

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary State of Arkansas

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

| | | |
|--|---|--|
| Action Title: | Reduce Emissions from Diesels (DERA) | |
| Beneficiary's Project ID: | Go RED! | |
| Funding Request No. | 26 | |
| Request Type: (select one or more) | <input type="checkbox"/> Reimbursement <input checked="" type="checkbox"/> Advance <input type="checkbox"/> Other (specify): | |
| Payment to be made to: (select one or more) | <input checked="" type="checkbox"/> Beneficiary <input type="checkbox"/> Other (specify): | |
| Funding Request & Direction (Attachment A) | <input type="checkbox"/> Attached to this Certification <input checked="" type="checkbox"/> To be Provided Separately | |

SUMMARY

Eligible Mitigation Action Appendix D-2 item (specify): _____
Action Type Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal): _____

Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):

This Eligible Mitigation Action Certification (EMAC) provides for the use of Trust funds for Arkansas's Voluntary Match to the EPA State Clean Diesel Grant under the DERA program as described in section IV.D. of Arkansas's Beneficiary Mitigation Plan submitted to the Trustee on June 25, 2018.

Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):

A detailed description is included in the E&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 2022.

Estimate of Anticipated NOx Reductions (5.2.3):

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.

Identification of Governmental Entity Responsible for Reviewing and Auditing Expenditures of Eligible Mitigation Action Funds to Ensure Compliance with Applicable Law (5.2.7.1):
 Arkansas Department of Finance and Administration

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

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.

| Eligible Technologies | Funding Limit (percent of eligible costs) | Minimum Mandatory Cost-Share (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 to the US. Fish and Wildlife Service, U.S. National Park Service, and the U.S. Forest Service of Arkansas's designation as a Beneficiary under the Trust. These notices were sent to the email addresses listed in the Trust Agreement and 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 DEQ's implementation of Arkansas's beneficiary mitigation plan. These notifications have been posted to the web page.

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

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 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: 05.29.2025



Karen Blue
Financial Analyst, Office of Air Quality

Arkansas Department of Energy and Environment
[LEAD AGENCY]

for

State of Arkansas
[BENEFICIARY]

ATTACHMENT B
DERA 2021 PROJECT MANAGEMENT PLAN

PROGRAM SCHEDULE AND MILESTONES

| Milestone | Date |
|--|--|
| ADEQ Submits Program Eligible Mitigation Action Certification (EMAC), including Attachments A, B, C, and E | May 29, 2025 |
| Trustee remits payment to ADEQ | July 14, 2025 |
| ADEQ submits quarterly report due to EPA | July 30, 2024 October 30, 2024 |
| ADEQ submits quarterly reports submitted to EPA as semiannual reports to Trustee | July 30, 2024 |
| ADEQ will coordinate with Go RED! recipients to ensure successful completion of their projects by May 30, 2025 | January 2025 through May 2025 |
| Projects completed by Go RED! recipients | May 30, 2025 |
| ADEQ completes review of Go RED! project documentation and issues reimbursement to project recipients | May 30, 2025 |
| FY 2021 State Clean Diesel Program work complete and closed out | June 30, 2025 |
| ADEQ returns any unused funds from the Trust to the Trustee | After all projects have been reimbursed, estimated July 2025 |
| Final report due to EPA | June 30, 2025 |

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 | \$18,568 | \$12,378 | \$30,956 |
| 2. Fringe Benefits | \$6,775 | \$4,517 | \$11,292 |
| 3. Travel | \$0 | \$0 | \$0 |
| 4. Supplies | \$262 | \$175 | \$437 |
| 5. Other | \$480,000 | \$320,000 | \$800,000 |
| 10. Indirect Charges | \$8,339 | \$5,559 | \$13,898 |
| Total | \$513,944 | \$342,629 | \$856,573 |

PROJECTED TRUST ALLOCATIONS:

| Project Trust Allocations | 2022 |
|---|-----------------|
| 1. Anticipated Annual Project Funding Request to be paid through the Trust | \$342,629 |
| 2. Current VW Trust unspent funding still available at DEQ for DERA program | \$0 |
| 3. Anticipated Total Project Funding by Year (line 1 plus line 2) | \$342,629 |
| 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.

ATTACHMENT D

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

DEQ's DERA program provides reimbursement for proposed projects according to the funding limits and mandatory cost-Share requirements provided by the VW Mitigation. The following attachments are the estimated cost provided in the applicants' applications. Final documentation of actual expenses will be required upon completion of projects listed in the applications prior to reimbursement request.

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

| | |
|---|---|
| ITEM 3 SBI School Bus, New Type C, 54 Pass. Bus Design | Dealer Name: <u>Central States Bus Sales Inc.</u> Vehicle Make/Model: <u>Blue Bird Conventional Vision</u> Model Code: <u>BBCV2610</u> |
| | VEHICLE BID PRICE: <u>\$109,651.12</u> |
| | |

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 | |
| Exterior | | |
| Roof - Paint | White Roof | |
| Windows | Tinted Glass, All Inclusive | |
| Lights | All Exterior Lights Must 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 | |
| Interior | | |
| 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

| | |
|---|---|
| ITEM 6 SBG School Bus, New Type C, 72 Pass. Bus Design | Dealer Name: <u>Central States Bus Sales Inc.</u> Vehicle Make/Model: <u>Blue Bird Conventional Vision</u> Model Code: <u>BBCV3303</u> |
| | VEHICLE BID PRICE: <u>\$113,642.43</u> |
| | |

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 | |
| Exterior | | |
| Roof - Paint | White Roof | |
| Windows | Tinted Glass, All Inclusive | |
| Lights | All Exterior Lights Must 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 | |
| Interior | | |
| 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

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

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 | |
| Exterior | | |
| Roof - Paint | White Roof | |
| Windows | Tinted Glass, All Inclusive | |
| Lights | All Exterior Lights Must 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 | |
| Interior | | |
| 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

| | |
|---|--|
| ITEM 9 SBE School Bus, New Type D, RE, 84 Pass. Design | Dealer Name: <u>Central States Bus Sales Inc.</u> Vehicle Make/Model: <u>Blue Bird Rear Engine All American</u> Model Code: <u>T3RE4006</u> |
| | VEHICLE BID PRICE: <u>\$145,681.31</u> |
| | |

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| 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 | |
| Exterior | | |
| Roof - Paint | White Roof | |
| Windows | Tinted Glass, All Inclusive | |
| Lights | All Exterior Lights Must 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 | |
| Interior | | |
| 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

| | |
|---|--|
| ITEM 10 SBD School Bus, New Type D, FE, 90 Pass. Design | Dealer Name: <u>Central States Bus Sales Inc.</u> Vehicle Make/Model: <u>Blue Bird All American</u> Model Code: <u>T3FE4004</u> |
| | VEHICLE BID PRICE: <u>\$135,615.76</u> |

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 | |
| Exterior | | |
| Roof - Paint | White Roof | |
| Windows | Tinted Glass, All Inclusive | |
| Lights | All Exterior Lights Must 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 | |
| Interior | | |
| 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 |

| Name / Address | Ship To |
|---|---|
| City of West Memphis PO BOX 1728 West Memphis, AR 72303 | 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 | | |
| 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 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 | 153,305.92 0.00 | | |
| Petersen Body | | | 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 | | |
| | | | | Subtotal | \$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. | | | | Sales Tax (0.0%) | \$0.00 | | |
| Signature _____ | | | | Total | \$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%.

ATTACHMENT E
DERA Option

DEQ submitted the 2021 DERA grant application to the US EPA. The following attachments include the application for federal assistance, budget narrative and work plan that were submitted as components of the application to the EPA.



Confirmation

Thank you for submitting your grant application package via Grants.gov. Your application is currently being processed by the Grants.gov system. Once your submission has been processed, Grants.gov will send email messages to advise you of the progress of your application through the system. Over the next 24 to 48 hours, you should receive two emails. The first will confirm receipt of your application by the Grants.gov system, and the second will indicate that the application has either been successfully validated by the system prior to transmission to the grantor agency or has been rejected due to errors.

Please do not hit the back button on your browser.

If your application is successfully validated and subsequently retrieved by the grantor agency from the Grants.gov system, you will receive an additional email. This email may be delivered several days or weeks from the date of submission, depending on when the grantor agency retrieves it.

You may also monitor the processing status of your submission within the Grants.gov system by clicking on the "Track My Application" link listed at the end of this form.

Note: Once the grantor agency has retrieved your application from Grants.gov, you will need to contact them directly for any subsequent status updates. Grants.gov does not participate in making any award decisions.

IMPORTANT NOTICE: If you do not receive a receipt confirmation and either a validation confirmation or a rejection email message within 48 hours, please contact us. The Grants.gov Contact Center can be reached by email at support@grants.gov, or by telephone at 1-800-518-4726. Always include your Grants.gov tracking number in all correspondence. The tracking numbers issued by Grants.gov look like GRANTXXXXXXXX.

If you have questions please contact the Grants.gov Contact Center: support@grants.gov
1-800-518-4726 24 hours a day, 7 days a week. Closed on federal holidays.

The following application tracking information was generated by the system:

Grants.gov Tracking Number: GRANT13370643

UEI: LX4WUTA57963

Submitter's Name: Deiona McKnight

CFDA Number: 66.040

CFDA Description: State Clean Diesel Grant Program

Funding Opportunity Number: EPA-CEP-01

Funding Opportunity Description: EPA Mandatory Grant Programs

Agency Name: Environmental Protection Agency

Application Name of this Submission: Arkansas Department of Energy and Environment

Date/Time of Receipt: May 24, 2021 04:18:00 PM EDT

TRACK MY APPLICATION – To check the status of this application, please click the link below:

https://apply07.grants.gov/apply/spoExit.jsp?p=web/grants/applicants/track-my-application.html&tracking_num=GRANT13370643

It is suggested you Save and/or Print this response for your records.

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: WS00697284

Application Filing Name: Arkansas Department of Energy and Environment

DUNS: 8095940540000

Organization: ENVIRONMENTAL QUALITY, ARKANSAS DIVISION OF

Form Name: Application for Federal Assistance (SF-424)

Form Version: 3.0

Requirement: Mandatory

Download Date/Time: May 18, 2021 10:06:43 AM EDT

Form State: No Errors

FORM ACTIONS:

Application for Federal Assistance SF-424

* 1. Type of Submission:

Preapplication
 Application
 Changed/Corrected Application

* 2. Type of Application: * If Revision, select appropriate letter(s):

New
 Continuation
 Revision

* Other (Specify):

* 3. Date Received:
 Completed by Grants.gov upon submission.

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State: 05/26/2021

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: Arkansas Division of Environmental Quality (ADEQ)

* b. Employer/Taxpayer Identification Number (EIN/TIN):

71-0847443

* c. Organizational DUNS:

8095940540000

d. Address:

* Street1: 5301 Northshore Drive

Street2:

* City: North Little Rock

County/Parish: Pulaski

* State: AR: Arkansas

Province:

* Country: USA: UNITED STATES

* Zip / Postal Code: 72118-5328

e. Organizational Unit:

Department Name:

E&E

Division Name:

Div of Environmental Quality

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

Mr.

* First Name:

William

Middle Name:

* Last Name: Montgomery

Suffix:

Title: Associate Director, Office of Air Quality

Organizational Affiliation:

* Telephone Number: 501-682-0885

Fax Number: 501-682-0880

* Email: Montgomery@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.):

Reference to question 14.pdf

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

Arkansas Diesel Emissions Reduction Funding Assistance Go RED (Reducing Emission for Diesels)

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="513,944.00"/> |
| * b. Applicant | <input type="text" value="0.00"/> |
| * c. State | <input type="text" value="342,629.00"/> |
| * 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="856,573.00"/> |

* 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: Completed by Grants.gov upon submission. * Date Signed: Completed by Grants.gov upon submission.

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-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: WS00697284

Application Filing Name: Arkansas Department of Energy and Environment

DUNS: 8095940540000

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: May 18, 2021 10:08:20 AM EDT

Form State: No Errors

FORM ACTIONS:

Shaded Areas Contain Formulas Do Not Alter

OMB Approval No. 0348-0044

BUDGET INFORMATION - Non-Construction Programs

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. Air Pollution/ DERA | 66.04 | \$ - | \$ - | \$ 513,944 | \$ 342,629 | \$ 856,573 |
| 2. | | | | | | - |
| 3. | | | | | | - |
| 4. | | | | | | - |
| 5. Totals | | \$ - | \$ - | \$ 513,944 | \$ 342,629 | \$ 856,573 |

SECTION B - BUDGET CATEGORIES

| Object Class Categories | GRANT PROGRAM, FUNCTION OR ACTIVITY | | | | Total (5) |
|--|-------------------------------------|------|------|------|------------|
| | (1) | (2) | (3) | (4) | |
| a. Personnel | \$ 30,946 | | | | \$ 30,946 |
| b. Fringe Benefits (36.49%) | 11,292 | | | | 11,292 |
| c. Travel | - | | | | - |
| d. Equipment | | | | | - |
| e. Supplies | 437 | | | | 437 |
| f. Contractual | - | | | | - |
| g. Construction | - | | | | - |
| h. Other | 800,000 | | | | 800,000 |
| i. Total Direct Charges (sum of 6a-6h) | 842,675 | - | - | - | 842,675 |
| j. Indirect Charges (50.27%) 44.91% | \$13,898 | | | | \$ 13,898 |
| k. TOTALS (sum of 6i and 6j) | \$ 856,573 | \$ - | \$ - | \$ - | \$ 856,573 |
| 7. Program Income | \$ - | \$ - | \$ - | \$ - | \$ - |

| SECTION C - NON-FEDERAL RESOURCES | | | | | |
|---|---------------------------------------|--|-------------|-------------------|-------------|
| | (a) Grant Program | (b) Applicant | (c) State | (d) Other Sources | (e) TOTALS |
| 8. | Air Pollution 66.040 | | \$ 342,629 | \$ - | \$ 342,629 |
| 9. | | | | | |
| 10. | | | | | |
| 11. | | | | | |
| 12. | TOTAL (sum of lines 8 and 11) | | \$ 342,629 | \$ - | \$ 342,629 |
| SECTION D - FORECASTED CASH NEEDS | | | | | |
| | (Total for 1st Year) | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter |
| 13. | Federal | \$ 513,944 | \$ 128,486 | \$ 128,486 | \$ 128,486 |
| 14. | Non-Federal | \$ 342,629 | \$ 85,657 | \$ 85,657 | \$ 85,657 |
| 15. | TOTAL (sum of lines 13 and 14) | \$ 856,573 | \$ 214,143 | \$ 214,143 | \$ 214,143 |
| SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT | | | | | |
| | (a) Grant Program | (b) First | (c) Second | (d) Third | (e) Fourth |
| 16. | | | | | |
| 17. | | | | | |
| 18. | | | | | |
| 19. | | | | | |
| 20. | Total (sum of lines 16 - 19) | | | | |
| 21. | Direct Charges: | 22. Indirect Charges: Fixed rate of 44.91% | | | |
| | \$842,675 | \$13,898 | | | |
| 23. | Remarks: | | | | |

OBJECT CLASS CATEGORIES WORKSHEET

[NOTE: Please indicate any pre-award costs with a star (*).]

a. PERSONNEL

| POSITION | NUMBER | SALARY | WORK YEARS | AMOUNT |
|--|--------|--------|------------|----------|
| See Attachment A | | | | \$30,946 |
| Federal \$18,568 and \$12,378 Match = \$30,946 | | | | |
| | | | | |
| a. PERSONNEL TOTAL | | | | \$30,946 |

b. FRINGE BENEFITS

| BASE | | |
|--|--|----------|
| Federal \$6,775 and \$4,517 Match = \$11,292 | | \$30,946 |
| RATE | | |
| | | 36.49% |
| b. FRINGE BENEFITS TOTAL | | 11,292 |

c. TRAVEL

| | |
|------------------------|---|
| Explain: | |
| c. TRAVEL TOTAL | 0 |

OBJECT CLASS CATEGORIES WORKSHEET

d. EQUIPMENT: Tangible, non-expendable, personal property having a useful life of more than one year and an acquisition cost of \$5,000 or more per unit. Applicant's definition of equipment may be used provided the definition at least includes all items previously defined above.

| ITEM | NUMBER | COST PER UNIT | TOTAL |
|--|--------|---------------------------------|---------------------|
| | 0 | - | |
| | 0 | - | |
| | 0 | - | |
| | 0 | - | |
| | 0 | - | |
| | 0 | - | |
| | 0 | - | |
| | 0 | - | |
| | 0 | - | |
| | 0 | - | |
| | 0 | - | |
| | 0 | - | |
| | 0 | - | |
| | 0 | - | |
| | 0 | - | |
| | 0 | - | |
| | 0 | - | |
| d. EQUIPMENT TOTAL | | \$ | - |
| e. SUPPLIES | | | |
| List supplies by groups, as appropriate: | | | Attachment E |
| Promotional Brochures 250 @ 1.748 | ???? | See Below from Workplan Details | 437 |
| Details of the Workplan show Pamphlets, outreach material 100 x \$2.00= \$200.00 | | | |
| Federal \$120 and Match \$80. | | | |
| <u>Office Supplies (Binders, Labels, Dividers)</u> Federal \$142 and Match \$95=237.00 | | | |
| for a total supply of \$437.00. | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| e. SUPPLIES TOTAL | | \$ | 437 |

OBJECT CLASS CATEGORIES WORKSHEET

f. CONTRACTUAL

List each planned contract or type of service to be procured. Agreements/contracts with other governmental agencies (state, local or Federal) should be listed under category h. OTHER

| | |
|-----------------------------|------|
| | |
| | |
| | |
| | |
| | |
| f. CONTRACTUAL TOTAL | \$ - |

g. CONSTRUCTION (N/A)

h. OTHER

Other: Explain by major categories.

| | |
|---|------------|
| Project reimbursements for applicants participating in DEQ's Go RED Program | \$800,000 |
| Maximum project cap of \$400,000 for Locomotive projects and Zero Tail Pipe | - |
| Emissions replacement and repower projects. | - |
| \$75,000 cap for all other projects per applicant. | - |
| | - |
| | - |
| \$480,000 Federal and \$320,000 Match = \$800,000 | - |
| | - |
| | - |
| h. OTHER TOTAL | \$ 800,000 |

| | |
|--|------------|
| i. TOTAL DIRECT COSTS: \$505,605 Federal and \$337,070 Match=\$842,675 | 842,675 |
| j. INDIRECT COSTS: RATE: 44.91% Federal \$8,339 and \$5559 Match = \$13,898 | \$13,898 |
| k. TOTAL PROPOSED COST: \$513,944 Federal and \$342,629=\$856,573 | 856,573 |
| FEDERAL FUNDS REQUESTED: | \$ 513,944 |
| RECIPIENT SHARE OF TOTAL PROPOSED COSTS: | \$ 342,629 |

| Attachment A Grant Salary Summary | | | | | | | |
|--------------------------------------|-----------------|------------------|--------------------------------------|---------------|-----------------|----------------------|------------------|
| # of Emp | Position Number | Employee | Title | Total Salary | Cola Adjustment | Go RED DERA Activity | |
| | | | | | | % of time | Salary |
| 1 | 22079738 | McKnight, D. | Env Program Coord | \$ 47,630.13 | 3.00% | \$ 49,059.03 | 45.62% \$ 22,381 |
| 2 | 22091249 | Jobe, Kelly | Epidemiologist | \$ 54,078.13 | 3.00% | \$ 55,700.47 | 2.00% \$ 1,114 |
| 3 | 22090970 | Young, Margaret | Policy Development Coordinator | \$ 36,154.98 | 3.00% | \$ 37,239.63 | 6.50% \$ 2,421 |
| 5 | 22115281 | Treece, Patricia | DEQ Technical Services Div. Manager. | \$ 69,775.89 | 3.00% | \$ 71,869.17 | 7.00% \$ 5,031 |
| 6 | | | | | | \$ - | \$ - |
| Personnel Totals | | | | \$ 207,639.13 | | | \$ 30,946 |

| 60.00% | 40.00% | Total |
|----------|----------|------------------------------------|
| \$13,428 | \$8,952 | \$22,381 |
| \$668 | \$446 | \$1,114 |
| \$1,452 | \$968 | \$2,421 |
| \$3,019 | \$2,012 | \$5,031 |
| \$0 | \$0 | \$0 |
| \$18,568 | \$12,378 | \$30,946 Personnel |
| | | \$11,292 Fringe |
| | | \$13,898 Indirect |
| | | \$56,136 Total Administrative Cost |

Grant Total
Total Administration cost (does not include indirect)
Admin Cost as a % of The Grant Total

\$856,573
\$42,238
4.9311%

*no more than 15% of total grant allocated to administrative costs

52913.95

ATTACHMENT B - SUPPLIES

| Item Number | Item | Purpose | |
|-----------------------------|--|--|---------------|
| 1 | Brochures/Flyers 250 @ 1.748 Workplan shows details as: Pamphlets and outreach materials at 100 x \$2.00=\$200 Federal | To promote and inform the public about the program | \$ 437 |
| 3 | \$180.00 and Match \$80 Office Supplies (Binders, Dividers, Labels) Federal | \$142.00 | \$ - |
| 4 | and Match \$95.00 for a total of \$237.00 which cumulatively totals \$437.00 | | \$ - |
| 5 | | | \$ - |
| 6 | | | \$ - |
| TOTAL ESTIMATED COST | | | \$ 437 |

2021 Diesel Emissions Reduction Act (DERA) State Grants

Work Plan and Budget Narrative Template

INSTRUCTIONS: States and territories applying for 2021 DERA State Grants should use this template to prepare their Work Plan and Budget Narrative.

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

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@DEQ.state.ar.us

Project Budget Overview:

| | 2021 |
|--|-------------------|
| EPA Base Allocation | \$ 342,629 |
| EPA Match Bonus (if applicable) | \$ 171,315 |
| Voluntary Matching Funds (if applicable) | \$ 342,629 |
| Mandatory Cost-Share | \$ |
| TOTAL Project Cost | \$ 856,573 |

Project Period

October 1, 2021 – September 30, 2022

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 (PM2.5). 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 PM2.5 standard. DEQ's goal is to ensure that air quality continues to improve and to prioritize projects that reduce emissions of fine particulate matter (PM2.5) and ozone precursors in Crittenden County and in areas with design values near to the level of the applicable NAAQS.

FIGURE 1: 2017 – 2019 OZONE DESIGN VALUES COMPARED TO THE NAAQS IN MONITORED COUNTIES

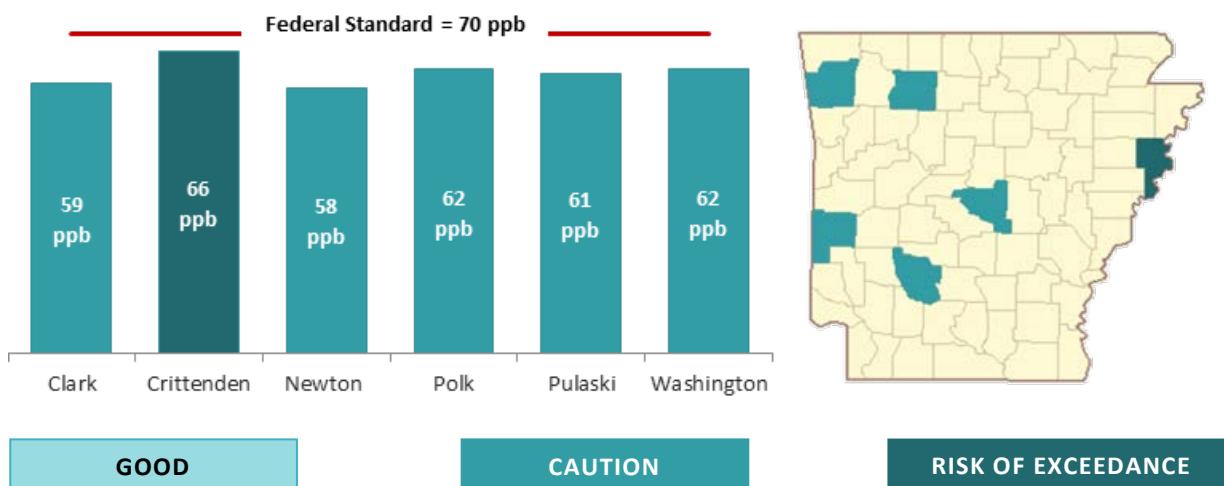
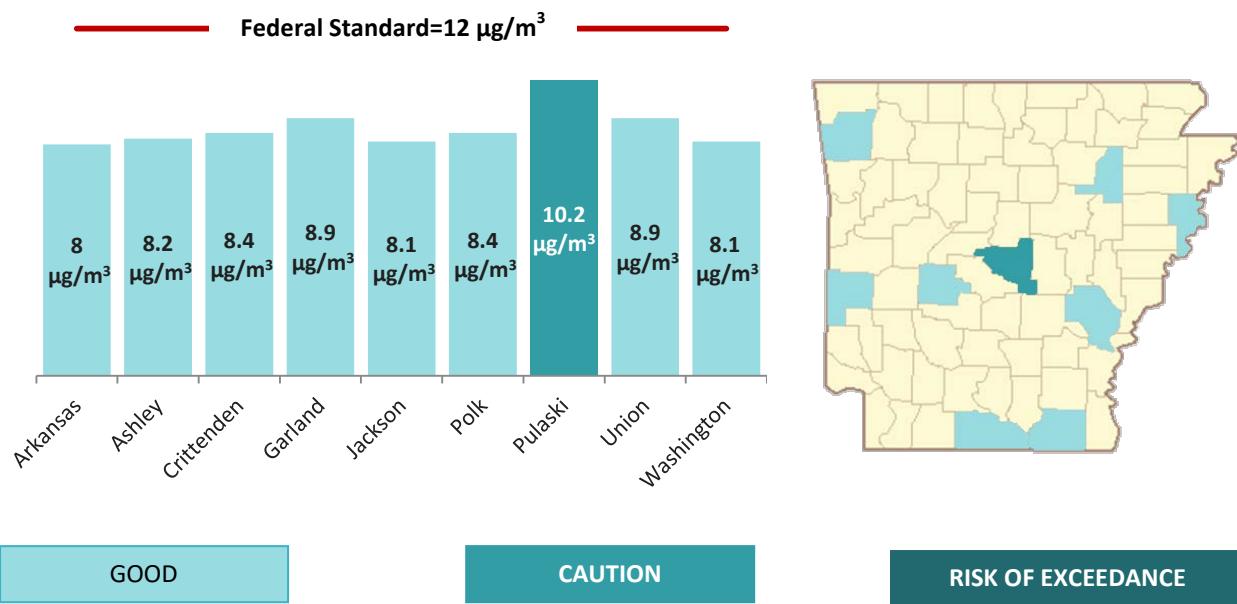


FIGURE 2: 2017 – 2019 FINE PARTICLES (PM2.5) ANNUAL AVERAGE DESIGN VALUES COMPARED TO THE NAAQS IN MONITORED COUNTIES



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

| Highway Diesel Vehicles | | | | | | | |
|---|-----------------------|-----------------------|----------------------|------------------------------------|-------------------------------------|-----------------------|-----------------------|
| | NOx (tons) | VOC (tons) | CO (tons) | PM10 Primary (tons) | PM2.5 Primary (tons) | SO2 (tons) | NH3 (tons) |
| 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 |
| Total Highway Diesel Vehicles | 28,762 | 2,253 | 13,150 | 1,647 | 1,138 | 81 | 161 |
| 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 |
| Total Locomotives and Railroad Equipment | 12,524 | 602 | 2,404 | 369 | 358 | 8 | 7 |

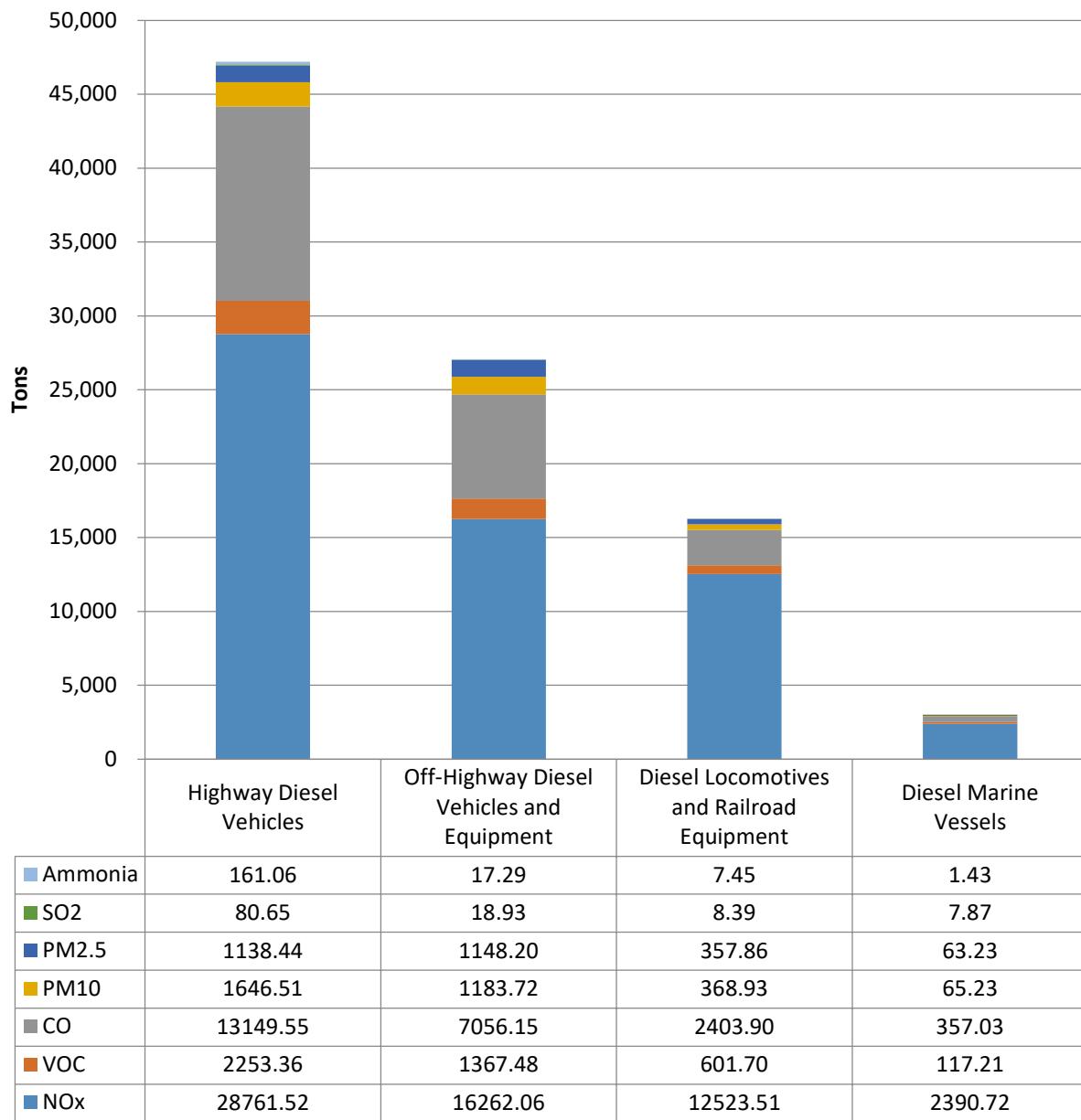
Marine

| | 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 |
| Total Marine | 2,391 | 117 | 357 | 65 | 63 | 8 | 1 |

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 Off-Highway Vehicles and Equipment | 16,262 | 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) |
| Total Diesel Fleet Emissions | 59,938 | 4,340 | 22,967 | 3,264 | 2,708 | 116 | 187 |

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 2021 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 2021 DERA State Grants Program Guide. The Go RED! program will require the mandatory cost-share and DERA funding limits for projects specified in the 2021 DERA State Grants Program Guide. Only eligible project costs, as specified in the 2021 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 retreaded tire technologies list. |

Although all project types described in EPA's 2021 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 and typical projects funded in past years implementing the Go RED! program. 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. Based on the funds available and past experience, DEQ anticipate replacing approximately 25 school/transit buses, and 5 medium to heavy duty trucks with 2021 State Clean Diesel Grant and state match funding. See the attached fleet description Excel file for estimated details.

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, 2021, until all available funds have been awarded, but no later than April 30, 2021.

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 | DEQ publicizes applicant guidance and application deadlines for the FY 2021 funds through news releases, the DEQ website, and the Go RED! Email-list. |
| January 2022 | Quarterly report due to EPA |
| December 2021 – April 30, 2022 | DEQ evaluates proposals from Go RED! applicants, selects projects, and enters into MOAs for selected projects |
| April 2022 | Quarterly report due to EPA |
| Spring/Summer 2022 | DEQ will coordinate with Go RED! selected recipients to ensure successful completion of their projects by August 31, 2022 |

| | |
|--------------------|---|
| July 2022 | Quarterly report due to EPA |
| August 2022 | Projects completed by Go RED! recipients |
| September 2022 | Project partners reimbursed upon demonstration that MOA terms have been met |
| September 30, 2022 | FY 2021 State Clean Diesel Program work complete and closed out |
| October 2022 | Quarterly report due to EPA |
| December 2022 | Final report due to EPA |

DERA PROGRAMMATIC PRIORITIES:

1. To maximize public health benefits, the Go RED! GY 2021 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! GY 2021 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). 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! GY 2021 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! FY 2021 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 the National Air Toxics Trends Sites support EPA's FY 2018-2022 Strategic Plan, Goal 1: A Cleaner, Healthier Environment: Deliver a cleaner, safer, and healthier environment for all Americans and future generations by carrying out the Agency's core mission. The strategic plan can be found at <https://www.epa.gov/sites/production/files/2019-09/documents/fy-2018-2022-epa-strategic-plan.pdf>.

1. Outputs

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.

For DEQ's Go RED! FY 2021 Program, our project goal will be to replace 25 school/transit buses, and 5 medium to heavy duty trucks. Emission reductions are calculated using EPA's Diesel Emissions Quantifier. The numbers and types of projects actually completed will depend on the applications DEQ receives and funds.

Table 4 estimates potential emissions reductions that will result from the Go RED! 2021 projects.

| Results (short tons) | NOx | PM _{2.5} | HC | CO | CO ₂ | Fuel* |
|-------------------------|--------|-------------------|-------|-------|-----------------|-------|
| Amount Reduced Annual | 3.693 | 0.249 | 0.430 | 1.155 | 0.0 | 2 |
| Amount Reduced Lifetime | 20.270 | 1.315 | 2.254 | 6.227 | 0.1 | 11 |

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

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. No data is collected.

BUDGET NARRATIVE

2021 Itemized Project Budget

| Budget Category | EPA Allocation | Mandatory Cost-Share | Voluntary Match (if applicable) | | Line Total |
|--|-----------------------|-----------------------------|--|--------------------|-------------------|
| | | | VW Mitigation Trust Funds | Other Funds | |
| 1. Personnel | \$18,568 | | | \$12,378 | \$30,956 |
| 2. Fringe Benefits | \$6,775 | | | \$4,517 | \$11,292 |
| 3. Travel | | | | | |
| 4. Equipment | | | | | |
| 5. Supplies | \$262 | | | \$175 | \$437 |
| 6. Contractual | | | | | |
| 7. Other | \$480,000 | | | \$320,000 | \$800,000 |
| 8. Total Direct Charges (sum 1-7) | | | | | |
| 9. Indirect Charges | \$8,339 | | | \$5,559 | \$13,897.92 |
| 10. Total (Indirect + Direct) | \$513,944 | | | \$342,629 | \$856,573 |
| 11. Program Income | | | | | |

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 2021.

| GY 2021 | | |
|--|------------|---|
| Category | EPA | State or Territory Match (if applicable) |
| FY 2021 - Environmental Program Coordinator Annual Salary \$49,059.03 time on project 45.62% = \$430/ wk. x 52 weeks (Approximately) | \$13,429 | \$8,952 |
| FY 2021 – DEQ Tech. Services Div. Manager Annual Salary \$71,869.17 time on project 7% = \$96 / wk. x 52 weeks (Approximately) | \$3,019 | \$2,012 |
| FY 2021 – Epidemiologist Salary \$55,700.47 time spent on project 2% = \$21 /wk. x 52 weeks (Approximately) | \$668 | \$446 |
| FY 2021 – Policy Development Coordinator Annual Salary \$37,239.63 time spent on project 6.5% = \$46/wk. x 52 weeks (Approximately) (1808) | \$1,452 | \$968 |

Fringe Benefits –

| GY 2021 | | |
|-------------------------|------------|--------------|
| Category | EPA | State |
| Fringe (Itemized below) | \$6,775 | \$4,517 |

| | |
|-------------------------------|---------------|
| 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.

Equipment -

No equipment will be purchase for this grant.

Supplies –

| GY 2021 | | |
|---|------------|--------------|
| Category | EPA | State |
| Pamphlets and outreach materials (100 at \$2.00 each) | \$120 | \$80 |
| Office Supplies (Binders, dividers, labels) | \$142.2 | \$94.80 |

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.

| GY 2021 | | |
|--------------------------------|------------|--------------|
| Category | EPA | State |
| Other: Project Reimbursements: | \$480,000 | \$320,000 |

Indirect Charges –

The table below details the indirect costs 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 | | |
|-----------------------|------------|--------------|
| Category | EPA | State |
| Indirect: Rate 44.91% | \$8,339 | \$5,559 |

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 this program will come from DEQ's Minor Source Fee Fund. The mandatory cost share will be provided by the Go RED! Program's project partners in the percentage amounts required by EPA per project.