electrification projects. DEQ has recently received inquiries regarding locomotive engine replacement projects. DEQ will be utilizing unused 2021 State Clean Diesel Grant and 2022 State Clean Diesel Grant funding for DEQ’s 2022 Go RED! Program. Our project goal will be to replace one locomotive engine, six heavy-duty trucks, and six school buses—in addition to the 6 school buses that will be completed under Go RED! 2021—with the combined 2021 and 2022 grant funding and the additional \$164,178.

**ROLES AND RESPONSIBILITIES:**

DEQ will continue our funding assistance program, Go RED!, using a competitive proposal selection and reimbursement practice that has proven to be successful for the past twelve years.

DEQ will implement a rolling deadline for Go RED! project proposals. Proposals will be due to DEQ by 4:30 p.m. CST on the last business day of the month starting December 31, 2022, until all available funds have been awarded, but no later than April 30, 2023.

DEQ will evaluate and score proposals received by the last business day of the previous month based on the weighted criteria following the statutory priorities found at 42 U.S.C. 16132(C)(4). The highest scoring eligible projects will be selected for award.

DEQ will enter into a memorandum of agreement (MOA) with the organization that has proposed a selected project. The MOA outlines to the project partner eligible expenses, allowable reimbursement amounts, reporting requirements, project completion criteria required evidence, record retention requirements, and additional documentation required for reimbursement. DEQ provides the project partner with assistance and guidance. Project progress reported in accordance with the MOAs will be reported in DEQ quarterly reports to EPA.

Upon completion of each project, DEQ will evaluate each reimbursement request and associated documentation to ensure that the terms of the MOA are met prior to issuing reimbursement to the project partner.

**TIMELINE AND MILESTONES:**

Table 4 details DEQ’s timeline and milestones for implementation of Go RED! program.

**TABLE 4: GO RED! PROGRAM TIMELINE AND MILESTONES**

Date	Activity
Fall/Winter 2021/ Fall/Winter 2022	DEQ publicizes applicant guidance and application deadlines through news releases, the DEQ website, and the Go RED! Email-list.
October 2022/ October 2023	Quarterly report due to EPA
January 2022/ January 2023/ January 2024	Quarterly report due to EPA

December 2021 – April 30, 2022/ December 2022 – April 30, 2023	DEQ evaluates proposals from Go RED! applicants, selects projects, and enters into MOAs for selected projects
April 2022/ April 2023/ April 2024	Quarterly report due to EPA
Spring/Summer 2022/ Spring/ Summer 2023	DEQ will coordinate with Go RED! selected recipients to ensure successful completion of their projects by August 31, 2023
July 2022 / July 2023	Quarterly report due to EPA
April 2024	Projects completed by Go RED! recipients
May 2023 / May 2024	Project partners reimbursed upon demonstration that MOA terms have been met
May 31, 2024	FY 2021 and 2022 State Clean Diesel Program work complete and closed out
May 2024	Final report due to EPA

**DERA PROGRAMMATIC PRIORITIES:**

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

2. Diesel retrofits have proven to be a very cost-effective way to reduce diesel emissions. This program will give preference to projects that are the most cost-effective in reducing diesel emissions (in terms of the tons of pollutants reduced per dollar spent). Go RED! Applicants will provide information about the diesel equipment to be replaced and the new equipment (engine make, model, year, annual running hours, etc.) and DEQ will calculate cost per ton for lifetime diesel emissions reductions of the project using the Diesels Emissions Quantifier or similar calculator made available to ensure best data available.

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

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

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

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

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

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

Projects funded through the Go RED! program will reduce diesel emissions such as particulate matter, nitrogen oxides, volatile organic compounds (air pollutants shown to be precursors of harmful low-level ozone), and air toxics.

#### **LINKAGE TO U.S. EPA'S STRATEGIC GOALS:**

The goals of National Air Toxics Trends Stations (NATTS) support EPA's FY 2022-2026 Strategic Plan, Goal 4: Ensure Clean and Healthy Air for All Communities, Objective 4.1: Improve Air Quality and Reduce Localized Pollution and Health Impacts

The strategic plan can be found at URL: <https://www.epa.gov/planandbudget/strategicplan>

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

DEQ selected the following projects for award during DEQ’s 2021 Go RED! funding cycle: Clinton School District, replacing two diesel powered school buses; Two Rivers School District, replacing one diesel powered school bus; Shirley School District, replacing one diesel powered school buses; Ozark School District, Replacing one diesel powered school buses; and Mountainburg School District replacing one diesel powered school buses. DEQ will be utilizing unused 2021 State Clean Diesel Grant and 2022 State Clean Diesel Grant funding for DEQ’s 2022 Go RED! Program. Our project goal for the 2022 funding cycle will be to replace one locomotive engine, four heavy-duty trucks, and six school buses with the combined 2021 and 2022 grant funding. Emission reductions for the anticipated trucks and school buses are calculated using EPA’s Diesel Emissions Quantifier. Emissions reductions anticipated from the locomotive project are calculated using the ARB Diesel Emissions Quantifier for NOx and PM and the EPA Diesel Emissions Quantifier for HC, CO, and CO<sub>2</sub>. The numbers and types of projects actually completed will depend on the applications DEQ receives and funds.

**Table 5** estimates potential emissions reductions that will result from the Go RED! 2021 and 2022 projects.

<b>2021 Results for Selected Projects</b>						
<b>(short tons)</b>		<b>NOx</b>	<b>PM<sub>2.5</sub></b>	<b>HC</b>	<b>CO</b>	<b>CO<sub>2</sub></b>
Amount Reduced Annual		0.596	0.036	0.076	.188	-48.7
Amount Reduced Lifetime		3.78	.246	.457	1.536	270.2
<b>2022 Projected Results</b>						
<b>(short tons)</b>		<b>NOx</b>	<b>PM<sub>2.5</sub></b>	<b>HC</b>	<b>CO</b>	<b>CO<sub>2</sub></b>
Amount Reduced Annual		13.03	0.4	0.756	1.654	270
Amount Reduced Lifetime		123.92	3.602	3.922	19.524	472.5

## **2. Outcomes**

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

Medium-term outcomes include the adoption of the chosen technology to other equipment in fleets. Other low- or no-cost emissions reduction methods may be adopted by applicants, including the adoption of idling reduction or speed reduction policies, which DEQ encourages

partners to employ for their fleets. DEQ encourages applicants and the public to limit idling, and to practice smart driving (gradual starts and stops, maintaining tire pressure, etc.), and assists fleet managers in developing successful emissions reductions strategies for their organizations.

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

**SUSTAINABILITY OF THE PROGRAM:**

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

**Quality Assurance and Quality Control**

DEQ believes this program will not require quality assurance and quality control plans at this time. DEQ’s Go RED! Program is structured as a reimbursement program.

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**BUDGET NARRATIVE**

**2021-2023 Itemized Project Budget**

Budget Category	FY 2021		FY 2022		Total
	EPA Allocation	Voluntary Match (if applicable)	EPA Allocation	Voluntary Match (if applicable)	
		Minor Source Fee Fund Other Funds		VW Trust	
1. Personnel	\$18,567	\$12,378	\$18,289	\$12,195	\$61,429
2. Fringe Benefits	\$6,775	\$4,517	\$6,674	\$4,449	\$22,415
3. Travel	\$0	\$0	0	0	0
4. Supplies	\$142.2	94.80	120	80	\$437
5. Equipment	\$0	\$0	0	0	0

6. Contractual	\$0	\$0	0	0	0
7. Program Income	\$0	\$0	0	0	0
8. Other	\$480,120	\$320,080	\$658,520	\$329,561	\$1,788,281
<b>9. Total Direct Charges</b>	\$505,604	\$337,070	\$683,603	\$346,285	\$1,872,562
10. Indirect Charges	\$8,339	\$5,559	\$10,583	\$7,055	\$31,536
<b>Total</b>	\$513,944	\$342,629	\$694,187	\$353,338	\$1,904,098

**Personnel:** The table below details the salaries, percentage of time assigned to work on this grant, and the total cost for the budget period by job title of all individuals who will be supplemented with grant funds for FY 2022

Category	FY 2021		FY 2022	
	EPA	State or Territory Match (if applicable)	EPA	State or Territory Match (if applicable)
<b>FY 2021 - Environmental Program Coordinator Annual Salary</b> \$49,059.03 time on project 45.62% = \$430/ wk. x 52 weeks (Approximately) weeks  <b>FY 2022 - Environmental Program Coordinator Annual Salary</b> \$51,541 time on project 20% = \$198/ wk. x 52 weeks (Approximately)	\$13,428	\$8,952	\$6,185	\$4,124
<b>FY 2021 – DEQ Tech. Services Div. Manager Annual Salary</b> \$71,869.17 time on project 7% = \$96 / wk. x 52 weeks	\$3,019	\$2,012	\$3,488	\$2,327

(Approximately) <b>FY 2022</b> – E&E Senior Manager Annual Salary \$83,056 time on project 7% = \$112/ wk. x 52 weeks (Approximately)				
<b>FY 2021</b> – Epidemiologist Salary \$55,700.47 time spent on project 2% = \$21 /wk. x 52 weeks (Approximately) <b>FY</b> <b>2022</b> – Epidemiologist Salary \$58,519 time spent on project 2% = \$23 /wk. x 52 weeks (Approximately)	\$668	\$446	\$702	\$468
<b>FY 2021</b> – Policy Development Coordinator Annual Salary \$37,239.63 time spent on project 6.5% = \$46/wk. x 52 weeks (Approximately) (1808) <b>FY 2022</b> – Epidemiologist Annual Salary \$52,763 time spent on project 25% = \$254/wk. x 52 weeks (Approximately) weeks	\$1,452	\$968	\$7,914	\$5,276

- **Fringe Benefits**

Category	FY 2021		FY 2022	
	EPA	State	EPA	State
Fringe Benefits	\$6,775	\$4,517	\$6,674	\$4,449

Health Insurance Matching (1)	12.50%
Retirement Matching (1)	15.20%
FICA Matching (2)	7.18%
ARCAP (3)	0.43%
Workers' Compensation Tax (2)	0.07%
Unemployment (2)	0.00%
Career Service Awards (3)	1.11%



TOTALS -----  
36.49%

- **Travel**  
No travel will be funded from this grant.

- **Supplies**

	FY 2021		FY 2022	
Category	EPA	State	EPA	State
Office Supplies (Binders, dividers, labels)	\$142.20	\$94.80	\$120	\$80

- **Equipment**  
No contractual expenses are not anticipated for this grant.

- **Contractual**  
No contractual expenses are not anticipated for this grant.

- **Other**  
The table below includes funds identified for State project reimbursements for the Go RED! program for GY 2021-2022.

	FY 2021		FY 2022	
Category	EPA	State	EPA	State
Other: Subaward: Applicant	\$480,000	\$320,000	\$658,400	\$329,481
Pamphlets and outreach materials (100 at \$2.00 each)	\$120	\$80	\$120	\$80

- ***Indirect Charges***

The table below details the indirect costs for FY 2022. The indirect costs are calculated based on the salary for personnel assigned to the grant and the indirect rate of 57.86% agreed upon between ADEQ and EPA on October 6, 2021. For FY 2021 The indirect costs are calculated based on the salary for personnel assigned to the grant and the indirect rate of 44.91% agreed upon between ADEQ and EPA on July 2, 2020.

	FY 2021		FY 2022	
Category	EPA	State	EPA	State
Indirect:	\$8,339	\$5,559	\$10,583	\$7,055

**Administrative Costs Expense Cap**

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

**Matching Funds and Cost-Share Funds**

The source of the State voluntary portion for 2021 State Diesel Grant Funds will come from DEQ’s Minor Source Fee Fund and the 2022 State Diesel Grant will come from VW Mitigation Funds. The mandatory cost share will be provided by the Go RED! Program’s project partners in the percentage amounts required by EPA per project.

**Funding Partnerships**

There are no funding partnerships under this grant program.

**Shaded Areas Contain Formulas Do Not Alter**

OMB Approval No. 0348-0044

**BUDGET INFORMATION - Non-Construction Programs**

**SECTION A - BUDGET SUMMARY**

Grant Program Function Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non- Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. Air Pollution/ DERA	66.040	\$ -	\$ -	\$ 1,208,131	\$ 695,967	\$ 1,904,098
2.						-
3.						-
4.						-
5. Totals		\$ -	\$ -	\$ 1,208,131	\$ 695,967	\$ 1,904,098

**SECTION B - BUDGET CATEGORIES**

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1)	(2)	(3)	(4)	
a. Personnel	\$ 61,428				\$ 61,428
b. Fringe Benefits (36.49%)	22,415				22,415
c. Travel	-				-
d. Equipment					-
e. Supplies	437				437
f. Contractual	-				-
g. Construction	-				-
h. Other	1,788,281				1,788,281
i. Total Direct Charges (sum of 6a-6h)	1,872,561	-	-	-	1,872,561
j. Indirect Charges (57.86%)	\$31,536				\$ 31,536
k. TOTALS (sum of 6i and 6j)	\$ 1,904,097	\$ -	\$ -	\$ -	\$ 1,904,097
7. Program Income	\$ -	\$ -	\$ -	\$ -	\$ -

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**SECTION C - NON-FEDERAL RESOURCES**

	(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e) TOTALS
8.	Air Pollution 66.040		\$ 695,967	\$ -	\$ 695,967
9.					
10.					
11.					
12.	<b>TOTAL (sum of lines 8 and 11)</b>		\$ 695,967	\$ -	\$ 695,967

**SECTION D - FORECASTED CASH NEEDS**

		(Total for 1stYear)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13.	Federal	\$ 1,208,131	\$ 302,033	\$ 302,033	\$ 302,033	\$ 302,033
14.	Non-Federal	695,967	173,992	173,992	173,992	173,992
15.	<b>TOTAL (sum of lines 13 and 14)</b>	<b>\$ 1,904,098</b>	<b>\$ 476,025</b>	<b>\$ 476,025</b>	<b>\$ 476,025</b>	<b>\$ 476,025</b>

**SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJCT**

	(a) Grant Program	(b) First	(c) Second	(d) Third	(e) Fourth
16.					
17.					
18.					
19.					
20.	<b>Total (sum of lines 16 - 19)</b>				

	21. Direct Charges:	22. Indirect Charges: Fixed rate of 57.86%
	\$1,872,561	\$31,536

23. Remarks:

# SP-20-0104 Official School Bus Specifications & Pricing/Official Bid Price Sheet

<b>ITEM 3</b>	<b>Dealer Name:</b> Central States Bus Sales Inc.
<b>SBI</b> <b>School Bus, New</b> <b>Type C, 54 Pass. Bus Design</b>	<b>Vehicle Make/Model:</b> Blue Bird Conventional Vision
	<b>Model Code:</b> BBCV2610
<b>VEHICLE BID PRICE:</b> <span style="float: right;"><b>\$109,651.12</b></span>	

**OPTIONAL EQUIPMENT IS IN ADDITION TO FEDERAL AND STATE SPECIFICATIONS. BUSES WITH WHEELCHAIR LIFTS MUST MEET ALL DOT AND ADA REQUIREMENTS.**

**AT TIME OF DELIVERY TO END USER, BUS MUST MEET ALL ARKANSAS DIVISION OF ACADEMIC FACILITIES AND TRANSPORTATION RULES FOR THE SPECIFICATIONS GOVERNING SCHOOL BUS DESIGN.**

Powertrain	Base Vehicle Minimum Requirements	Enter Vehicle Specification and Manufacturer Codes (Fill-in Unshaded Blanks Only)
Engine Size (Horsepower)	Minimum 200 Horsepower - List Size & Cylinders	Cummins B6.7 200 HP 6 Cylinders
Fuel Capacity (Gals)	Minimum 60 Gallons	
Fuel Type	Diesel	
Automatic Transmission	Allison 2500 PTS Automatic	
Brakes	Anti-Lock (ABS), Hydraulic, 4-Wheel Disc	
Alternator	Minimum 200 Amp - List Size	Leece Neville 210 Amp.
Front Hubs	Oil-Filled Front Hubs	
<b>Exterior</b>		
Roof - Paint	White Roof	
Windows	Tinted Glass, All Inclusive	
Lights	All Exterior Lights <b>Must</b> Be LED	
Entry Door	Mfg. Std - List Type	Manual Door
Rear Emergency Door	Rear Emergency Door	
Backup Warning System	Backup Warning System	
Rear Exhaust	Rear Exhaust	
<b>Interior</b>		
Passenger Seats	Fifty Three (53) Passenger Seat Base	
Steering	Tilt Steering Column	
Windshield Wipers	Intermittent Wipers with Washer	
Driver's Seat	6-Way High-back Driver's Seat with Dual Armrests	
Headliner	Perforated Headliner Inside First Two Body Sections	
Floor	Mfg. Standard - List Thickness and Type	1/2" Plywood Floor
Headroom	Minimum 77" Headroom	
Rear Heat	Minimum 50,000 Btu - List Actual Btu	50,000 BTU
Front Heat	Minimum 90,000 Btu - List Actual Btu	90,000 BTU

# SP-20-0104 Official School Bus Specifications & Pricing/Official Bid Price Sheet

<b>ITEM 6</b>	<b>Dealer Name:</b> Central States Bus Sales Inc.
<b>SBG</b>	<b>Vehicle Make/Model:</b> Blue Bird Conventional Vision
<b>School Bus, New</b>	<b>Model Code:</b> BBCV3303
<b>Type C, 72 Pass. Bus Design</b>	<b>VEHICLE BID PRICE:</b> <span style="float: right;"><b>\$113,642.43</b></span>

**OPTIONAL EQUIPMENT IS IN ADDITION TO FEDERAL AND STATE SPECIFICATIONS. BUSES WITH WHEELCHAIR LIFTS MUST MEET ALL DOT AND ADA REQUIREMENTS.**

**AT TIME OF DELIVERY TO END USER, BUS MUST MEET ALL ARKANSAS DIVISION OF ACADEMIC FACILITIES AND TRANSPORTATION RULES FOR THE SPECIFICATIONS GOVERNING SCHOOL BUS DESIGN.**

Powertrain	Base Vehicle Minimum Requirements	Enter Vehicle Specification and Manufacturer Codes (Fill-in Unshaded Blanks Only)
Engine Size (Horsepower)	Minimum 200 Horsepower - List Size & Cylinders	Cummins B6.7 200 HP 6 Cylinder
Fuel Capacity (Gals)	Minimum 60 Gallons	
Fuel Type	Diesel	
Automatic Transmission	Allison 2500 PTS Automatic	
Brakes	Air Brakes, Anti-Lock - List Brand and Type	Meritor 5" Front 7" Rear
Alternator	Minimum 200 Amp - List Size	Leece Neville 210 Amp.
Front Hubs	Oil-Filled Front Hubs	
<b>Exterior</b>		
Roof - Paint	White Roof	
Windows	Tinted Glass, All Inclusive	
Lights	All Exterior Lights <b>Must</b> Be LED	
Entry Door	Mfg. Std - List Type	Manual Door
Walk-in Entrance Door	Walk-in Entrance Door with 2 steps and Handrail	
Rear Emergency Door	Rear Emergency Door	
Backup Warning System	Backup Warning System	
Rear Exhaust	Rear Exhaust	
<b>Interior</b>		
Passenger Seats	Seventy One (71) Passenger Seat Base	
Steering	Tilt Steering Column	
Windshield Wipers	Intermittent Wipers with Washer	
Driver's Seat	6-Way High-back Driver's Seat with Dual Armrests	
Headliner	Perforated Headliner Inside First Two Body Sections	
Floor	Mfg. Standard - List Thickness and Type	1/2" Plywood Floor
Headroom	Minimum 77" Headroom	
Rear Heat	Minimum 50,000 Btu - List Actual Btu	50,000 BTU
Front Heat	Minimum 90,000 Btu - List Actual Btu	90,000 BTU
Mid-Ship Heat	Minimum 50,000 Btu - List Actual Btu	50,000 BTU

# SP-20-0104 Official School Bus Specifications & Pricing/Official Bid Price Sheet

<b>ITEM 8</b>	Dealer Name: <u>Central States Bus Sales Inc.</u>
<b>SBH</b>	Vehicle Make/Model: <u>Blue Bird All American</u>
<b>School Bus, New</b>	Model Code: <u>T3FE3800</u>
<b>Type D, FE, 78 Pass. Bus Design</b>	
	<b>VEHICLE BID PRICE: <u>\$134,430.80</u></b>

**OPTIONAL EQUIPMENT IS IN ADDITION TO FEDERAL AND STATE SPECIFICATIONS. BUSES WITH WHEELCHAIR LIFTS MUST MEET ALL DOT AND ADA REQUIREMENTS.**

**AT TIME OF DELIVERY TO END USER, BUS MUST MEET ALL ARKANSAS DIVISION OF ACADEMIC FACILITIES AND TRANSPORTATION RULES FOR THE SPECIFICATIONS GOVERNING SCHOOL BUS DESIGN.**

Powertrain	Base Vehicle Minimum Requirements	Enter Vehicle Specification and Manufacturer Codes (Fill-in Unshaded Blanks Only)
Engine Size (Horsepower)	Minimum 250 Horsepower - List Size & Cylinders	Cummins B6.7 250 HP 6 Cylinder
Fuel Capacity (Gals)	Minimum 60 Gallons	
Fuel Type	Diesel	
Automatic Transmission	Allison 2500 PTS Automatic	
Brakes	Air Brakes, Anti-Lock - List Brand and Type	Meritor 5" Front 7" Rear
Alternator	Minimum 240 Amp - List Size	Leece Neville 240 Amp.
Front Hubs	Oil-Filled Front Hubs	
<b>Exterior</b>		
Roof - Paint	White Roof	
Windows	Tinted Glass, All Inclusive	
Lights	All Exterior Lights <b>Must</b> Be LED	
Entry Door	Mfg. Std - List Type	Electric Door
Walk-in Entrance Door	Walk-in Entrance Door with 2 steps and Handrail	
Rear Emergency Door	Rear Emergency Door	
Backup Warning System	Backup Warning System	
Rear Exhaust	Rear Exhaust	
<b>Interior</b>		
Passenger Seats	Seventy Seven (77) Passenger Seat Base	
Steering	Tilt Steering Column	
Windshield Wipers	Intermittent Wipers with Washer	
Driver's Seat	6-Way High-back Driver's Seat with Dual Armrests	
Headliner	Perforated Headliner Inside First Two Body Sections	
Floor	Mfg. Standard - List Thickness and Type	1/2" Plywood
Headroom	Minimum 77" Headroom	
Rear Heat	Minimum 50,000 Btu - List Actual Btu	50,000 BTU
Front Heat	Minimum 90,000 Btu - List Actual Btu	90,000 BTU
Mid-Ship Heat	Minimum 50,000 Btu - List Actual Btu	50,000 BTU



# SP-20-0104 Official School Bus Specifications & Pricing/Official Bid Price Sheet

<b>ITEM 9</b>	<b>Dealer Name:</b> Central States Bus Sales Inc.
<b>SBE</b>	<b>Vehicle Make/Model:</b> Blue Bird Rear Engine All American
<b>School Bus, New</b>	<b>Model Code:</b> T3RE4006
<b>Type D, RE, 84 Pass. Design</b>	<b>VEHICLE BID PRICE:</b> <span style="float: right;"><b>\$145,681.31</b></span>

**OPTIONAL EQUIPMENT IS IN ADDITION TO FEDERAL AND STATE SPECIFICATIONS. BUSES WITH WHEELCHAIR LIFTS MUST MEET ALL DOT AND ADA REQUIREMENTS.**

**AT TIME OF DELIVERY TO END USER, BUS MUST MEET ALL ARKANSAS DIVISION OF ACADEMIC FACILITIES AND TRANSPORTATION RULES FOR THE SPECIFICATIONS GOVERNING SCHOOL BUS DESIGN.**

Powertrain	Base Vehicle Minimum Requirements	Enter Vehicle Specification and Manufacturer Codes (Fill-in Unshaded Blanks Only)
Engine Size (Horsepower)	Minimum 250 Horsepower - List Size & Cylinders	Cummins B6.7 250 HP 6 Cylinder
Fuel Capacity (Gals)	Minimum 60 Gallons	
Fuel Type	Diesel	
Automatic Transmission	Allison 2500 PTS Automatic	
Brakes	Air Brakes, Anti-Lock - List Brand and Type	Meritor 5" Front 7" Rear
Alternator	Minimum 200 Amp - List Size	Leece Neville 210 Amp.
Front Hubs	Oil-Filled Front Hubs	
<b>Exterior</b>		
Roof - Paint	White Roof	
Windows	Tinted Glass, All Inclusive	
Lights	All Exterior Lights <b>Must</b> Be LED	
Entry Door	Mfg. Std - List Type	Electric Door
Walk-in Entrance Door	Walk-in Entrance Door with 2 steps and Handrail	
Rear Emergency Door	Rear Emergency Door	
Backup Warning System	Backup Warning System	
Rear Exhaust	Rear Exhaust	
<b>Interior</b>		
Passenger Seats	Eighty Four (84) Passenger Seat Base	
Steering	Tilt Steering Column	
Windshield Wipers	Intermittent Wipers with Washer	
Driver's Seat	6-Way High-back Driver's Seat with Dual Armrests	
Headliner	Perforated Headliner Inside First Two Body Sections	
Floor	Mfg. Standard - List Thickness and Type	1/2" Plywood
Headroom	Minimum 77" Headroom	
Rear Heat	Minimum 50,000 Btu - List Actual Btu	50,000 BTU
Front Heat	Minimum 90,000 Btu - List Actual Btu	90,000 BTU
Mid-Ship Heat	Minimum 50,000 Btu - List Actual Btu	50,000 BTU

# SP-20-0104 Official School Bus Specifications & Pricing/Official Bid Price Sheet

<b>ITEM 10</b>	<b>Dealer Name:</b> Central States Bus Sales Inc.
<b>SBD</b>	<b>Vehicle Make/Model:</b> Blue Bird All American
<b>School Bus, New</b>	<b>Model Code:</b> T3FE4004
<b>Type D, FE, 90 Pass. Design</b>	
<b>VEHICLE BID PRICE: <span style="float: right;">\$135,615.76</span></b>	

**OPTIONAL EQUIPMENT IS IN ADDITION TO FEDERAL AND STATE SPECIFICATIONS. BUSES WITH WHEELCHAIR LIFTS MUST MEET ALL DOT AND ADA REQUIREMENTS.**

**AT TIME OF DELIVERY TO END USER, BUS MUST MEET ALL ARKANSAS DIVISION OF ACADEMIC FACILITIES AND TRANSPORTATION RULES FOR THE SPECIFICATIONS GOVERNING SCHOOL BUS DESIGN.**

Powertrain	Base Vehicle Minimum Requirements	Enter Vehicle Specification and Manufacturer Codes (Fill-in Unshaded Blanks Only)
Engine Size (Horsepower)	Minimum 250 Horsepower - List Size & Cylinders	Cummins B6.7 250 HP 6 Cylinder
Fuel Capacity (Gals)	Minimum 60 Gallons	
Fuel Type	Diesel	
Automatic Transmission	Allison 2500 PTS Automatic	
Brakes	Air Brakes, Anti-Lock - List Brand and Type	Meritor 5" Front 7" Rear
Alternator	Minimum 240 Amp - List Size	Leece Neville 240 Amp.
Front Hubs	Oil-Filled Front Hubs	
<b>Exterior</b>		
Roof - Paint	White Roof	
Windows	Tinted Glass, All Inclusive	
Lights	All Exterior Lights <b>Must</b> Be LED	
Entry Door	Mfg. Std - List Type	Electric Door
Walk-in Entrance Door	Walk-in Entrance Door with 2 steps and Handrail	
Rear Emergency Door	Rear Emergency Door	
Backup Warning System	Backup Warning System	
Rear Exhaust	Rear Exhaust	
<b>Interior</b>		
Passenger Seats	Eighty Nine (89) Passenger Seat Base	
Steering	Tilt Steering Column	
Windshield Wipers	Intermittent Wipers with Washer	
Driver's Seat	6-Way High-back Driver's Seat with Dual Armrests	
Headliner	Perforated Headliner Inside First Two Body Sections	
Floor	Mfg. Standard - List Thickness and Type	1/2" Plywood
Headroom	Minimum 77" Headroom	
Rear Heat	Minimum 50,000 Btu - List Actual Btu	50,000 BTU
Front Heat	Minimum 90,000 Btu - List Actual Btu	90,000 BTU
Mid-Ship Heat	Minimum 50,000 Btu - List Actual Btu	50,000 BTU



River City Hydraulics, Inc.  
 P.O. Box 6033  
 Sherwood, AR 72124  
 Phone: (501) 835-5230  
 Fax: (501) 834-1233

# Purchase Agreement

Date	Estimate #
9/25/2020	7163

<b>Name / Address</b>
City of West Memphis PO BOX 1728 West Memphis, AR 72303

<b>Ship To</b>
City of West Memphis 511 East Jackson Street West Memphis, AR 72301

P.O. No.	Terms	Rep	Unit Number	Serial Number	VIN
	Due on receipt	DS			
Item	Description	Qty	U/M	Rate	Total
PETERSEN TL3 Options	TL3 Lightning Loader Model TL3 Base Loader Heavy duty swing motor Pilot hydraulic joysticks for dual walk thru Standard bucket 60" Boom-up warning light/audible alarm Tool box, truck frame mounted underbody (add on) Heavy duty control box throttle, engine kill & horn Tandem pump in lieu of single 18 GPM Loader single color PI orange Impact resistant UHMW O/R wear pads	1	ea	153,305.92 0.00	153,305.92T 0.00T
Petersen Body	Petersen Body Model TB 1824 trash body 18' x 24 cu. yd. Standard barn doors for body Wire loom for body wiring LED type body lights ANSI Z245 package Body color: Black	1	ea		0.00T
CHASSIS	2021 Freightliner M2 112 w/ Cummins L9N 280 HP @ 2000RPM N-Gas, 900 LB/FT @ 1300 RPM w/ Allison 3000 RDS transmission	1	ea		0.00T
FREIGHT					0.00T
				<b>Subtotal</b>	\$153,305.92
All documents pertaining to and required for financing/loan must be submitted to lienholder before delivery of unit. All payments are required within five business days of delivery.				<b>Sales Tax (0.0%)</b>	\$0.00
Signature _____				<b>Total</b>	\$153,305.92

All payments made by credit card will be assessed a 4% processing fee. Overdue invoices will be subject to a monthly finance charge of 3%.