ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS

CLEAN AIR FOR PUBLIC SECTOR FLEETS GRANT PROGRAM

APPLICATION OPEN:
SEPTEMBER 2, 2025

GRANT APPLICATION DEADLINE:
OCTOBER 31, 2025 at 4:00 P.M.

FY 2026

Association of Central Oklahoma Governments
4205 N. Lincoln Blvd. | Oklahoma City, OK 73105 | 405.234.2264 | acogok.org

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INTRODUCTION

The Association of Central Oklahoma Governments (ACOG) is continuing its CLEAN AIR for Public Sector Fleet Grants Program with a FY 2026 Call for Projects. This grant program strives to improve air quality in Central Oklahoma by funding the following:

- Alternative fuel infrastructure and Electric vehicle charging infrastructure,
- Alternative fuel vehicles
- Electric vehicles
- Hybrid vehicles
- Alternative fuel off-road equipment and electric off-road equipment

Funding for the CLEAN AIR for Public Sector Fleet Grant Program will be provided through the federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Carbon Reduction Program (CRP). Two years each of CMAQ and CRP funds will be available during this Call for Projects, representing approximately $4 million*.

*Funds for the CLEAN AIR for Public Sector Fleet Grants Program are shared with Air Quality Small Grant Program and may be flexed depending on demand.

BACKGROUND

Every five years, ACOG, as the Metropolitan Planning Organization (MPO), completes a long-range Metropolitan Transportation Plan (MTP) that projects Central Oklahoma's growth over a three-decade period and identifies necessary changes to the region's transportation network. The most recent plan, Encompass 2045 adopted in 2021, included a series of goals and strategies to guide transportation planning efforts into the future. Of these strategies, the ACOG CLEAN AIR for Public Sector Fleet Grant Program has been developed to address the following:

- Invest in transportation that supports tourism, commerce, and economic activity
- Improve the resiliency and reliability of the existing transportation system
- Sustainably fund transportation projects while continuing to leverage additional resources
- Explore new or improved transportation technologies
- Encourage use of alternative energy and cleaner-burning fuels to improve the region's air quality
- Avoid, minimize, or mitigate negative human health and environmental effects on Environmental Justice populations
- Reduce the potential negative impacts transportation projects have on the environment and human health

The overall goal of the ACOG CLEAN AIR for Public Sector Fleet Grant is to reduce transportation emissions and improve regional air quality.

GENERAL INFORMATION

The procedures and guidelines set forth in this announcement apply to the award of CMAQ and CRP funds attributed to the Association of Central Oklahoma Governments (ACOG), the Metropolitan Planning Organization for the ACOG Transportation Management Area (TMA), for the purpose of implementing a Public Fleet Conversion Grants program to be administered as a competitive process. ACOG CLEAN AIR Grants for Public Sector Fleets will allow public entities to access CMAQ funds for fleet conversions to clean fuel technologies to include light duty, medium-duty and heavy-duty alternative fuel vehicles, hybrid and plug-in hybrid vehicles, off-road equipment, and

alternative fuel vehicle refueling infrastructure.

This is a reimbursement program. All applicants must demonstrate an ability to fund and manage activities at the time they are undertaken. Applicants must be able to demonstrate the ability to provide required matching funds as applicable. The applicant(s) must finance the entire project until the project is completed, and federal share is released for reimbursement. Private sector grantees will receive reimbursement through their public sponsor.

This is a vehicle and equipment replacement program. Vehicles for which award funds are made available must be replacement vehicles and require the removal of a like diesel or gasoline powered vehicle from the fleet. Fleet size must be reduced or remain the same. (See Certified Vehicle Replacements)

ELIGIBLE APPLICANTS

1. ACOG TMA local government member entities.

2. ACOG TMA member public transit fleets.

3. State Agencies within ACOG TMA. Refueling infrastructure projects and alternative fuel vehicles must be located and operated within ACOG TMA.

4. Public Trusts and Public Authorities that provide essential services to ACOG TMA member entities such as electricity providers, refuse, recycling and landfill operations, and water/wastewater utility services.

5. Public colleges and universities, and Oklahoma Career Tech System Technology Centers lying principally within ACOG TMA.

6. Public school districts located principally within ACOG TMA. These districts include the Mustang, Piedmont, and Yukon public schools in Canadian County; Lexington, Little Axe, Moore, Noble, Norman, and Robin Hill public schools in Cleveland County; Tuttle and Bridge Creek Public Schools in Grady County; Guthrie Public Schools in Logan County; Blanchard and Newcastle public schools in McClain County; and Bethany, Choctaw-Nicoma Park, Crooked Oak, Crutcho, Deer Creek, Edmond, Harrah, Jones, Luther, Mid-Del, Millwood, Oakdale, Putnam City, Oklahoma City, and Western Heights public schools in Oklahoma County.

7. Public-Private Partnerships (PPP): Private sector entities that contract services such as refuse hauling or school transportation or the establishment of alternative fueling station operations and maintenance to eligible ACOG TMA public entities are eligible to apply for funding. However, the project needs a local jurisdiction sponsor willing to submit the application. In a PPP, a private entity's resources replace or supplement local funds in a selected project. PPPs must have a legal, written agreement in place between the local jurisdiction and the private or non-profit entity before a CMAQ-funded project may be implemented. These agreements should be developed under relevant State contract law and should specify the intended use for CMAQ funding; the roles and responsibilities of the participating entities; and how the disposition of land, facilities, and equipment will be carried out should the original terms of the agreement be altered (e.g., due to insolvency, change in ownership, or other changes in the structure of the PPP). It remains the responsibility of the local jurisdiction to apply for funding and to oversee and protect the investment of CMAQ funds in the (PPP).

Public funds should only be invested where a strong public benefit can be demonstrated. Consequently, CMAQ funds must be devoted only to PPPs that benefit the general public by clearly reducing emissions, not for financing marginal projects.

Sharing of total project costs, both capital and operating, is a critical element of a successful public-private venture, particularly if the private entity is expected to realize profits as part of the joint venture.

PROJECT PERIOD

The estimated project period for awards resulting from this solicitation will begin in September 2025 with an expected project completion date no later than December 2027.

PROJECT CATEGORIES

A. Alternative Fuel Infrastructure
B. Light Duty and Heavy-Duty Dedicated Alternative Fuel Vehicles (AFVs)
C. Light Duty and Heavy-Duty Hybrid and Plug-in Hybrid Vehicles
D. Dedicated Alternative Fuel and Plug-In Electric Commercial Off-Road Equipment

DESCRIPTION OF ELIGIBLE PROJECTS

First and foremost, applicants should ensure their project meets the minimum eligibility laid out in the following resources published by the Federal Highway Administration (FHWA):

- CMAQ Fact Sheet - Bipartisan Infrastructure Law
- CMAQ Essentials – FHWA Office of Planning, Environment, & Realty
- Interim CMAQ Guidance - MAP-21
- Revised Interim CMAQ Guidance - MAP-21
- CRP Fact Sheet – Bipartisan Infrastructure Law

All projects must satisfy the basic eligibility requirements under Titles 23 and 49 of the United States Code and complete National Environmental Policy Act (NEPA) requirements.

Due to requirements under the Carbon Reduction Program (CRP), all projects must demonstrate the ability to reduce carbon dioxide emissions. ACOG staff will evaluate all project applications using the available tools in the CMAQ Emissions Calculator Toolkit.

Underserved communities, such as low income, minority, elderly, disabled, limited English-speaking, and households without vehicle access are particularly susceptible to the effects of ozone pollution. Use STBG-UZA Project Scoring Criteria Dashboard item C4 to determine if the project is in an underserved community that is negatively impacted from ozone pollution and poor air quality.

Because ACOG is permitted to further limit project and program eligibility to reflect funding limitations and regional priorities, there are additional eligibility requirements beyond those provided through CMAQ and CRP.

Additionally, no single entity can receive more than 56 percent of the total available funding for the CLEAN AIR for Public Fleet Grant until all entities' projects have been

considered. The initial threshold of 56 percent may be exceeded if there are not sufficient projects ready for obligation by other entities. Additional components may be added to projects if excess funds are available. ACOG reserves the right to negotiate grant awards.

A. ALTERNATIVE FUEL INFRASTRUCTURE PROJECTS:

These projects will establish fueling facilities and other infrastructure needed to fuel or recharge alternative fuel vehicles. If the proposal supports a billing system, it must be a universal card billing system.

For the purposes of this CMAQ-funded grant opportunity, eligible alternative fuel infrastructure is limited to projects that relate to the storage and dispensing of

- Compressed natural gas (CNG) and Liquefied natural gas (LNG)
- Liquefied petroleum gas (LPG, propane)
- Electricity –Electric Vehicle Supply Equipment (EVSE)
- Hydrogen – Gas storage and liquid storage equipment

Important Note: This category is limited to projects installed at existing fueling facilities or fleet yards except in the case of EVSE which is limited to installation at existing parking facilities such as fleet yards, parking garages, parking lots, and on-street parking locations.

All equipment purchased and installed with ACOG CLEAN AIR Grants funding must be new. Used and/or refurbished equipment is not eligible for funding.

It is neither the intent of ACOG nor this grants solicitation to fund infrastructure projects to compete with private enterprise. Therefore, public-private partnership infrastructure projects that include installation and operation by established private sector entities are encouraged.

All alternative fuel infrastructure projects must fall into one of the following three categories or a combination thereof, and in the case of electric vehicle recharging and CNG, must meet or better the specified capacities.

1. HIGH-CAPACITY PUBLIC AND/OR PRIVATE ACCESS INFRASTRUCTURE

a. For projects involving electric vehicle recharging, required minimum capacity: DC fast charging station capable of recharging a battery electric passenger car from 20 percent empty to 80 percent full in less than 30 minutes, using high power output of 96 kilowatts (480 Volts DC, 200 Amps). Public DC fast charging stations may not qualify if it is determined that the station would compete with an existing private sector charging station per CMAQ guidelines.

b. For projects involving CNG, required minimum capacity: two (2) dispensers with two (2) hoses each; 400 scfm (standard cubic feet per minute) compressor(s) output; 30,000 scf to 60,000 scf storage volume; 5,500 psig storage capacity and 3,600 psig fill capacity

2. MEDIUM CAPACITY PUBLIC AND/OR PRIVATE ACCESS INFRASTRUCTURE

a. For projects involving electric vehicle recharging, required minimum capacity: AC Level 2 charge station capable of recharging a battery electric passenger car from “empty” to “full” in six (6) to seven (7) hours using maximum power output of 3.3kW (240V output at 32A) For projects involving CNG, required minimum

capacity: one (1) dispenser with two (2) hoses; 200 scfm (standard cubic feet per minute) compressor(s) output; 30,000 scf storage volume; 5,500 psig storage capacity and 3,600 psig fill capacity

3. TIME-FILL PRIVATE ACCESS FLEET FACILITY INFRASTRUCTURE

a. For projects involving CNG, required minimum time-fill capacity: 25 - 50 scfm (standard cubic feet per minute) compressor. Optional "quick-fill" storage capacities as listed:

   i. Fleets with 5-9 fleet vehicles, minimum "quick fill" storage capacity 10,000 scf and 25 scfm compressor
   ii. Fleets with 10-15 light duty vehicles, minimum "quick fill" storage capacity 20,000 scf and 25-50 scfm compressor
   iii. Fleets with more than 15 light duty vehicles, minimum "quick fill" storage capacity 30,000 scf and 50 scfm compressor

A. LIGHT DUTY AND HEAVY DUTY DEDICATED ALTERNATIVE FUEL VEHICLES (AFVS)

These projects will purchase public-sector and/or certain private-sector owned (see Public Private Partnerships under Eligible Applicants section) Original Equipment Manufacturer (OEM) dedicated alternative fuel vehicles that run exclusively on compressed natural gas (CNG), liquefied propane gas (LPG), hydrogen, or electricity (battery electric vehicles – BEV) including passenger vehicles and vans, refuse trucks, street cleaners, school buses, airport shuttles, law enforcement vehicles, and others.

Costs associated with upfitting new purchase, CNG/LPG gaseous engine prepped, current Model Year or newer vehicles to run exclusively on CNG or LPG are eligible.

Conversions of existing-fleet conventional fuel vehicles to CNG, H2, or LPG are not eligible and will not be considered. Conversions of conventional fuel vehicles, whether new purchase or existing fleet vehicles, to BEV are not eligible.

Only dedicated alternative fuel vehicles are eligible for funding. Additionally, all vehicles and equipment purchased with ACOG CLEAN AIR Grants funding or used as project funding match must be new. Used and/or refurbished equipment or existing fleet vehicles are not eligible for funding.

Alternative fuel vehicles must be capable of being fueled solely by one of the alternative fuels identified in section 301 of the 1992 Energy Policy Act. (See the U.S. Dept. of Energy Alternative Fuels Data Center)

Note: Flexible-fuel vehicles, dual-fuel or bi-fuel vehicles are NOT eligible for funding. Also, certain electric vehicles such as golf carts, low-speed electric vehicles, three-wheel electric vehicles, electric bicycles and motorcycles, and electric vehicles that are not manufactured for highway speeds and do not meet Federal Motor Vehicle Safety Standards for passenger cars and trucks are NOT eligible for funding.

B. LIGHT DUTY AND HEAVY-DUTY HYBRID AND PLUG-IN HYBRID VEHICLES

These projects will purchase public-sector and/or certain private-sector owned (see Public Private Partnerships under Eligible Applicants section) Original Equipment Manufacturer (OEM) hybrid electric vehicles (HEV) and plug-in hybrid electric vehicles (PHEV). These vehicles may include passenger vehicles and vans, refuse trucks, street cleaners, school buses, airport shuttles, law enforcement vehicles, and others.

Conversions of conventional fuel vehicles, whether new purchase or existing fleet vehicles, to HEV or PHEV are not eligible projects.

No project vehicles may be purchased, ordered, or received prior to an executed contract and a notice to Proceed from ACOG under this solicitation.

Only dedicated alternative fuel vehicles are eligible for funding. Additionally, all vehicles and equipment purchased with ACOG CLEAN AIR Grants funding must be new. Used and/or refurbished equipment is not eligible for funding.

ADDITIONAL HYBRID VEHICLES AND HYBRID TRUCKS: ELIGIBILITY INFORMATION

Although not defined by the Energy Policy Act of 1992 as alternative fuel vehicles, certain hybrid vehicles that have lower emissions rates than their non-hybrid counterparts may be eligible for CMAQ funding. Hybrid passenger vehicles must meet low emissions and energy efficiency requirements set by EPA that would qualify them to travel as single-occupant vehicles in High Occupancy Vehicle lanes in states that have HOV lanes. To be eligible for CMAQ funding, hybrid vehicles must meet Tier 2 emissions standards and fall within Bins 5, 4, 3, 2, or 1).

A list of current model year alternative fuel and advanced technology vehicles including HEVs and PHEVs can be found in the U.S. Department of Energy's Alternative Fuels Data Center. Additional Bin classification information can be found under the U.S. Environmental Protection Agency and U.S. Department of Energy FuelEconomy.gov website by accessing the Find a Car menu, then using the Compare Side-by-Side application, and then clicking the Energy and Environment tab - EPA Smog Ratings for the vehicles being compared.

1. Projects involving heavy-duty hybrid vehicles, including refuse haulers, street sweepers, and other trucks also may be appropriate for program support. Eligibility will be based on a comparison of the emissions projections of these larger candidate vehicles and other comparable models.

2. As used in this solicitation, the term hybrid vehicle includes hybrid-electric vehicles, and plug-in hybrid vehicles. *Hybrid vehicles are not required to have alternative fuel capacity*.

C. DEDICATED ALTERNATIVE FUEL AND/OR PLUG-IN ELECTRIC COMMERCIAL OR INDUSTRIAL OFF-ROAD EQUIPMENT

Dedicated OEM alternative fuel and/or plug-in electric equipment is allowable under this solicitation.

Only dedicated OEM equipment fueled exclusively by propane, compressed natural gas, hydrogen, or electricity is eligible for funding in this category. Additionally, all equipment purchased with ACOG CLEAN AIR Grants funding must be new. Used and/or refurbished equipment is not eligible for funding.

All off-road equipment applications are subject to eligibility verification by state and federal partners, as are all applications.

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) REQUIREMENTS

All CMAQ funded projects must meet National Environmental Policy Act (42 U.S.C. Sec. 4321 - 4347) requirements and satisfy the basic eligibility requirements under Title 23 and Title 49 of the United States Code. Projects funded under this announcement are subject to NEPA review.

Liquid and gaseous fuel infrastructure installations: The timeframe for the performance of environmental assessments for liquid and gaseous fueling infrastructure can take six months or more. Therefore in order to expedite the state and federal review process, applicants must submit a preliminary environmental assessment with liquid and gaseous fuel infrastructure project applications.

Electric Vehicle Supply Equipment (EVSE) also known as electric vehicle charging infrastructure, and vehicle replacement projects: Ordinarily, EVSE infrastructure projects qualify as Categorical Exclusions (CE) under the NEPA process. For these types of projects, the timeframe for completion of an environmental review prior to final recommendations for grant awards under this solicitation is estimated to be 30 days. ACOG will submit projects in the EVSE infrastructure categories to the Oklahoma Department of Transportation for a CE ruling.

CERTIFIED VEHICLE REPLACEMENTS

Light Duty Vehicles – defined and classified as passenger vehicles or as Class 1 and Class 2 trucks with Gross Vehicle Weight Ratings (GVWR) of ≤ 10,000 lbs. – can only be replaced with light duty vehicles and cannot be replaced with heavy duty vehicles.

Light duty gasoline and diesel vehicles may be replaced with new, current Model Year (MY) or newer alternative fuel vehicles, or hybrids and plug-in hybrids meeting current applicable Tier 2, Bin 5 through Bin 1, EPA emissions limits.

Heavy Duty Vehicles* – defined as Classes 3 through 8 trucks with Gross Vehicle Weight Ratings (GVWR) of ≥ 10,001 lbs. – can be replaced with either light duty vehicles or heavy-duty vehicles.

*Important Heavy Duty Vehicle Replacement Note: The weight class of a heavy-duty replacement vehicle may not be greater than the weight class of the vehicle being replaced. (Example: A Class 6 truck with a GVWR of 19,501 lbs. – 26,000 lbs. can be replaced with a Class 1 – 6 truck but cannot be replaced with a Class 7 truck because a Class 7 truck has a GVWR of 26,001 – 33,000 lbs.).

Heavy duty gasoline and diesel vehicles may be replaced with new, current MY or newer certified alternative fuel vehicles, or hybrid and plug-in hybrids meeting the 2010 EPA emissions standards for heavy duty engines.

EPA Emissions Standards Certification Requirement Note: An EPA-issued Emissions Standards Certificate of Conformity must be provided to ACOG with project invoicing for gaseous fuel vehicle projects (CNG and LPG) for vehicles other than Original Equipment Manufacturer vehicles or vehicles originally equipped with OEM natural gas engines such as the Cummins ISL-G series engines, or vehicles equipped with factory-installed, gaseous engine prep packages and purchased through the State of Oklahoma Statewide Fleet Contract.

REMOVAL OF VEHICLES FROM FLEET

Vehicles eligible for replacement include:

- Heavy Duty – gasoline or diesel vehicles (GVWR ≥ 10,001 lbs.; Class 3, 4, 5, 6, 7, 8 trucks) Light Duty – gasoline or diesel vehicles (GVWR ≤ 10,000 lbs. passenger vehicles and Class 1- 2 trucks)
- Off-Road Equipment – gasoline or diesel commercial/industrial equipment

All vehicles identified for replacement must be in regular fleet service at the time of replacement. Vehicles that are no longer in regular weekly fleet service or that are being used for spare parts are not eligible for replacement using CMAQ-funds.

Note: Documentation of removal from fleet of all vehicles and mowing equipment must be provided to ACOG. All documentation of removal must contain the VIN numbers of the vehicles being removed. Acceptable methods of removal of vehicles and equipment are sale for scrap, trade-in, or auction.

BUDGET DOCUMENTATION

Supporting documentation for both infrastructure project budgets and vehicle replacement project budgets will consist of current itemized price quotes from vendors/contractors and any other pertinent documents that help illustrate the project costs.

To be considered for funding, itemized price quotes for vehicles must make clear the incremental cost for the dedicated alternative fuel vehicle and/or hybrid vehicles. In some cases this may need to be accomplished by providing a price quote for the alternative fuel vehicle or hybrid vehicle and its identically equipped conventional fuel counterpart. In all cases, the incremental difference must be declared and supported by documentation. State contract base prices for conventional fuel vehicles and their alternative fuel counterparts may be substituted where appropriate for itemized price quotes.

Note: Some gaseous fuel vehicle options listed on the State Contract may require a model change. ACOG CLEAN AIR Grants for Public Fleets cover only a vehicle's CNG, LNG, H2, or LPG engine and fuel system cost differential (incremental difference). They do not cover any portion of the price differential associated with a model change. Additionally, applicants are cautioned to pay particular attention to the GVWR class of vehicles being retired and vehicles being purchased as in some cases a required model change to accommodate a gaseous fuel engine and fuel system, affects the GVWR class into which the vehicle falls.

COST SHARING REQUIREMENTS

Alternative Fuel Infrastructure Projects:

Eligible projects may be funded at a ratio of up to 80 percent federal funds and 20 percent local funds for installation costs and capital investments* in alternative fuel refueling/recharging infrastructure.

Eligible entities may apply only for CLEAN AIR Public Fleet Grants funding for which local match funds have been identified. Other federal grant funding or funds of federal origin cannot be utilized as matching funds. Additionally, if other awards, incentives, rebates, transferred tax credits or pass- through incentives will be utilized in a project, that amount

of financial assistance and its purpose must be disclosed.

Eligible public-private partnership (PPP) infrastructure projects may be funded at the same ratio as public sector projects. All applicable federal and state incentives that will accrue to the private sector entity and/or any federal or state credits that may be partially or wholly transferred to the public sector entity must be disclosed.

* For the purposes of this CMAQ funded grant opportunity, capital investments are defined as Level 2, and DC fast charger Electric Vehicle Supply Equipment (EVSE) directly related to charging electric batteries in highway- speed, plug-in electric vehicles and to metering electric vehicle fuel usage (in KWh); or equipment directly related to the compression of natural gas, and equipment directly related to the storage, dispensing and metering of compressed natural gas (CNG), or liquefied propane gas (LPG) into a motor vehicle. Capital investments exclude real estate and site development.

Alternative Fuel Vehicle Projects [dedicated AFVs and hybrid and plug-in hybrid vehicles]: Eligible project expenditures for reimbursement are limited to the "incremental cost" of new vehicle(s) purchases. The new vehicle purchase price minus the incremental or conversion cost may serve as the local share with the incremental or conversion cost serving as the federal share. Project vehicles may not be existing fleet vehicles and no project vehicles may be purchased, ordered, or received prior to receiving an award notification and Notice to Proceed from ACOG under this solicitation.

In no instance will the local share be less than 20 percent of the total project cost for each of the following project areas:

Light Duty Dedicated Alternative Fuel Vehicles, Hybrid and Plug-in Hybrid Vehicles (≤ 10,000 lbs. GVWR passenger vehicles or Class 1 and Class 2 truck classification*)

Heavy Duty Dedicated Alternative Fuel Vehicles, Hybrid and Plug-in Hybrid Vehicles (≥ 10,001 lbs. GVWR or Class 3 - 8 truck classification*)

Dedicated Alternative Fuel Commercial/Industrial Mowing Equipment fueled exclusively by propane, compressed natural gas, or battery powered electricity.

Eligible entities may apply only for CLEAN AIR Public Fleet Grants funding for which local match funds have been identified. Additionally, if other awards, incentives, rebates, transferred tax credits or pass-through incentives will be utilized in a project, that amount of financial assistance and its purpose must be disclosed.

Eligible public-private partnership (PPP) alternative fuel vehicle projects are also limited to the incremental cost of new vehicle(s) purchases. The remainder of the new vehicle cost may serve as the local share. In no instance will the local share be less than 20 percent of the total project cost. In addition, all applicable incentives, rebates and tax credits that will accrue to the private sector entity and/or that may partially or wholly transfer to the public sector entity must be disclosed.

LIMITATION ON FUNDS

ACOG reserves the right to negotiate the amount of grant awards; however, the maximum amount of funding available under the FY 2026 ACOG CLEAN AIR Grants for Public Sector Fleets Solicitation is $4 million.

Eligible local governments and school districts may apply only for FY 2026 ACOG CLEAN AIR Grants funding for which local match funds have been identified. Proposals must include a detailed budget which includes matching amount and the source of matching funds, e.g., capital improvement sales tax, general fund, etc.

Other federal grant funding or funds of federal origin cannot be utilized as matching funds. Additionally, if other awards, incentives, rebates, transferred tax credit or pass-through incentives will be utilized in a project, that amount of financial assistance and its purpose must be disclosed by the applicant in the project funding assistance request.

PROJECT TIMELINE

All awarded projects under the FY 2026 ACOG CLEAN AIR Public Fleet Grants Solicitation must be completed and invoices with backup documentation received by ACOG no later than close of business, December 31, 2027.

EVALUATION & PROJECT SCORING

Projects will be evaluated and scored (see Scoring Sheet) according to the following criteria:

1. Overall Project Emissions Benefits
2. Project Cost Effectiveness
3. Number of Clean Fuel Technology Replacement Vehicles (Double points if replacing light- duty vehicles with model years prior to 2008 and heavy-duty vehicle model years prior to 2006).
4. New Project Alternative Fuel Refueling or Recharging Infrastructure – Capacity
5. Existing Alternative Fuel Refueling or Recharging Infrastructure – Access
6. Project Viability and Adherence to Guidelines
7. Underserved Communities
8. Bonus Points
   - ★ Three (3) bonus points are available for each vehicle will be equipped with idle reduction technology (auxiliary power units, automatic power management systems, etc.)
   - ★ One (1) bonus point is available for each vehicle equipped with telematics and/or GPS
   - ★ One (1) bonus point is available for each vehicle if applicant has a written and current fleet idle reduction policy

Emissions Benefit Calculations: Overall Project Emissions Benefits and Project Cost Effectiveness will be calculated using the Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) Tool developed by the Argonne National Laboratory. Benefits will be determined in the model between the alternative fuel and/or hybrid replacement vehicle(s) vs. a gasoline/diesel engine using annual vehicle mileage and fuel economy inputs.

The tool can be downloaded at:
https://greet.es.anl.gov/files/afleet-tool

What is AFLEET Tool?
The Department of Energy's Clean Cities Program has enlisted the expertise of Argonne to develop a tool to examine both the environmental and economic costs and benefits of alternative fuel and advanced vehicles. Argonne has developed the Alternative Fuel Life-Cycle Environmental
and Economic Transportation (AFLEET) Tool for Clean Cities stakeholders to estimate petroleum use, greenhouse gas emissions, air pollutant emissions, and cost of ownership of light-duty and heavy-duty vehicles using simple spreadsheet inputs.

The tool uses data from Argonne's Greenhouse gases, Regulated Emissions, and Energy use in Transportation (GREET) fuel-cycle model to generate necessary well-to-wheels

petroleum use and GHG emission co-efficient for key fuel production pathways and vehicle types. In addition, Environmental Protection Agency's Motor Vehicle Emission Simulator (MOVES) and certification data are used to estimate tailpipe air pollutant emissions.

Infrastructure project emissions benefits and cost effectiveness will be calculated using the number of light duty and heavy duty of fleet vehicles that will be refueling/recharging at the facility, weekly fuel use and the project's capital investments as defined under Cost Sharing Requirements.

Each project will be evaluated by determining how well the project rates on each of the applicable criteria. Scoring details and definitions are delineated in Attachment I.

ADDITIONAL PROJECT REQUIREMENTS

Projects requesting funding for the conversion and/or purchase of Alternative Fuel Vehicles or Hybrid Vehicles must meet the following additional eligibility requirements:

1. Project proposals must demonstrate a reduction in volatile organic compounds and/or nitrogen oxides.

2. VEHICLE LABELING REQUIREMENT

All grant-funded vehicles must be visibly and distinctly labeled with one of the following phrases:

- CLEAN AIR Vehicle funded in partnership with ACOG
- CLEAN AIR Vehicle funded in partnership with the Association of Central Oklahoma Governments

To maximize visibility and promote the grantee's commitment to clean fuel technology, it is strongly encouraged that vehicles be marked using:

- Distinctive wraps
- Magnetic panels
- Logo decals
- Custom graphic elements that visually communicate the CLEAN AIR commitment

Window decals are available from ACOG upon request.

Additionally, grantees must include the ACOG logo on each labeled vehicle. Logos and brand guidelines can be downloaded from the ACOG online brand guide: ACOG Branding Guide

3. INFRASTRUCTURE PROJECT LABELING REQUIREMENT

All grant-funded infrastructure projects (e.g., fueling stations) must be visibly and distinctly labeled with the following:

- CLEAN AIR Fueling Project funded in partnership with the Association of Central Oklahoma Governments
  (Alternate wording: "CLEAN AIR Fueling Facility funded in partnership with the Association of Central Oklahoma Governments")

It is recommended that project sites include:

- Permanent signage at or near the infrastructure
- Wraps or vinyl applications on any physical structure or cabinet
- Decals or banners where applicable

All signage must include the ACOG logo to ensure proper attribution. Grantees may download the logo and branding specifications directly from: ACOG Branding Guide

4. MEDIA AND SOCIAL MEDIA ACKNOWLEDGMENT

Grantees must publicly acknowledge ACOG funding support in any press releases or media announcements related to the CLEAN AIR project. Language should include a reference to ACOG contribution and partnership in the funding of the project.

Additionally, grantees must tag ACOG in all relevant social media posts about the funded vehicle(s) or infrastructure projects using the appropriate handles:

- Facebook: @acogok
- Instagram: @acogok
- X (formerly Twitter): @acogok
- LinkedIn: Association of Central Oklahoma Governments

ACOG encourages the use of high-quality photos or videos in social content that highlights the project's environmental, economic, or operational benefits.

5. Grantees will maintain odometer readings, fuel consumption records, maintenance records, and written documentation of all other costs associated with the vehicle(s) for a period of five years. The grantee will provide those records to the Association of Central Oklahoma Governments annually for a period of five (5) years as is required by the U.S. Office of Management and Budget (OMB).

2025 ACOG CLEAN AIR PUBLIC FLEET GRANTS SCHEDULE

Distribution of ACOG CLEAN AIR Public Fleet Grants Guidebook ..... September 2, 2025

Application Submission Deadline4:00 p.m..... October 31, 2025

Application Reviews..... November/December 2025

ACOG MPO Technical Committee recommendations..... January 2026

ACOG MPO Policy Committee award approvals ..... January 2026

Award Notifications emailed & Award Contracts distributed for signatures ..... February 2026

Notices to proceed distributed..... February 2026

IMPORTANT:

Costs incurred prior to the issuance of a Notice to Proceed by ACOG will not be reimbursed. A funding award notification from ACOG should not be construed as Notice to Proceed. Upon award, applicants should work closely with ACOG to ensure full reimbursement.

ATTACHMENT I: PROJECT SCORING GUIDE

Overall Project Emissions Benefits: Projects will be ranked based on calculated criteria pollutant emission credits for Carbon Monoxide (CO), Volatile Organic Compounds (VOCs), Nitrogen Oxides (NOx), and fine Particulate Matter (PM 2.5). Projects will receive one point per 100 lbs. of criteria emissions reduced, rounded to nearest whole e.g., project with 1762. 3 lbs. annual credits would receive 17.623 points rounded to the nearest whole = 18 points.

Project Cost Effectiveness: Projects will be ranked based on calculated cost per pound of pollutant credit.

Clean Fuel Technology Replacement Vehicles:* Three points will be given for each heavy duty vehicle (Truck Class 3 – 8), double points for model year 2006 or older vehicles; two points will be given for each light duty vehicle (passenger vehicles and Truck Class 1 – 2), double points for model year 2008 or older; and one point for each commercial/industrial mower to be purchased as the result of a grant award.

*__Note__: Weight class and GVWR of replacement vehicles may not be greater than the weight class and GVWR of the vehicles being replaced.

New Project Alternative Fuel Vehicle Refueling/Recharging Capacity: Thirty points will be given for high capacity projects; 20 points will be given for medium capacity projects; and Time-Fill projects will receive one point per vehicle capacity (i.e. 10 slow-fill posts with dual hoses have a 20 vehicle simultaneous fueling capacity and would receive 20 points).

Existing Alternative Fuel Refueling/Recharging Infrastructure Access: Points are awarded for station capacity and proximity to fleet. high capacity stations will receive 25 points, if onsite, with one point subtracted for each 0.1 mile distance from fleet yard to offsite refueling/recharging. On-site Level 2 recharging, and on-site CNG slow-fill will receive 15 points; and medium capacity CNG and LPG refueling stations will receive 10 points, if onsite, with 0.5 points subtracted for each 0.1 mile distance if off-site.

Project Viability and Adherence to Guidelines: One to three points each will be awarded based on history, if any, of applicant's previous projects funded under ACOG's CLEAN AIR Grants Program, compliance with previous contract terms, ability to complete the project on time, and adherence to guidelines delineated within this solicitation.

For first-time applicants with no prior ACOG CLEAN AIR Grants projects history, one to six points each will be awarded based on the likelihood that a proposed project can be completed within this solicitation's defined project timeline (page 9), and adherence to guidelines delineated within this solicitation.

BONUS POINTS: Three bonus points are available for each vehicle equipped with idle reduction technology (auxiliary power units, automatic power management systems, etc.). One bonus point is available for each vehicle equipped with telematics and/or GPS. One bonus point is available for each vehicle if applicant has a written and current fleet idle reduction policy.

2025 ACOG CLEAN AIR GRANTS FOR PUBLIC FLEETS

Association of Central Oklahoma Governments
4205 N. Lincoln Blvd. | Oklahoma City, OK 73105 | 405.234.2264 | acogok.org

SCORING SHEET

Applicant:	
Solicitation Issue Date:	
Scorer:	
Project Rank:	

FINAL SCORE
0

			POINTS	SCORE
1.	**CRITERIA POLLUTANT EMISSIONS** (Projects receive 1 point per 1 lb. total criteria pollutant credits rounded to the nearest whole number		1 pt. per 1lb	
2.	**COST EFFECTIVENESS RANK** (Points are awarded inversely to project cost/lb. rank; i.e., highest cost per lb. receives lowest number of points; lowest cost per pound receives highest number of points; maximum points are determined by number of projects ranked.)		Vary by project rank and are inversely proportional to cost	
3.	**NUMBER OF CLEAN TECHNOLOGY REPLACEMENT VEHICLES (CTVS) PER GROSS VEHICLE WEIGHT RATING CATEGORY**	**Number of CTVs to be purchased**	**(Score = # CTVs x pts. ea.)**	
	AFVs/Hybrids replacing heavy duty gasoline or diesel vehicles with GVWR ≥ 10,001 lbs. (Class 3,4,5,6,7, 8 trucks). DOUBLE points if replacing model year 1991 through 2006	1	3 ea.	
	AFVs/Hybrids replacing light duty gasoline or diesel vehicles with GVWR ≤ 10,000 lbs. (passenger vehicles and Class 1-2 trucks). DOUBLE points if replacing model year 1994 through 2008.		2 ea.	
	Dedicated alternative fuel commercial/industrial mowing equipment, replacing gasoline or diesel commercial/industrial mowers Model Years 2008 and older		1 ea.	
4.	**ALTERNATIVE FUEL INFRASTRUCTURE PROJECTS** (see description of eligible projects for capacity specifications)			
	CNG and LPG : High Capacity Public Access and/or Private Access Infrastructure with two or more dual hose dispensers		30	
	Electric (DC Quick Charge): High Capacity, Level 3, Public Access and/or Private Access Infrastructure with two or more single- or dual-port dispensers		30	
	CNG and LPG: Medium Capacity Public and/or Private Access Infrastructure with one or more dual hose dispensers		20	
	Electric (Level 2) : Medium Capacity Public and/or Private Access Infrastructure with one or more single-or dual-port dispensers		20	
	CNG: Time-fill, Private Access, fleet facility infrastructure Score: 1 pt./hose (simultaneous vehicle refueling capacity)		1/hose	

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		POINTS	SCORE
5.	**EXISTING AFV REFUELING/RECHARGING ACCESS**		
.	**CNG and LPG:** High capacity, fast-fill, rapid recovery station with two or more dual hose dispensers within 0 – 3 miles of fleet base (On-site = 30; subtract 1 point for each 0.1 mile distance from fleet yard to off-site refueling station.	Up to 25	
	Electric (DC Quick Charge): High capacity, Level 3, Electric Vehicle Supply Equipment (EVSE) station within 0-3 miles of fleet base (On-site = 30; subtract 1 point for each 0.1 mile distance from fleet yard to off-site recharging station	Up to 25	
	CNG: Medium capacity fast-fill station with one dual hose dispenser within 0-3 miles of fleet base (On-site = 15; subtract 0.5 point for each 0.1 mile distance from fleet yard to off-site refueling station.)	Up to 15	
	Electric: On-site, medium capacity, Level 2, Electric Vehicle Supply Equipment (EVSE) station, and on-site slow-fill CNG facilities	15	
6a.	**PROJECT VIABILITY AND ADHERENCE TO GUIDELINES – PREVIOUS GRANT RECIPIENT**		
	Outcome of applicant's previous projects funded under ACOG CLEAN AIR Grants	0-3	
	Compliance with previous contract terms	0-3	
	Demonstrated ability to complete project(s) on time	0-3	
	Adherence to guidelines delineated within this solicitation	0-3	
6b.	**PROJECT VIABILITY AND ADHERENCE TO GUIDELINES – NEW APPLICANTS ONLY**		
	Likelihood that project can be completed within project timeline	0-6	
	Adherence to guidelines delineated within this solicitation	0-6	
7.	Underserved Communities Use STBG-UZA Project Scoring Criteria Dashboard *item C4 – Does this project reduce emissions in an area of underserved populations?* – to identify potential air quality related underserved populations.		
	Project is wholly or partially within a significant area and identifies specific underserved communities that would be directly served by project.	10	
	Project is wholly or partially within a moderate area or is able to sufficiently articulate broad underserved communities that would be served by the project.	5	
	Project is not wholly or partially within a significant or moderate area and does not sufficiently articulate underserved communities that would be served by the project.	0	
8.	**BONUS POINTS**		
	Is applicant a current, active member of ACOG Central Oklahoma Clean Cities Coalition? **NO = 0 POINTS** **YES = 2 POINTS**	0 OR 2	

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	Up to three (3) bonus points are available for each vehicle will be equipped with idle reduction technology (auxiliary power units, automatic power management systems, etc).	up to 3 ea.	
	One (1) bonus point is available for each vehicle equipped with telematics and/or GPS.	1 ea.	
	One (1) bonus point is available for each vehicle if applicant has a written and current fleet idle reduction policy.	1 ea.	
		POINTS	**SCORE**
	TOTAL SCORE		0

NOTES/COMMENTS:

ATTACHMENT II: GUIDE TO ONLINE APPLICATION & DOCUMENT UPLOADS

Applications, and supporting documentation, must be completed and submitted online through ACOG's eTRACKER website:

https://etracker.acogok.org/secure/login

Instructions for creating an eTRACKER account and completing the application can be found in the eTRACKER Guidebook:

http://www.acogok.org/wp-content/uploads/2019/10/eTRACKER_Guidebook_10-2019.pdf

SECTION 1: Instructions for ACOG CLEAN AIR Grants for Public Sector Fleets Application Submission

1. All applications must be submitted online and received by ACOG no later than 4:00 p.m., October 31, 2025

2. Award contracts will be distributed after ACOG MPO Policy approval in February 2026.

Important Note: Applications must be received by the deadline. Incomplete applications will not be considered and may not be resubmitted until the next funding round.

Submitting an application does not guarantee funding will be awarded. The applicant must be awarded funding via an executed agreement with ACOG. Without a fully executed agreement in place, the applicant assumes all costs for any purchases, installations, or financial obligation of any kind associated with the project.

For questions and/or comments regarding grant procedures, please contact ACOG at (405) 234- 2264.

SECTION 2: Applicant Information (fill in the blanks)

SECTION 3: Project Information (check all categories that apply)

SECTION 4: Alternative Fuel Infrastructure Project Description
Complete Section 4, Section 5, and Section 6, if applying for funds for fueling infrastructure

Briefly describe your project (limit 300 words). Information sought includes:

- Number of EVSE (electric vehicle supply equipment) to be purchased and installed; single- port or dual-port; DC quick charge or AC Level 2 capacity; public access, private access, or both
- Number CNG or LPG dispensers to be purchased and installed; single-hose or dual-hose; high capacity or medium capacity; public access, private access, or both
- Number of time-fill posts to be purchased and installed; single-hose or dual-hose
- Indicate where infrastructure project is to be located
- Indicate if you have state certified compressor technicians on staff or if maintenance will be outsourced

National Environmental Policy Act (NEPA) Requirements

Preliminary Environmental Assessment File Upload (PDF format): Required for all CNG and LPG fueling infrastructure projects. Name this file FY2024 ApplicantEntityName_NEPA.pdf

SECTION 5: Infrastructure Project Impact

Complete Section 4, Section 5, and Section 6, if applying for funds for fueling infrastructure

- How many light duty (see definition in Guidebook Glossary) alternative fuel vehicles in your fleet will fuel at this station each week? If multiple fuels are being installed, indicate number of light duty vehicles in your fleet of each fuel type will be fueling at the station.
- How many miles on average do these alternative fuel light duty vehicles drive per day on average?
- How many days per week are these light duty alternative fuel vehicles driven on average?
- How many heavy duty (see definition in Guidebook Glossary) alternative fuel vehicles in your fleet will fuel at this station each week? If multiple fuels are being installed, indicate number of heavy duty vehicles in your fleet of each fuel type will be fueling at the station.
- How many miles do these alternative fuel heavy duty vehicles in your fleet drive per day on average?
- How many days per week are these heavy duty alternative fuel vehicles driven on average?
- Is this project a Public Private Partnership (PPP)? _____Yes ___No
    - If yes, please describe the PPP and agency roles in this project (limit 150 words).

SECTION 6: Fueling Infrastructure Project Budget and Budget Justification

Complete Section 4, Section 5, and Section 6, if applying for funds for fueling infrastructure

- Alternative Fuel Infrastructure Budget (provided) File Upload (PDF format): Name this file FY2024 ApplicantEntityName_StationBudget.pdf.
- Alternative Fuel Infrastructure Budget Support Documentation File Upload (PDF format): This file should consist of current itemized price quotes from vendors and/or contractors, and any other pertinent documents supporting the infrastructure project budget. Name this file FY2024 ApplicantEntityName_StationBudgetSupport.pdf

SECTION 7: Vehicle Project Description
Complete Section 7, Section 8, and Section 9, if applying for funds for the incremental cost of vehicles

Briefly describe your project (limit 200 words). Information sought includes:

- Number, fuel type and weight classification of vehicles for which funding is being requested (e.g. 3 light duty LPG pickup trucks, 2 heavy duty CNG refuse haulers, and 1 heavy duty gasoline hybrid bucket truck)
- How vehicles will be used (e.g. 2 refuse haulers will be used by Solid Waste Management Division on daily routes, 3 light duty pickups will be used by Utilities Department in Line Maintenance operations; 1 heavy duty bucket truck will be used by Parks Department maintenance crews.)
- Indicate if you have state certified alternative fuel technicians on staff or if maintenance will be outsourced.

Note: Please review **CERTIFIED VEHICLE REPLACEMENTS AND REMOVING VEHICLES FROM FLEET** sections in Guidebook prior to completing the Vehicle Retirement and Replacement Tables file.

- Vehicle Retirement and Replacement Tables (provided) File Upload (PDF format): Name this file FY2024 Applicant Entity Name R&R Tables.pdf

SECTION 8: Vehicle Project Impact
Complete Section 7, Section 8, and Section 9, if applying for funds for the incremental cost of vehicles

- Do you have on-site existing fueling facilities for:
  - CNG– LNG
  - BEV or PHEV charging– None
- If None, where will vehicles be refueled/recharged?
- What is the distance from the project location (where vehicles are normally housed) in tenths of miles (e.g. 1.8 miles) to the off-site refueling/recharging fueling station?

SECTION 9: Vehicle Project Budget and Budget Justification
Complete Section 7, Section 8, and Section 9, if applying for funds for the incremental cost of vehicles

Vehicle budget support documentation will consist of current itemized price quotes from vendors/contractors and any other pertinent documents that help illustrate the project costs.

To be considered for funding, itemized price quotes for vehicles must make clear the incremental cost for the dedicated alternative fuel vehicle and/or hybrid vehicles. In some cases this may need to be accomplished by providing a price quote for the alternative fuel vehicle or hybrid vehicle and its identically equipped conventional fuel counterpart. In all cases, the incremental difference must be declared and supported by documentation. State contract base prices for conventional fuel vehicles and their alternative fuel counterparts may be substituted where appropriate for itemized

price quotes.

Important Note: Some gaseous fuel vehicle options listed on the State Contract may require a model change. ACOG CLEAN AIR Grants for Public Fleets cover only a vehicle's CNG, LNG, or LPG engine and fuel system cost differential (incremental difference). They do not cover any portion of the price differential associated with a model change. Additionally, applicants are cautioned to pay particular attention to the GVWR class of vehicles being retired and vehicles being purchased as in some cases a required model change to accommodate a gaseous fuel engine and fuel system, affects the GVWR class into which the vehicle falls.

- Dedicated Alternative Fuel and Hybrid Vehicles Budget (provided) File Upload (PDF format): Name this file FY2024 ApplicantEntityName_VehicleBudget.pdf

- Dedicated Alternative Fuel and Hybrid Vehicles Budget Support Documentation File Upload (PDF format): Name this file FY2024 ApplicantEntityName_VehicleBudgetSupport.pdf.

- Section 10: Project Assurances and Resolutions

- Assurances and Resolutions (Word documents provided) File Upload (PDF format): Name this file FY2024 ApplicantEntityName_Assurances&Resolutions.pdf

- Is the applicant entity a current, active member of ACOG's Central Oklahoma Clean Cities Coalition? (Check Yes or No)