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, (E&E) Division of Environmental Quality (DEQ)

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

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

SUMMARY

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

Describe how the Beneficiary will make documentation publicly available (5.2.7.2).
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, project recipients, and awards to that webpage.

Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8).
Cost share requirements are based on the EPA State Clean Diesel Grant Minimum mandatory cost-shares listed in the table below.

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

Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9).
On February 28, 2018, 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, then 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 webpage.

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

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: May 14, 2020

William K. Montgomery
Associate Director, Office of Air Quality

Division of Environmental Quality
[LEAD AGENCY]

for

State of Arkansas
[BENEFICIARY]

PROJECT MANAGEMENT PLAN
PROJECT SCHEDULE AND MILESTONES

Milestone	Date
DEQ Submits Program Eligible Mitigation Action Certification (EMAC), including Attachments A, B, C, and E	June 1, 2020
Trustee remits payment to DEQ	July 15, 2020
DEQ submits quarterly report due to EPA	July 2020, October 2020
DEQ will coordinate with Go RED! recipients to ensure successful completion of their projects by August 31, 2019	May 2020-August 2020
Projects completed by Go RED! recipients	August 30, 2020
DEQ completes review of Go RED! project documentation and issues reimbursement to project recipients	September 2020
FY 2018 State Clean Diesel Program work complete and closed out	October 2020
DEQ returns any unused funds from the Trust to the Trustee	After all projects have been reimbursed, Est. November 2020
Final report due to EPA	December 2020

PROGRAM BUDGET

Program Budget Table

Period of Performance: Fall 2020				
Budget Category	Total Program Approved Budget	Share of Total Program Budget to be funded by the Trust	Share of Total Budget to be Funded by State Clean Diesel Grant	Estimated Cost-Share (Project Sponsor)
Equipment expenditures	$985,208	$114,205	$291,469	$579,534
Administrative	$38,112	$10,729	$27,383	$0
Project Totals	$1,023,320	$124,934	$318,852	$579,534

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

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

DERA Funding Limits and Mandatory Cost-Share Requirements

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

The estimated cost-share in the program budget table is based on DERA grant year 2019 project submissions included in the Arkansas FY 19 State Clean Diesel Grant work plan, as well as additional potential projects such that the entire equipment expenditures budget would be expended. The Program budget table makes the following assumptions regarding the types of projects that will be funded by the GoRED! program for the 2019/2020 funding cycle:

Project Category	Total Estimated Deployment	Total Program Reimbursement	Total Program Cost-Share
Vehicle Replacement - Diesel	12	$405,675	$579,534

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	$15,033	$5,890	$20,924
2. Fringe Benefits	$5,418	$2,123	$7,541
3. Travel	0	0	0
4. Supplies	$180	$70	$250
10. Indirect Charges	$6,752	$2,645	$9,397
Total	$27,383	$10,729	$38,112

PROJECTED TRUST ALLOCATIONS:

	2020
1. Anticipated Annual Program Funding Request to be paid through the Trust	$124,934
2. Annual Program Funding to be paid through the federal State Clean Diesel Grant	$318,852
3. Anticipated Cost Share	$579,534
4. Anticipated Total Program Funding by year (Sum of lines 1 through 3)	$1,023,320

5. Cumulative Trustee Payments Made to Date against Cumulative Approved Beneficiary Allocation	$275,067
6. Current Beneficiary Program Funding to be paid through the Trust (line 1)	$124,934
7. Total Funding Allocated to Beneficiary, inclusive of Current Action by Year (line 4 plus line 5)	$400,000
8. Beneficiary Share of Estimated Funds Remaining in Trust	$14,372,643.09
9. Net Beneficiary Funds Remaining in Trust, net of Cumulative Beneficiary Funding Actions (line 8 minus line 7)	$14,247,709.09

ATTACHMENT C

DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION IMPLEMENTATION

The Arkansas Department of Energy and Environment (E&E), 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 2019 Clean Diesel State Grant provides reimbursement for proposed projects according to the DERA Funding Limits and Mandatory Cost-Share Requirements chart provided by EPA. ADEQ anticipates proposals for approximately 12 school bus replacements.

ADEQ's Go RED! program will provide 25% reimbursement of the cost of new school buses replacements. The attached documents are the current state contract quotes that are illustrative examples of the types of school buses expected to be purchased by school districts under ADEQ's Go RED! program. ADEQ's Go RED! Program allows a maximum $75,000 available for reimbursement per applicant.

SP-18-0123 Official School Bus Specifications & Pricing

ITEM 4
SBF
School Bus, New
Type C, 66 Pass. Bus Design

Dealer Name: Central States Bus Sales
Vehicle Make/Model: 2020 Blue Bird Conventional Vision
Model Code: BBCV3011

VEHICLE BID PRICE: $80,505.49

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	Mfg. Std. 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	Mfg. Std. - List Type of Exterior Lighting	Lucidity - Incandescent
Entry Door	Mfg. Std - List Type	Blue Bird Design - 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	Sixty Five (65) 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	Blue Linx - 1/2" Plywood Floor
Headroom	Minimum 77" Headroom	
Rear Heat	Minimum 50,000 Btu - List Actual Btu	Bergstrom - 50,000 BTU
Front Heat	Minimum 90,000 Btu - List Actual Btu	Bergstrom - 90,000 BTU
Mid-Ship Heat	Minimum 50,000 Btu - List Actual Btu	Bergstrom - 50,000 BTU

ITEM 4
SBF
School Bus, New
Type C, 66 Pass.

VEHICLE OPTIONS

Dealer Name: Central States

OPTION #	OPTIONS	Equip. Description Mfg. & Model	Price	Central States Price
400	AM/FM Radio without PA system	Mito	$ 595.00	$ 595.00
401	AM/FM Radio with PA system		N/A	N/A
402	AM/FM/Mp3/USB, Radio with PA system	Mito	$ 595.00	$ 595.00
403	Air Conditioner: Dash A/C	ACC Climate	$ 880.00	$ 880.00
404	Air Conditioner: A/C with Two Evaporators, Minimum 80,000 Btu	ACC Climate Control ACC1680	N/A	N/A
405	Air Conditioner: A/C with Front and Rear Evaporators, Minimum 120,000 Btu	ACC Climate Control ACC 126 126,000 BTU	$ 6,890.00	$ 6,890.00
406	Air Conditioner: In-Wall A/C with Front and Rear Evaporators, Minimum 120,000 Btu	ACC Climate Control ACC 126 126,000 BTU	$ 6,800.00	$ 6,800.00
407	bus with CNG)	Blue Bird	$ 32,785.00	$ 32,785.00
408	Alternative Fuel: CNG Powered Bus With Air Conditioning, (Shall include all components necessary to power bus with CNG)	Blue Bird) ACC Climate Control ACC 126 126,000 BTU	$ 39,585.00	$ 39,585.00
409	(Shall include all components necessary to power bus with propane)	Roush	$ 6,905.00	$ 6,905.00

ITEM 4	Dealer Name: Central States Bus Sales			
410	Alternative Fuel: Propane Powered Bus With Air Conditioning, (Shall include all components necessary to power bus with propane)	Roush / ACC Climate Control-ACC126 126,000 BTU	$ 13,705.00	$ 13,705.00
411	Alternator: 270 Amp	Leece Nevill	$ 795.00	$ 795.00
412	Alternator: 320 Amp	Leece Nevill	$ 990.00	$ 990.00
413	Axle: Front Air Ride	Hendrickson	$ 995.00	$ 995.00
414	Batteries: Three (3) BCI Group 31 Batteries	Voltex	$ 255.00	$ 255.00
415	Brakes: Air Brakes (with dryers), Anti-Lock Brake System	Meritor	N/C with base b	N/C with base bus
416	Brakes: Air Disc Brakes, with ABS	Bendix	$ 2,985.00	$ 2,985.00
417	Crash Mitigation		N/A	N/A
418	Cruise Control	Blue Bird Design	Std.	STANDARD
419	Diagnostics: Wi-Fi Enabled, Remote Vehicle Diagnostics		N/A	N/A
420	Door: Air Operated Door	BB Design SMC Pneu. Air Cyl	$ 340.00	$ 340.00
421	Door: Dual Entry Hand Rails	Blue Bird	$ 55.00	$ 55.00
422	Door: Electric Entry Door	BB Design Safefleet Motor	$ 775.00	$ 775.00
423	Engine: Block Heater	Phillips 750 Watt	$ 195.00	$ 195.00
424	Engine: Diesel Engine Upgrade, Minimum 220 HP	Cummins B6.7 220 HP	$ 1,310.00	$ 1,310.00
425	Engine: Diesel Engine Upgrade, Minimum 240 HP	Cummins B6.7 240 HP	$ 1,960.00	$ 1,960.00
426	Engine: Diesel Engine Upgrade, Minimum 250 HP	Cummins B6.7 250 HP	$ 2,995.00	$ 2,995.00
427	Engine: Diesel Engine Upgrade, Minimum 260 HP	Cummins B6.7 260 HP	$ 3,480.00	$ 3,480.00
428	Engine: Gasoline, Mfg. Std. - List Horsepower and # of Cylinders	Ford 6.8L V10 320HP	$ (3,000.00)	$ (3,000.00)
429	Engine: Non-Viscous Cooling Fan	Altra Industrial Motion	Std.	STANDARD
430	Fan: One (1) Auxiliary Defrost Fan	Dreison International	$ 85.00	$ 85.00
431	Fans: Dual (2) Auxiliary Defrost Fans	Dreison International	Std.	STANDARD
432	Floor: Flat Floor	Blue Bird Design	$ 95.00	$ 95.00
433	Floor: Marine Grade Plywood 5/8"	Blue Linx	$ 660.00	$ 660.00
434	Fuel Tank: Minimum 100 Gallon	Tankcraft	$ 390.00	$ 390.00
435	Headliner: Acoustic Headliner Complete Ceiling	Blue Bird Design	$ 880.00	$ 880.00
436	Heater: Mid-Ship Heater, Minimum 80,000 Btu	Bergstrom 80,000 BTU	$ 555.00	$ 555.00
437	Heater: Rear Wall Heater, 40,000 to 79,999 Btu	Bergstrom 40,000 BTU	$ 535.00	$ 535.00
438	Heater: Rear Heater, Minimum 80,000 Btu	Bergstrom 80,000 BTU	$ 585.00	$ 585.00
439	Heater: Step-Well Heater, 30,000 to 49,999 Btu		N/A	N/A
440	Heater: Step-Well Heater, Minimum 50,000 Btu	Bergstrom 50,000 BTU	$ 695.00	$ 695.00
441	Lights: LED Exterior Light Package - List Lights Included	Soundoff & Optronics*	$ 895.00	$ 895.00
442	Lights: LED Interior Light Package - List Lights Included	Weldon**	$ 520.00	$ 520.00
443	Lights: Light Monitor	Doran	$ 215.00	$ 215.00
444	Lock: Entrance Door Lock	Blue Bird Design	$ 78.00	$ 78.00
445	Lock: Gas Cap Security - List Type of Mechanism	BB Design Spring Loaded	$ 20.00	$ 20.00
446	Lock: Rear Vandal Lock	Blue Bird Design	$ 215.00	$ 215.00
447	Mirrors: All Exterior Mirrors, Heated	Roscoe	$ 205.00	$ 205.00
448	Mirrors: All Exterior Mirrors, Remote Controlled	Roscoe	$ 170.00	$ 170.00
449	Mirrors: All Exterior Mirrors, Remote Controlled, Heated	Roscoe	$ 610.00	$ 610.00
450	Mud Flaps	Allstate Industries	Std.	STANDARD
451	Seats: Additional Seat Spacing (fifty nine (59) passenger seating)	Blue Bird	$ (270.00)	$ (270.00)
452	Seats: Air Ride Driver's Seat	National	$ 245.00	$ 245.00
453	Seats: Seatbelts - Installed Lap Belts, **Each**	Shield	$ 26.00	$ 26.00
454	Seats: Seatbelts - Installed Lap Seatbelts for All Seats, Price **Each**	Shield	$ 26.00	$ 26.00

ITEM 4	Dealer Name: Central States Bus Sales			
455	Seats: Seatbelt Ready	HSM	$ 2,290.00	$ 2,290.00
456	Signs: Rear Illuminated Sign	Transpec 7500	$ 460.00	$ 460.00
457	Storage: Driver's Overhead Compartment	Blue Bird Design	$ 190.00	$ 190.00
458	Storage: Underbody Storage - Per Cubic Foot, **Each**	Blue Bird Design	$ 53.00	$ 53.00
459	Suspension: Rear Air Ride Suspension, minimum 21,000 Lbs	Hendrickson 21,000 lb.	$ 1,445.00	$ 1,445.00
460	Track Seating with Tie Down(s) Per Wheelchair Station, **Price Each**	Blue Bird/HSM/ Qstraint QRT Delux	$ 1,380.00	$ 1,380.00
461	Transmission: Allison 3000 PTS Series Transmission	Allison PTS 3000	$ 6,000.00	$ 6,000.00
462	Transmission: Match to Gas Engine (Option 428) Mfg. Std. - List Type and Brand.	Transmissio	$ 495.00	$ 495.00
463	Wheelchair: Wheelchair Lift with Wheelchair Door (If you choose option 403, 404, 405 or 406 with 463, you must also include: 411 - Alternator, 270 Amp.)	Braun NL919FIB-2/Lift Door Blue Bird Design	$ 6,350.00	$ 6,350.00
464	Wheelchair: Dedicated Wheelchair Station & Tie Down, **Price Each**	Blue Bird/HSM/ Qstraint QRT Delux	$ 720.00	$ 720.00
465	Windows: Two (2) Emergency Push-Out Windows	Lippert	$ 210.00	$ 210.00

* Exterior LED Lights:
Directional Lights
Marker Lights
Front Fender Mounted Lights
Stop & Tail Lights
Backup Lights
Warning Lights

**Interior LED Lights:
Dual Row Dome Lights
Driver's Dome Lights

SP-18-0123 Official School Bus Specifications & Pricing

ITEM 1	**Dealer Name:**	**MASTER'S TRANSPORTATION**
SBA	**Vehicle Make/Model:**	**COLLINS**
School Bus, New	**Model Code:**	**DH400/416/500/516**
Type A, 30 Pass. Bus Design		
	VEHICLE BID PRICE:	**$52,925.85**

Powertrain	Base Vehicle Minimum Requirements	Vehicle Specifications
Engine Size (Horsepower)	300 Horsepower - List Engine Type and Size	341 6.0 LITER GM GAS
Fuel Capacity (Gals)	Mfg. Std. - List Amount in Gallons	33 GALLON
Fuel Type	Gasoline	
Alternator	Mfg. Standard - List Amps	OEM 220 AMP
Automatic Transmission	Mfg. Standard Automatic - List Brand, Speeds etc.	GM 6 SPEED AUTOMATIC
Brakes	Anti-Lock (ABS)	
Wheels	Dual rear, single front	
Exterior		
Roof - Paint	White Roof	
Windows	Tinted Glass, All Inclusive	
Lights	Mfg. Std. - List Type of Exterior Lighting	LED markers, brake and backup lights, halogen 8 ways, the rest
Manual Entry Door	Manual Entry Door	
Walk-in Entrance Door with 2 steps and Handrail	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	Twenty Nine (29) Passenger Seat Base	
Driver's Seat	High-back Driver's Seat	
Driver Seat Belt	Driver's Retractable Lap and Shoulder Belt	
Steering	Power Steering	
Air Conditioning	OEM Dash-mounted A/C and Heat	
Windshield Wipers	Electric Intermittent Wipers with Washer	
Floor	Mfg. Standard - List Size and Type	One piece 1/2" plywood
Headroom	Maximum Headroom	
Rear Heat	Rear Heat, Minimum 20,000 Btu	

ITEM 1 SBA School Bus, New Type A, 30 Pass.		VEHICLE OPTIONS	Dealer Name:	MASTER'S
OPTION #		OPTIONS	Equip. Description Mfg. & Model	Price
	100	AM/FM Radio without PA system	4 speakers	$252.75
	101	AM/FM Radio with PA system	4 speakers	$353.85
	102	AM/FM/Mp3/USB, Radio with PA system	4 speakers	$353.85
	103	Air Conditioner: Additional Rear A/C Minimum 40,000 Btu with Separate Compressor	70,000 BTU dual compressor system	$3,518.28
	104	Air Conditioner: Additional Rear, In-Wall A/C Minimum 40,000 Btu with Separate Compressor	70, 000 BTU dual compressor system	$3,518.28
	105	Air Door		N/A
	106	Alternative Fuel: CNG Powered Bus Without Air Conditioning	CNG FORD CHASSIS	$30,330.00
	107	Alternative Fuel: CNG Powered Bus With Air Conditioning	CNG FORD CHASSIS	$30,330.00
	108	Alternative Fuel: Propane Powered Bus Without Air Conditioning	GM CHASSIS	$20,220.00
	109	Alternative Fuel: Propane Powered Bus With Air Conditioning	GM CHASSIS	$20,220.00
	110	Alternator Upgrade - List Amps	STD is 220 amp	N/A
	111	Cruise Control	OEM	$363.96
	112	Electric Entry Door		$647.04
	113	Engine Block Heater		$262.86
	114	Engine Upgrade: Gasoline Mfg. Std. - List Cylinders, Horsepower		N/A
	115	Flat Floor	ONE PIECE FLAT FLOOR FROM STEPWELL BA	$505.50
	116	Floor Upgrade: 5/8" Marine Grade Plywood		$151.65
	117	Heater: Rear, Wall Mount, Minimum 40,000 Btu		$40.44
	118	Lap Seatbelts for All Seats, Price Each		N/C
	119	Light Monitor	8 LAMP MONITOR	$121.32
	120	Lights: LED Exterior Light Package - List Lights Included	ALL BODY LIGHTS INCLUDING STOP ARM.	$960.45
	121	Lights: LED Interior Light Package - List Lights Included	ALL DOME LAMPS LED	STD
	122	Lock: Rear Vandal Lock		$75.83
	123	Lock: Gas Cap Security - List Type of Mechanism	LOCKING DOOR	$66.73
	124	Mirrors: All Exterior Mirrors, Heated	ROSCOE	$151.65
	125	Mirrors: All Exterior Mirrors, Remote, Heated	ROSCOE	$540.89
	126	Mud Flaps		STD
	127	One (1) Auxiliary Defrost Fan	PASS SIDE WSHIELD	$65.72
	128	Seat Belt Ready		STD
	129	Seats: 7 - 36" Seat Configuration (14 Passenger)		($2,000.00)
	130	Tow Hooks on Rear		$30.33
	131	Track Seating with Tie Down(s) Per Wheelchair Station, Price Each	FULL BUS LENGTH 4 ROW TRACK. PER SIDE.	$985.73
	132	Two (2) Emergency Push-Out Windows		$227.48
	133	Wheelchair: Wheelchair Lift with Wheelchair Door		$5,055.00
	134	Wheelchair: Dedicated Wheelchair Station & Tie Down, Price Each	SURE-LOK FE500 W/BAG	$353.85

SP-18-0123 Official School Bus Specifications & Pricing

ITEM 2
SBB
School Bus, New
Type C, 48 Pass. Bus Design

Dealer Name: Summit Bus
Vehicle Make/Model: IC Bus / CE
Model Code: PB105

VEHICLE BID PRICE: $74,814.00

Powertrain	Base Vehicle Minimum Requirements	Vehicle Specifications
Engine Size (Horsepower)	Minimum 200 Horsepower - List Size & Cylinders	Cummins B6.7 - 6 cyl.
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 200 amp
Front Hubs	Oil-Filled Front Hubs	
Exterior		
Roof - Paint	White Roof	
Windows	Tinted Glass, All Inclusive	
Lights	Mfg. Std. - List Type of Exterior Lighting	Incandescent
Entry Door	Mfg. Std - List Type	Manual
Rear Emergency Door	Rear Emergency Door	
Backup Warning System	Backup Warning System	
Rear Exhaust	Rear Exhaust	
Interior		
Passenger Seats	Forty Seven (47) 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	5/8 Exterior Grade Plywood
Headroom	Minimum 77" Headroom	
Rear Heat	Minimum 50,000 Btu - List Actual Btu	50,000
Front Heat	Minimum 90,000 Btu - List Actual Btu	90,000

ITEM 2
SBB
School Bus, New
Type C, 48 Pass.

VEHICLE OPTIONS

Summit Bus

OPTION #	OPTIONS	Price
200	AM/FM Radio without PA system	N/A
201	AM/FM Radio with PA system	$202.20
202	AM/FM/Mp3/USB, Radio with PA system	$252.75
203	Air Conditioner: Dash A/C	$909.90
204	Air Conditioner: A/C with Two Evaporators, Minimum 80,000 Btu	N/A
205	Air Conditioner: A/C with Front and Rear Evaporators, Minimum 120,000 Btu	N/A

	Air Conditioner: In-Wall A/C with Front and Rear Evaporators,	
206	Minimum 120,000 Btu	$7,885.80
207	Alternative Fuel: CNG Powered Bus Without Air Conditioning, (Shall include a	N/A
208	Alternative Fuel: CNG Powered Bus With Air Conditioning, (Shall include all c	N/A
	Alternative Fuel: Propane Powered Bus Without Air Conditioning, (Shall include all components necessary	
209	to power bus with propane)	$12,637.50
210	Alternative Fuel: Propane Powered Bus With Air Conditioning, (Shall include	$12,637.50
	Alternator: 270 Amp (Required with Air Conditioner and	
211	Wheelchair Lift Combined)	$657.15
212	Alternator: 320 Amp	$859.35
213	Axle: Front Air Ride	N/A
214	Batteries: Three (3) BCI Group 31 Batteries	$151.65
215	Brakes: Air Brakes (with dryers), Anti-Lock Brake System	$909.90
216	Brakes: Air Disc Brakes, with ABS	$2,325.30
217	Crash Mitigation	$1,314.30
218	Cruise Control	N/C
219	Diagnostics: Wi-Fi Enabled, Remote Vehicle Diagnostics	$353.85
220	Door: Air Operated Door	$126.38
221	Door: Dual Entry Hand Rails	$50.55
222	Door: Electric Entry Door	$151.65
223	Engine: Block Heater	$85.94
224	Engine: Diesel Engine Upgrade, Minimum 220 HP	$505.50
225	Engine: Diesel Engine Upgrade, Minimum 240 HP	$808.80
226	Engine: Diesel Engine Upgrade, Minimum 250 HP	$1,112.10
227	Engine: Diesel Engine Upgrade, Minimum 260 HP	$1,516.50
228	Engine: Gasoline, Mfg. Std. - List Horsepower and # of Cylinders	($2,000.00)
229	Engine: Non-Viscous Cooling Fan	$252.75
230	Fan: One (1) Auxiliary Defrost Fan	$80.88
231	Fans: Dual (2) Auxiliary Defrost Fans	$161.76
232	Floor: Flat Floor	$1,011.00
233	Floor: Marine Grade Plywood 5/8"	$252.75
234	Fuel Tank: Minimum 100 Gallon	$454.95
235	Headliner: Acoustic Headliner Complete Ceiling	$252.75
236	Heater: Mid-Ship Heater, Minimum 80,000 Btu	$454.95
237	Heater: Rear Wall Heater, 40,000 to 79,999 Btu	$404.40
238	Heater: Rear Heater, Minimum 80,000 Btu	$454.95
239	Heater: Step-Well Heater, 30,000 to 49,999 Btu	N/A
240	Heater: Step-Well Heater, Minimum 50,000 Btu	$353.85
241	Lights: LED Exterior Light Package - List Lights Included	$808.80
242	Lights: LED Interior Light Package - List Lights Included	$808.80
243	Lights: Light Monitor	$202.20
244	Lock: Entrance Door Lock	$202.20
245	Lock: Gas Cap Security - List Type of Mechanism	$20.22
246	Lock: Rear Vandal Lock	$101.10
247	Mirrors: All Exterior Mirrors, Heated	$252.75
248	Mirrors: All Exterior Mirrors, Remote Controlled	$384.18
249	Mirrors: All Exterior Mirrors, Remote Controlled, Heated	$454.95
250	Mud Flaps	$101.10
251	Seats: Additional Seat Spacing (forty one (41) passenger seating)	($175.00)
252	Seats: Air Ride Driver's Seat	$202.20

253	Seats: Seatbelts - Installed Lap Belts, Each	$25.28
254	Seats: Seatbelts - Installed Lap Seatbelts for All Seats, Price Each	N/A
255	Seats: Seatbelt Ready	Standard
256	Signs: Rear Illuminated Sign	$303.30
257	Storage: Driver's Overhead Compartment	$176.93
258	Storage: Underbody Storage - Per Cubic Foot, Each	$36.40
259	Suspension: Rear Air Ride Suspension, minimum 21,000 Lbs	$606.60
260	Track Seating with Tie Down(s) Per Wheelchair Station, Price Each	$1,617.60
261	Transmission: Allison 3000 PTS Series Transmission	$4,852.80
262	Transmission: Match to Gas Engine (Option 228) Mfg. Std. - List Type and Bra	Standard
	Wheelchair: Wheelchair Lift with Wheelchair Door (If you choose option 203, 204, 205 or 206 with 263, you must also include: 211 - Alternator, 270 Amp.)	
263		$5,055.00
264	Wheelchair: Dedicated Wheelchair Station & Tie Down, Price Each	$1,162.65
265	Windows: Two (2) Emergency Push-Out Windows	$202.20

OMB Number: 4040-0004
Expiration Date: 12/31/2019

Application for Federal Assistance SF-424

* 1. Type of Submission:
- [ ] Preapplication
- [x] Application
- [ ] Changed/Corrected Application

* 2. Type of Application:
- [x] New
- [ ] Continuation
- [ ] Revision

* If Revision, select appropriate letter(s):

* 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: 06/17/2019

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: Arkansas Department of Environmental Quality

* 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:

Division Name:

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

Prefix: Mr.
* First Name: Stuart
Middle Name:
* Last Name: Spencer
Suffix:

Title: Associate Director, Office of Air Quality

Organizational Affiliation:

* Telephone Number: 501-682-0750
Fax Number: 501-682-0880

* Email: spencer@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.):

2019 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: 2 * b. Program/Project: State

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

Add Attachment | Delete Attachment | View Attachment

17. Proposed Project:

* a. Start Date: 10/01/2019 * b. End Date: 09/30/2020

18. Estimated Funding ($):

* a. Federal	318,852.00
* b. Applicant	0.00
* c. State	124,934.00
* d. Local	0.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	443,786.00

*** 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 06/17/2019.

☐ 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

Add Attachment | Delete Attachment | View Attachment

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: Ms. * First Name: Becky

Middle Name:

* Last Name: Keogh

Suffix: Ph.D.

* Title: Director

* Telephone Number: 501-682-0961 Fax Number:

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

* Signature of Authorized Representative: Completed by Grants.gov upon submission. * Date Signed: Completed by Grants.gov upon submission.

BUDGET INFORMATION - Non-Construction Programs

OMB Number: 4040-0006
Expiration Date: 02/28/2022

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 Air Pollution 66.040		$	$	$ 318,852.00	$ 124,934.00	$ 443,786.00
2.						
3.						
4.						
5. Totals		$	$	$ 318,852.00	$ 124,934.00	$ 443,786.00

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Prescribed by OMB (Circular A -102) Page 1

SECTION B - BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY (1) DERA Air Pollution 66.040	(2)	(3)	(4)	Total (5)
a. Personnel	$ 20,924.00	$	$	$	$ 20,924.00
b. Fringe Benefits	7,541.00				7,541.00
c. Travel					
d. Equipment					
e. Supplies	250.00				250.00
f. Contractual					
g. Construction					
h. Other	405,674.00				405,674.00
i. Total Direct Charges (sum of 6a-6h)	434,389.00				$ 434,389.00
j. Indirect Charges	9,397.00				$ 9,397.00
k. TOTALS (sum of 6i and 6j)	$ 443,786.00	$	$	$	$ 443,786.00
7. Program Income	$	$	$	$	$

SECTION C - NON-FEDERAL RESOURCES

(a) Grant Program		(b) Applicant	(c) State	(d) Other Sources	(e)TOTALS
8.	DERA Air Pollution 66.040	$	$ 124,934.00	$	$ 124,934.00
9.					
10.					
11.					
12. TOTAL (sum of lines 8-11)		$	$ 124,934.00	$	$ 124,934.00

SECTION D - FORECASTED CASH NEEDS

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	$ 318,852.00	$ 79,713.00	$ 79,713.00	$ 79,713.00	$ 79,713.00
14. Non-Federal	$ 124,934.00	31,234.00	31,234.00	31,233.00	31,233.00
15. TOTAL (sum of lines 13 and 14)	$ 443,786.00	$ 110,947.00	$ 110,947.00	$ 110,946.00	$ 110,946.00

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.	DERA Air Pollution 66.040	$	$	$	$
17.					
18.					
19.					
20. TOTAL (sum of lines 16 - 19)		$	$	$	$

SECTION F - OTHER BUDGET INFORMATION

21. Direct Charges: $434,389

22. Indirect Charges: $9,397

23. Remarks: Indirect Charges at fixed rate of 44.91%

FISCAL YEAR 2019

STATE CLEAN DIESEL GRANT PROGRAM

WORK PLAN AND BUDGET NARRATIVE TEMPLATE

****

SUMMARY PAGE

Project Title: Arkansas Diesel Emissions Reduction Funding Assistance Program

Project Manager and Contact Information

Organization Name: Arkansas Department of Environmental Quality

Project Manager: Deiona McKnight

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

Phone: 501-682-0641

Fax: 501-682-0753

Email: McKnight@adeq.state.ar.us

Project Budget Overview:

	FY 2019
EPA Base Allocation	$318,852
State or Territory Voluntary Matching Funds (if applicable)	$124,934
EPA Match Incentive (Bonus) (if applicable)	$0
Mandatory Cost-Share	$0
TOTAL Project Cost	**$443,786**
Other Leveraged Funds	$0

Project Period

October 1, 2019 – September 30, 2021

Summary Statement

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

Priority will be given to clean diesel projects that:

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

Projects that receive Go RED! funds will be completed by August 30, 2020.

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

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

****

SCOPE OF WORK

STATE/TERRITORY GOALS AND PRIORITIES:

Arkansas is primarily a rural state with lengthy school bus routes, county governments responsible for the maintenance of hundreds of miles of unpaved roads, vast agricultural resources, and large-scale (but often spatially-isolated) industry. Arkansas also has a great amount of mass shipping of goods across the state via Interstates 40 and 30, several national railroad companies, and the Arkansas River. The State has two types of areas requiring special attention under the Clean Air Act: counties close to the level of the National Ambient Air Quality Standard (NAAQS) for ozone and particulate matter with an aerodynamic diameter of 2.5 micrometer or less ($PM_{2.5}$) and Federal Class I areas. One county was designated nonattainment under the 2008 8-hour ozone NAAQS, but has been re-designated as attainment for the 8-hour ozone NAAQS in 2016 (Crittenden County). Four counties are close to the level of the 2015 8-hour ozone NAAQS. (Pulaski and Crittenden County are within 10% of the 2015

NAAQS. The other counties are within between 10 and 20% of the 2015 NAAQS according to 2016 data. In 2015, there were four counties within 10% of the 2015 ozone NAAQs: Crittenden, Polk, Pulaski, and Washington).

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

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

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

2014 NEI Arkansas Diesel Emissions							
	VOC	NO_x	CO	PM_{10}	$PM_{2.5}$	SO_2	NH_3
Mobile Sources							
Highway Vehicles - Diesel							
Transit Bus	32.0692	509.8331	183.8652	24.0868	15.7027	0.6437	0.9958
Combination Long-haul Truck	2042.95	24520.46	6972.709	1219.05	937.483	34.039	63.112
Combination Short Haul Truck	783.602	14597.56	3968.453	1036.92	723.418	29.274	44.758
Light Commercial Truck	139.794	551.1927	1105.426	41.0472	28.4988	1.4954	4.7384
Motor Home	9.20377	69.28357	33.36306	5.47669	3.95539	0.1355	0.2913
Passenger Truck	131.436	504.9549	1120.183	33.7724	21.7908	1.5614	5.1004
School Bus	119.298	969.2581	418.2753	80.2641	57.6767	1.4159	2.7759
Intercity Bus	20.0838	369.243	92.53501	24.9846	18.6188	0.4925	0.7395
Refuse Truck	18.8799	353.6724	111.2784	27.0586	19.0123	0.6	0.9009
Passenger Car	29.1147	38.03985	461.3118	4.24546	1.26231	0.2594	0.5578
Single Unit Short-Haul Truck	348.079	2697.69	1405.699	246.852	155.978	6.404	14.763
Single Unit Long-Haul Truck	48.9955	453.1587	190.3569	38.6052	24.3875	1.24	3.1979
TOTALS	**3723.51**	**45634.35**	**16063.46**	**2782.36**	**2007.78**	**77.561**	**141.93**
Off-highway Vehicle Diesel							
Agricultural Equipment	834.721	9147.464	4262.713	737.626	715.497	14.051	9.8999
Airport Ground Support Equipment	3.22629	9.29251	98.88579	0.32224	0.30513	0.3363	0
Commercial Equipment	71.0856	564.3313	309.1347	50.158	48.6533	0.8402	0.5846
Construction and Mining Equipment	396.415	3559.778	1971.523	302.938	293.85	6.876	5.0369
Industrial Equipment	90.5693	1012.642	502.1054	73.2412	71.044	2.1863	1.6289
Lawn and Garden Equipment	17.5037	175.0291	74.99745	12.4516	12.078	0.2589	0.1794
Logging Equipment	31.3289	327.9687	134.5227	25.554	24.7874	0.9072	0.6976
Recreational Equipment	3.33823	13.80289	12.68921	1.82788	1.77305	0.019	0.0131
TOTALS	**1448.19**	**14810.31**	**7366.571**	**1204.12**	**1167.99**	**25.475**	**18.04**

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

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

Table 2: Comparison Chart for 2011 NEI vs 2014 NEI

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

Crittenden County, Arkansas has numerous sources of diesel emissions, including agricultural equipment, high volume truck traffic associated with the intersection of Interstates 40 and 55, truck stops, barge and other traffic on the Mississippi River, and a large railroad switchyard. The county is located within the boundaries of the Memphis metropolitan statistical area, which extends into Tennessee, Mississippi, and Arkansas, and was designated nonattainment by EPA for the 2008 8-hour ozone NAAQS in the summer of 2012. Currently, Arkansas has successfully

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

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

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

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

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

VEHICLES AND TECHNOLOGIES:

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

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

In previous years, we have assisted various counties in the state with equipment replacement of school buses for multiple school districts. The funding has also been instrumental in assisting municipalities in replacing their older sanitation and wastewater diesel powered equipment with equipment that meets tier 4 emission standards. These replacements occurred earlier than they otherwise would have. For grant year 2019, we anticipate similar projects with an average of twelve equipment replacements from various school districts, as well as two engine or vehicle replacements from other public or private entity or nonprofit organizations.

ROLES AND RESPONSIBILITIES:

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

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

school districts are under considerable financial burden, especially when it comes to transportation costs. Many school fleets in Arkansas operate older buses, which emit more pollutants and use more fuel than newer models. The school bus replacements funded by the Go RED! program have significantly reduced children's exposure to diesel emissions and have mitigated the harmful effects that diesel emissions have on some of the most vulnerable members of our society. Previous State Clean Diesel Grant Program funding has been instrumental in assisting various local municipalities with projects such as road grader and backhoe replacements and sanitation and wastewater diesel-powered equipment upgrades. All replacements occurred earlier than they otherwise would have, and the older equipment was rendered inoperable. ADEQ uses EPA's Diesel Emissions Quantifier to calculate the emissions reduction of all Go RED! projects. Projects funded under this grant have addressed and supported EPA-BS's goal to reduce harmful diesel emissions. If awarded FY 2019 State Clean Diesel Grant funding, ADEQ will continue to implement a funding assistance program consistent with its approach during previous award periods.

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

TIMELINE AND MILESTONES:

ADEQ will make applications available and publish a notice of availability of funds in the fall of 2019. The deadline for ADEQ to receive application submittals in response to the Request for Proposals (RFP) will be around December 2019, with Notice of approval and Memorandums of Agreement (MOA) being made in the winter of 2020. Should funds remain after the first RFP deadline, ADEQ will institute a rolling deadline to make the funds available. ADEQ will encourage applicants to provide matching funds for their proposed projects. ADEQ expects work to begin by the recipients upon their receipt of a formal notification of project approval and MOA that both ADEQ and the recipient will sign. The MOA outlines all the responsibilities of both parties, as well as requirements for reimbursement upon project completion. ADEQ will require written reports on a quarterly basis and will maintain close communication on the status of the projects while in progress to provide EPA with updates on the project. ADEQ expects all work, including a final project report, to be completed by recipients by August 31, 2020. Once all requirements are fulfilled and all documentation reviewed by ADEQ, the entity will receive reimbursement for eligible costs associated with the project. These projects will create new partnerships within the state and provide a gateway to future environmentally friendly projects.

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

Date	Activity
Fall/Winter 2019	ADEQ publicizes a RFP for the FY 2019 funds through news releases, the ADEQ website, and the Go RED! Email-list.
January 2020	Quarterly report due to EPA
December 2019 – April 30, 2020	ADEQ evaluates proposals from Go RED! applicants and makes awards for the FY 2019 funds
April 2020	Quarterly report due to EPA
Spring/Summer 2020	ADEQ will coordinate with Go RED! recipients to ensure successful completion of their projects by August 31, 2020
July 2020	Quarterly report due to EPA
August 2020	Projects completed by Go RED! recipients
September 30, 2020	FY 2019 State Clean Diesel Program work complete and closed out
October 2020	Quarterly report due to EPA
December 2020	Final report due to EPA

DERA PROGRAMMATIC PRIORITIES:

1. To maximize public health benefits, the Go RED! FY 2019 application review criteria will be weighted to give preference for funding of projects that reduce the highest quantities of diesel emissions in areas with high population density and in areas with special air quality concerns (as described in "**Air Pollution Concerns and Goals for Diesel Emissions Reduction**" above). Before ADEQ issues reimbursement for any project replacing an engine or other diesel equipment, the replaced equipment shall be rendered inoperable/destroyed or returned to the manufacturer for repurposing to current EPA standards; therefore, this procedure will recognize diesel emissions reductions from two sources, thereby maximizing the public health benefits. Additionally, only equipment that is not already scheduled for replacement under the regular fleet schedule will be eligible for Go RED! FY 2019 funds. ADEQ will also provide technical support based on past projects and current information to determine which methods of emissions reductions will yield the greatest public health benefits.

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

3. The Go RED! FY 2019 application review criteria will be weighted to give preference to projects affecting areas with high population density and areas with special air quality concerns (see #1, above). ADEQ staff involved in the project has knowledge of special air quality concerns in the state and applicants will provide related information in their applications.

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

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

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

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

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

Projects funded through the Go RED! FY 2019 program will reduce diesel emissions such as particulate matter, nitrogen oxides, and volatile organic compounds (air pollutants shown to be precursors of harmful low-level ozone and contributors to deteriorating air quality and intensified global climate change).

2. Outputs

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

Based on past years' projects, it is estimated that Go RED! FY 2019 projects may consist of two engine or equipment replacement, and twelve equipment replacements. Emission reductions are calculated using EPA's Diesel Emissions Quantifier. The numbers and types of projects actually completed will depend on the applications ADEQ receives and funds.

Table 4 estimates potential emissions reductions that will result from the Go RED! 2019 projects.

Results (short tons)	**NOx**	**$PM_{2.5}$**	**HC**	**CO**	**CO_2**	**Fuel***
Amount Reduced Annual	1.34	0.102	0.219	0.532	0.0	0
Amount Reduced Lifetime	5.404	0.424	0.918	2.388	0.0	0

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

3. Outcomes

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

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

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

SUSTAINABILITY OF THE PROGRAM:

ADEQ plans to fund projects that will allow for the emissions reductions to last the life of the equipment that is affected under the Go RED! program. This will allow emissions reductions to continue into the future. To publicize the program, ADEQ will draft a news release and send it

to news outlets throughout the State for publication. ADEQ will also include information on the ADEQ website homepage under "What's New at ADEQ," and will send the grant RFP out through the Go RED! email list to individuals and groups that have expressed interest in this and past grant opportunities. Additionally, ADEQ will work with grant recipients who wish to host press events to highlight their commitment to reduce diesel emissions. Those recipients receiving funding will have also their projects outlined on the ADEQ website.

Quality Assurance and Quality Control

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

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BUDGET NARRATIVE

Itemized Project Budget

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable)		Line Total
			VW Mitigation Trust Funds	Other Funds	
1. Personnel	$15,033		$5,890		$20,924
2. Fringe Benefits	$5,418		$2,123		$7,541
3. Travel	0		0		0
4. Equipment	0		0		0
5. Supplies	$180		$70		$250
6. Contractual					
7. Other	$292,299		$114,530		$406,829
8. Total Direct Charges (sum 1-7)	$312,930		$114,530		$435,544
9. Indirect Charges	$5,922		$2,320		$8,242
10. Total (Indirect + Direct)	$318,852		$124,934		$443,786
11. Program Income	0		0		0
12. Other Leveraged Funds*	0		0		0

*Do not include Other Leveraged Funds on SF-424 or SF-424A

Explanation of Budget Framework

Personnel -

The table below details the salaries, percentage of time assigned to work on this grant, and the total cost for the budget period by job title of all individuals who will be supplemented with grant funds for FY 2019.

	GY 2019	
Category	**EPA**	**State or Territory Match (if applicable)**
FY 2019 - Environmental Program Coordinator Annual Salary $46,970 time on project 40% = $361/ wk x 52 weeks (Approximately)	$13,499	$5,289
FY 2019 – Environmental Program Coordinator Annual Salary $42,713 time spent on project 5% = $41/wk x 52 weeks (Approximately)	$1,534	$601

Fringe Benefits –

	GY 2019	
Category	**EPA**	**State**
Fringe (Itemized below)	$5,418	$2,123

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

Travel -
No travel will be funded from this grant.

Equipment -
No equipment will be purchase for this grant.

Supplies –

	GY 2019	
Category	**EPA**	**State**
Pamphlets and outreach materials (100 at $2.50 each)	$180	$70

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 2019.

	GY 2019	
Category	**EPA**	**State**
Other: Project Reimbursements:	$292,299	$114,530

Indirect Charges –

The table below details the indirect costs for FY 2019. The indirect costs are calculated based on the salary for personnel assigned to the grant and the indirect rate of 39.39 % agreed upon between ADEQ and EPA on July 2, 2018.

	FY 2019	
Category	**EPA**	**State**
Indirect: Rate 39.39%	$5,922	$2,320

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 the Volkswagen Mitigation Settlement DERA option. The voluntary fund will be added to help fund the program but will not be a full state match.