

Cover Sheet To The
APPENDIX D-4
Beneficiary Eligible Mitigation Action Certification
Submitted by Beneficiary Cherokee Nation
For the Cherokee Nation's 2nd Round Zero Emission Project

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary _____

Lead Agency Authorized to Act on Behalf of the Beneficiary _____
(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: | |
| Beneficiary's Project ID: | |
| Funding Request No. | <i>(sequential)</i> |
| Request Type: (select one or more) | <input type="checkbox"/> Reimbursement <input type="checkbox"/> Advance <input type="checkbox"/> Other (specify): _____ |
| Payment to be made to: (select one or more) | <input type="checkbox"/> Beneficiary <input type="checkbox"/> Other (specify): _____ |
| Funding Request & Direction (Attachment A) | <input type="checkbox"/> Attached to this Certification <input type="checkbox"/> To be Provided Separately |

SUMMARY

| | |
|--|---|
| Eligible Mitigation Action | <input type="checkbox"/> Appendix D-2 item (specify): _____ |
| Action Type | <input type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal): _____ |
| Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2): | |
| | |
| Estimate of Anticipated NOx Reductions (5.2.3): | |
| | |
| 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): | |
| | |
| Describe how the Beneficiary will make documentation publicly available (5.2.7.2). | |
| | |
| Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8). | |
| | |
| Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9). | |
| | |

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).

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 _____, 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: August 26, 2019

Sara Hill, Secretary of Natural Resources

[NAME]

[TITLE]

The Office of the Secretary of Natural Resources

SIGNATURE: Sara Hill

[LEAD AGENCY]

for

Cherokee Nation

[BENEFICIARY]

Attachment A

Has Been Redacted

Attachment A

Has Been Redacted

EXHIBIT 1

Detailed Description Of Mitigation Action Item Including Community And Air Quality Benefits (5.2.2)

The Cherokee Nation is pleased to submit the Cherokee Nation's 2nd Round Zero Emission Project ("Project") under the Environmental Mitigation Trust Agreement for Indian Tribe Beneficiaries dated November 30, 2018 ("Indian Tribe Trust Agreement"). The Project is primarily submitted under Section 2(e)(4) of Appendix D-2 to the Indian Tribe Trust Agreement, which permits "Beneficiaries" to replace "Eligible" vehicles (including school buses) with "Up to 100% of the cost of a new All-Electric vehicle, including charging infrastructure associated with the new All-Electric vehicle." The Project also includes a light duty zero emission vehicle ("ZEV") component under Section 9(c)(1) of Appendix D-2, and a construction cost component under the administrative cost section in Appendix D-2.

The Cherokee Nation intends to participate in all funding cycles under the Indian Tribe Trust Agreement with the goal of deploying multiple all-new electric vehicles servicing various transportation needs for the Cherokee Nation, along with the charging infrastructure associated with each of the all-new electric vehicles. The Project, which involves a single new all electric school activity coach bus, will be the second step in the Nation employing a substantial electric vehicle fleet. As part of the Cherokee Nation's 1st Round Zero Emission Project submitted under the Indian Tribe Trust Agreement, the Cherokee Nation is currently in the process of ordering a new all electric school bus and building the associated charging infrastructure. In future funding cycles, the Cherokee Nation is considering increasing its electric bus fleet, adding additional destinations and routes that its electric bus fleet can implement, and purchasing electric vehicles servicing other transportation needs for the Cherokee Nation. The Cherokee Nation intends to install charging stations for its new electric vehicles at multiple locations, including at Tahlequah, Catoosa, Stilwell, West Siloam Springs, Roland, Vinita, Sallisaw, and Muskogee.

The Project will be the second step, for which the Cherokee Nation intends to purchase a new zero emission school activity coach bus that will provide transportation for the Cherokee Nation's school system. This will replace a 1998 Am Tram 40 passenger bus, VIN number 1HVBKADN7WA081302. This bus is an "Eligible Bus" under Section 2 of Appendix D-2 to the Indian Tribe Trust Agreement because it is a diesel bus that is older than 2009 and has a Gross Vehicle Weight Rating greater than 14,001 lbs. This bus will be rendered inoperable (meaning, at a minimum, it will have a 3-inch hole cut in the engine block and its frame rails will be cut completely in half) and made available to recycle.

The Cherokee Nation anticipates that the new school activity coach bus will travel about 30,000 miles per year. The bus will be based in Tahlequah, but will travel on multiple routes including destinations such as Catoosa, Stilwell, West Siloam Springs, Roland, Vinita, Sallisaw, and Muskogee, among others. Since Tahlequah is planned to have a charging station installed as part of the Cherokee Nation's 1st Round Zero Emission Project, for the Project the Cherokee Nation intends to install charging infrastructure at other locations where the bus will travel to in a cascading order of priority. Currently, charging stations that will be a part of the Project are planned to be installed at two locations, likely Catoosa and Stilwell. The Cherokee Nation will

install additional charging stations as part of the Project depending on available funding and actual costs. The Cherokee Nation also intends to install a solar canopy in West Siloam Springs, a location where the bus will travel to, as part of the charging infrastructure associated with the new bus. West Siloam Springs was selected because it is the next highest remaining priority for bus charging infrastructure.

To accomplish the Project, the Cherokee Nation plans to partner with Francis Renewable Energy. Francis Renewable Energy recently implemented the Cherokee Nation's Solar Canopy Parking/EV Charging Stations project. That project involved installation of a parking canopy structure for the Cherokee Nation Headquarters, including both solar photovoltaic power generation and electric vehicle charging station components. Francis Renewable Energy is also working with the Cherokee Nation on the charging infrastructure portion of its 1st Round Zero Emission Project. Francis Renewable Energy has provided the Cherokee Nation with quotes for all of the bus infrastructure and light duty ZEV infrastructure projects that the Cherokee Nation may include as part of the Project or in future funding cycles, not all of which are planned for the Project. For the bus charging infrastructure portion of the Project, the following estimates by FRE are included in the budget: an estimate of \$154,604.00 for the cost to install a single bus charger at one site, an estimate of \$188,448.00 for the cost to install a single bus charger with new electrical service at one site, and an estimate of \$173,040.00 to install a solar canopy (75% of which is allocated to the bus charging infrastructure).

The Cherokee Nation has obtained quotes on an electric coach activity bus for the Project from MCI and Van Hool. The Cherokee Nation has also sought a quote from BYD, but has not obtained a quote from BYD as of the time of this application. The Cherokee Nation's top choice is currently the Van Hool proposal, whose quote of \$1,099,000 is attached. Van Hool is one of the largest coach bus manufacturers in the world and has recently partnered with Proterra Inc. for its electric coach bus. However, due to the rapidly developing electric bus market that the Cherokee Nation has become familiar with during its 1st Round Zero Emission Project and in the process of preparing this application, the Cherokee Nation intends to continue to work with multiple potential manufacturers before making a final decision on which bus the Cherokee Nation will purchase. This is important not just to maintain the flexibility to choose the product that will most closely fit the Cherokee Nation's needs, but will also allow for flexibility in case a manufacturer declines to deliver a bus for the Project.

The Cherokee Nation's Project will result in several significant benefits, including but not limited to substantially lower energy and maintenance costs, zero tailpipe emissions, including NOx, reduced greenhouse gas emission, reduced dependence on fossil fuels, reduced noise pollution in surrounding neighborhoods, better vehicle performance and propulsion system durability, and increased comfort for the operator and passengers.

The Cherokee Nation's Project also includes a light duty ZEV component. Section 9 of Appendix D-2 permits beneficiaries to use up to 15% of their funds "on the costs necessary for, and directly connected to, the acquisition, installation, operation and maintenance of new light duty zero emission vehicle supply equipment for projects specified below." Light duty ZEV charging stations will help further the electrification work that the Cherokee Nation has already started with their recently installed solar canopy in Tahlequah. In accordance with

Section 9(c)(1) of Appendix D-2, the Cherokee Nation is planning to make all light duty ZEV charging stations available to the public on property owned by the Cherokee Nation. For all of the light duty ZEV charging stations, the Cherokee Nation intends to install a mix of Level II and Level III chargers. However, the number and final design of these charging stations will depend on the particular site's needs, as well as the available budget based on the actual costs of installation at each selected site.

The written estimates the Cherokee Nation received from Francis Renewable Energy have helped the Cherokee Nation with planning for the scope of the light duty ZEV component of the Project. The Cherokee Nation has already identified the Hard Rock Hotel and Casino in Catoosa as its highest priority site for a light duty ZEV charging stations. For purposes of the preliminary budget provided with this application, and based on FRE's estimate to install light duty Level 2 charging infrastructure of \$17,486.00 for the first charger and \$15,737 for each additional charger, the Cherokee Nation has enough funds for the installation of three additional Level 2 chargers in Catoosa. The Cherokee Nation is also planning to install two Level 2 chargers in Catoosa as part of its 1st Round Zero Emission Project, so the funding for the construction of that site will span multiple funding cycles under the Indian Tribe Trust Agreement. The Cherokee Nation plans to add additional chargers to the Catoosa charging station and to construct light duty ZEV charging stations at other locations, and plans to do so in this funding cycle or in future funding cycles depending on available funds and actual costs. The Cherokee Nation has identified the following locations as desirable locations for additional light duty ZEV charging stations: Three Rivers Health Center in Muskogee, Cherokee Casino in Tahlequah, WW Hastings hospital in Tahlequah, Cherokee Health Clinic in Vinita, and Cherokee Casino in West Siloam Springs. In addition, the Cherokee Nation anticipates that the electricity generated by the solar canopy will more than offset the electricity usage of the bus, so one quarter of the cost of the solar canopy will be paid for from the Cherokee Nation's light duty ZEV funds.

The Cherokee Nation's Project also includes a construction cost component. The administrative cost section of Appendix D-2 permits beneficiaries to use up to 15% of their funds "for actual administrative expenditures (described below) directly associated with implementing such Eligible Mitigation Action." It continues: "Administrative expenditures for Beneficiaries include the following: ... 6. Construction including costs associated with ordinary or normal rearrangement and alteration of facilities." While many of the existing facilities at the proposed bus charging sites identified above will need only minimal rearrangement or alteration, FRE has informed the Cherokee Nation that some of the facilities may need to be altered for use as a bus charging facility. For example, at the Stilwell location that is being considered as part of this Project, the existing facility may need to be altered by reinforcing the concrete due to the anticipated weight of the buses. An estimate of \$100,000.00 to reinforce existing concrete for a dual bus charging site from FRE is included.

EXHIBIT 2

Estimate Of Anticipated NOx Reductions (5.2.3)

The Cherokee Nation does not have exact information on the NOx emissions from the school bus it is replacing. Accordingly, the Cherokee Nation obtained estimated emissions to calculate the anticipated NOx reduction. For the school activity coach bus, the Office of Transportation and Air Quality of the United States Environmental Protection Agency published a document in October 2008 entitled “Average In-Use Emissions from Urban Buses and School Buses”¹ which provides average emission rates for buses. According to that document, the average urban diesel bus emits 14.793 grams of NOx per mile and 61.113 grams of NOx per hour of idling time. The Cherokee Nation estimates the school activity coach bus will average about 30,000 miles per year and about 250 hours of idling per year. Accordingly, and as shown in the table below, the Cherokee Nation estimates that the new all electric school activity coach bus will reduce NOx emissions by 1012 pounds per year.

| Description | NOx (grams/mile) | NOx (grams/ idle hour) | (lbs/g) | Miles per year | Idle hours per year | NOx (lbs/year) |
|-------------|------------------|------------------------|----------|----------------|---------------------|----------------|
| Coach Bus | 14.79 | 61.11 | 0.002205 | 30,000 | 250 | 1012 |

In addition, the Cherokee Nation used the Diesel Emissions Quantifier (DEQ) tool provided by the United States Environmental Protection Agency to calculate the anticipated NOx reduction.² Using the estimates set forth in the table above for the average annual mileage and idling time for the school activity coach bus, this method estimates that the new all electric school activity coach bus will reduce NOx emissions by 952 pounds per year.

¹ The document was accessed at <https://nepis.epa.gov/Exe/ZyNET.exe/P100EVY1.TXT?ZyActionD=ZyDocument&Client=EPA&Index=2006+Thru+2010&Docs=&Query=&Time=&EndTime=&SearchMethod=1&TocRestrict=n&Toc=&TocEntry=&QField=&QFieldYear=&QFieldMonth=&QFieldDay=&IntQFieldOp=0&ExtQFieldOp=0&XmlQuery=&File=D%3A%5Czyfiles%5CIndex%20Data%5C06thru10%5CTxt%5C00000033%5CP100EVY1.txt&User=ANONYMOUS&Password=anonymous&SortMethod=h%7C-&MaximumDocuments=1&FuzzyDegree=0&ImageQuality=r75g8/r75g8/x150y150g16/i425&Display=hpfr&DefSeekPage=x&SearchBack=ZyActionL&Back=ZyActionS&BackDesc=Results%20page&MaximumPages=1&ZyEntry=1&SeekPage=x&ZyPURL#>

² The DEQ Tool was accessed at this website on or before February 12, 2018: <https://www.epa.gov/cleandiesel/diesel-emissions-quantifier-deq>

EXHIBIT 3

Describe How The Beneficiary Will Make Documentation Publicly Available (5.2.7.2)

The Cherokee Nation will maintain and make publicly available all documentation submitted in support of its funding request and all records supporting all expenditures of any funds it receives, subject to applicable laws governing the publication of confidential business information and personally identifiable information. Such documentation shall be made publicly available on the public notice portion of the website of The Office of the Secretary of Natural Resources, which can be found at the web address <https://www.cherokee.org/our-government/secretary-of-natural-resources-office/>. This website will include a link for members of the public to request additional information and documents related to the funding request and expenditure of funds. In addition, under Section 5.3 of the Indian Tribe Trust Agreement the Trustee will post on its public-facing website the semiannual reports submitted to the Trustee by the Cherokee Nation.

The Cherokee Nation's certification of Section 7 of its Certification for Beneficiary Status Under Environmental Mitigation Trust Agreement is subject to the Cherokee Nation's governing policies on the release of its records, which establishes the Cherokee Nation's position on the procedures for making records publicly available and on the handling of requests by outside parties for the release of various categories of tribal records and the procedures for handling such requests. The Cherokee Nation protects from disclosure privileged and protected information.

EXHIBIT 4

Describe How The Beneficiary Complied With Subparagraph 4.2.8, Related To Notice To U.S. Government Agencies (5.2.9)

The Cherokee Nation certifies that it has been more than 30 Days since the Cherokee Nation was deemed a Beneficiary pursuant to subparagraph 4.0.2.1 of the Indian Tribe Trust Agreement, and that the Cherokee Nation has not provided a copy of the Indian Tribe Trust Agreement with Attachments to any Federal Agency since no Federal Agency has notified the Cherokee Nation of its interest thereunder. The Cherokee Nation further certifies that it will provide a copy of the Indian Tribe Trust Agreement with Attachments to the U.S. Department of the Interior, the U.S. Department of Agriculture, and any other Federal Agency that has custody, control, or management of land within or contiguous to the territorial boundaries of the Cherokee Nation and has notified the Cherokee Nation of its interest thereunder, explaining that the Cherokee Nation may request Eligible Mitigation Action funds for use on lands within that Federal Agency's custody, control, or management (including, but not limited to, Clean Air Act Class I and II areas), and setting forth the procedures by which the Cherokee Nation will review, consider, and make a written determination upon each such request, within 30 days of receipt of such notice.

ATTACHMENT B

Eligible Mitigation Action Management Plan Including Detailed Budget And Implementation And Expenditures Timeline (5.2.4)

PROJECT SCHEDULE AND MILESTONES

The Cherokee Nation estimates the Project will take about 30 months and conclude in February 2022. The Project can be broken into the following four steps:

Step 1. Trustee Award (3 months) [November 2019]

The Cherokee Nation's Project will not begin until the Trustee has distributed funds to the Cherokee Nation. The Cherokee Nation assumes this will occur in November 2019 pursuant to Paragraph 5.2.16.1 of the Indian Tribe Trust Agreement. The contractual application fee will be expended when the funds are distributed.

Step 2. Contracting, Project Planning, and Initiation (6 months) [May 2020]

This step will include detailed project planning to finalize the scope, assignments, and timeline. This phase will result in a formal kick-off of the Project with all team members so that they can successfully meet project goals and objectives. This step also includes executing agreements with the contractors, including final selection of the all-new electric school activity coach bus manufacturer. The Cherokee Nation anticipates that this can mostly be performed simultaneously with project planning. The Cherokee Nation estimates that this will take about 6 months.

Step 3 (Infrastructure Installation and Vehicle Deployment) (18 months) [November 2021]

The Cherokee Nation anticipates that steps 3.a. (Vehicle Procurement and Deployment) and 3.b. (Infrastructure Installation) can be performed simultaneously.

Step 3.a. Vehicle Procurement and Deployment (14 months) [July 2021]

This step includes finalizing the specifications for the vehicles by working with the third party supplier. Once the specifications are finalized, the Cherokee Nation expects that the lead-time on the vehicles will be at least 12 months. The funds for the bus will be expended when the bus is ordered. The Cherokee Nation will conduct pre-delivery inspections to approve vehicle delivery, and conduct post-delivery inspections for final approval. If necessary, the Cherokee Nation will engage the services of external vendors to complete the inspections.

This step also includes deployment of the school coach activity bus. Delivered vehicles will be registered and insured by the Cherokee Nation. At the time the vehicle is delivered, construction of the Tahlequah charging station should be completed as part of the Cherokee Nation's 1st Round Zero Emission Project. A series of tests will be conducted to ensure the vehicles can be charged properly with the charging equipment and can operate along the planned

bus routes, including testing the vehicle at any existing charging station(s). During this phase, staff will receive the necessary training to operate and maintain the vehicles. At the end of this phase, the vehicle being replaced will be scrapped.

Step 3.b. Infrastructure Installation (18 months) [November 2021]

This step includes finalizing site plans for the charging stations and seeking the necessary permits from local authorities to install the systems. During this step, the Cherokee Nation will be working with all third parties to develop site and installation plans for the charging stations, including any site engineering (such as civil, electrical, and mechanical), construction, and equipment installation.

The costs for the charging infrastructure equipment will be expended when the parts are ordered once the site design is complete. The costs for the charging infrastructure installation will be expended as infrastructure is completed. Once construction at a charging site is complete, the site will be tested with the vehicles in the Cherokee Nation's electric fleet.

Step 4. Project Completion (3 months) [February 2022]

Once the replaced vehicle is scrapped and the charging infrastructure is installed, the Cherokee Nation will issue a final report summarizing implementation and will close out the project with the Trustee. Assuming that the funding occurs in November 2019, the Cherokee Nation estimates project completion will occur in February 2022. The contractual implementation fee will be expended when the project is complete.

PROJECT BUDGET

| Eligible Mitigation Action and Mitigation Action Expenditure Categories | Item | Cost | Qty. | Total |
|---|---|-------------------|------------------|--------------------|
| D-2 Section 2(e)(1) - Government-Owned Eligible Buses | Van Hool CX45E | \$1,099,000 | 1 | \$1,099,000 |
| | Bus Charging Infrastructure - DC Charger w/ new elec. | \$188,448 | 1 | \$188,448 |
| | Bus Charging Infrastructure - DC Charger | \$154,602 | 1 | \$154,602 |
| | Bus Charging Infrastructure - Solar Canopy | \$173,040 | 75% | \$129,780 |
| <i>D-2 Section 2(e)(1) - Government-Owned Eligible Buses Subtotal:</i> | | | | <i>\$1,571,830</i> |
| D-2 Section 9(c)(1) - Light Duty ZEV, Gov't Property | First Level 2 Charger | \$17,486 | 1 | \$17,486 |
| | Each Add'l Level 2 Charger | \$15,737 | 2 | \$31,474 |
| | Charging Infrastructure - Solar Canopy | \$173,040 | 25% | \$43,260 |
| <i>D-2 Section 9(c)(1) - Light Duty ZEV, Gov't Property Subtotal:</i> | | | | <i>\$92,220</i> |
| Administrative Expenditures | Contractual - application | \$350 | 36.1 | \$12,635 |
| | Contractual - project | \$350 | 50 | \$17,500 |
| | Construction | Item cost bundled | Bundled estimate | \$100,000 |
| | Other - bus salvage fee | \$5,000 | 1 | \$5,000 |
| <i>Administrative Expenditures Subtotal:</i> | | | | <i>\$135,135</i> |
| Cost share correction - to be accomplished by reducing funding of the light duty ZEV project and/or internal administrative costs | | | | \$(7,503) |
| PROJECT TOTAL | | | | \$1,791,682 |

ATTACHMENT C

Detailed Plan For Reporting On Eligible Mitigation Action Implementation (5.2.11)

No later than six months after the Cherokee Nation receives its first disbursement of Trust Assets for the Cherokee Nation's Project, 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, the Cherokee Nation shall submit to the Trustee a semiannual report describing the progress implementing the Cherokee Nation's Project 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).

The Cherokee Nation's reports shall include a complete description of the status (including actual or projected termination date), development, implementation, and any modification of the Cherokee Nation's Project. The Cherokee Nation does not anticipate that these reports will be onerous because Cherokee Nation's Project primarily consists of a small number of significant deliverables (for example, the installation of a charging station or the delivery of an electric vehicle). If necessary, the Cherokee Nation will engage the services of external vendors to review and/or audit these reports. These reports shall be signed by an official with the authority to submit the report for the Cherokee Nation and will contain an attestation that the information is true and correct and that the submission is made under penalty of perjury.

ATTACHMENT D

Detailed Cost Estimates From Selected Or Potential Vendors For Each Proposed Expenditure Exceeding \$25,000 (5.2.6)

Attachment D consists of the following cost estimates

- Estimate of \$1,099,000.00 from Van Hool/Proterra for the electric bus.
- Bus charging infrastructure cost estimates from Francis Renewable Energy, including an estimate of \$154,604.00 for the cost to install a single bus charger at one site, an estimate of \$188,448.00 for the cost to install a single bus charger with new electrical service at one site, and an estimate of \$173,040.00 to install a solar canopy (75% of which is allocated to bus charging infrastructure).
- Light duty ZEV charging infrastructure cost estimates from Francis Renewable Energy, including estimate of \$173,040.00 to install a solar canopy (25% of which is allocated to light duty ZEV charging infrastructure) and an estimate to install light duty Level 2 charging infrastructure of \$17,486.00 for the first charger and \$15,737 for each additional charger.
- Construction infrastructure cost estimates from Francis Renewable Energy, including an estimate of \$100,000.00 to reinforce existing concrete for a dual bus charging site.
- Contractual Fee request from The Askman Law Firm for assistance already provided on the application and an estimate for implementation support.



Michael Frandina <michael@askmanlaw.com>

Van Hool electric coach specs and quote for Cherokee Nation1 message

Lisa Lillelund <llillelund@proterra.com>

Sun, Jul 28, 2019 at 6:31 PM

To: Michael Frandina <michael@askmanlaw.com>

Cc: "DE ROO Hugo (sales.bc.usa@vanhool.com)" <sales.bc.usa@vanhool.com>

Hi Michael,

We are pleased to send you the information you requested for a quote for the Van Hool CX45E electric coach. Lead time is around 10-12 months from the date of order. Let us know what timing you are considering. The CX45E will be quite a nice premier electric coach for the North America market and we are pleased that you are interested in this for the Cherokee Nation.

Attached you will find more information and specs for the CX45E prepared for you by Van Hool, Mr. Hugo De Roo, copied on this email.

-

Preliminary Price estimate quote for a base coach. Prices may vary depending on customer specs.

- the retail price quote is based on an order of 1 e-coach for the Cherokee Nation's budgeting of this electric coach project with VW Settlement Funding ;
- The below mentioned retail price quote is to be considered as an estimation. The final retail pricing of this CX45E coach (45ft) will be determined and submitted upon confirmation of all technical specifications as well as of all operational, environmental and topographic conditions ;
- all estimated retail pricing include the Van Hool E-coach as a vehicle and the vendor's onboard bus components.
- any other external equipment such as electric vehicle charging stations and/or other auxiliary material is NOT included in the pricing.

- **Based on the extent of delivery of the CX45E electric coach, including Proterra battery packs and ancillary equipment, the preliminary, estimated retail unit price including Belgian taxes, for a minimum order of 1 unit electric bus is \$1,099,000.00. (One million ninety nine thousand U.S. dollars.)**

OTHER TERMS AND CONDITIONS

All other terms and conditions, such as but not limited to, payment, compliance, lead times, warranty, etc. will be communicated upon release of the final offer based on the confirmation of all technical, operational, environmental and topographic specifications from customer and Proterra.

Should you require any further information for your grant applications, please do not hesitate to contact us.

Regards,



Lisa Lillelund
Sales and Marketing Manager

PROTERRA – POWERED

PROTERRA

M: 978.590.9212 | llillelund@proterra.com

www.proterra.com | 1815 Rollins Rd. Burlingame, CA 94010



2 attachments



CX45E - Revised spec sheet - 26072019.pdf

643K



Presentation_Electric_Cherokee Nation_26-07-2019_jc.pdf

844K



45E ELECTRIC PASSENGER COACH

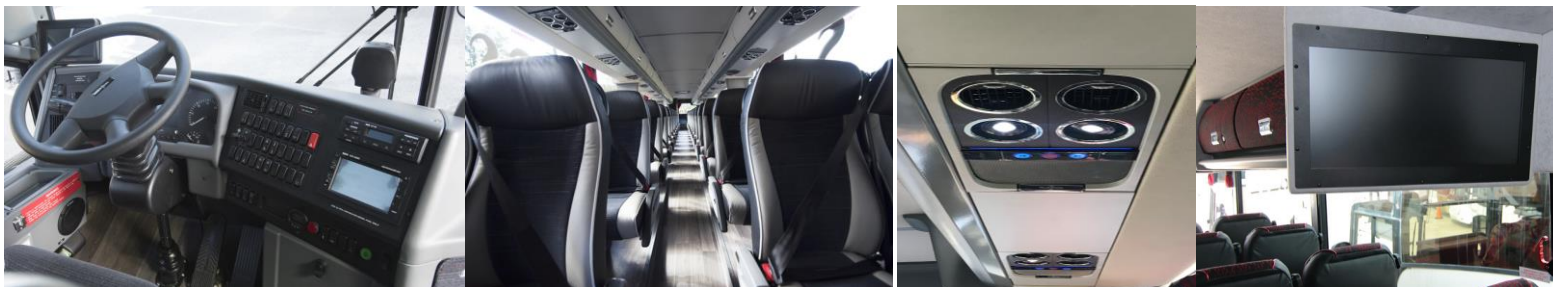


EQUIPMENT HIGHLIGHTS



The CX45E electric coach offers a new interior and exterior design that integrates a host of new safety features with the added bonus of increased mechanical serviceability.

These enhancements, together with the benefit of parts interchangeability with other Van Hool models, can help make a major impact on down time, maintenance dollars, and overall cost of ownership.



www.vanhool.be

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Options shown in RED

General

| | |
|---|------------|
| Length | 45' |
| Height | 11'6" |
| Width | 102" |
| Headroom | 75.75" |
| Wheelbase | 25'4.5" |
| Underfloor Storage Capacity (w/o lift) | N/A |
| Underfloor Storage Capacity (w/ lift) | N/A |
| Parcel Rack Storage Capacity (w/o lift) | 87.5 cu ft |
| Parcel Rack Storage Capacity (w/ lift) | 84.9 cu ft |
| Front Overhang | 6'2.4" |
| Rear Overhang | 9'11.5" |
| Turning Radius | 43'11.5" |
| Fuel Tank Capacity (useable) | N/A |

Electric Powertrain

- Permanent Magnet Drive Motor
310kW nominal power - 360kW peak power
- Battery NMC Lithium Ion (US make)
- Energy content 648 kWh
- Range 220 miles [355 km]
- Range [Service]¹ 195 miles [310 km]
- Traction System Siemens ELFA II

Ride and Handling

- Six Wheel Disc Brakes Knorr
- Six Wheel Unitized Hubs
- ZF Variable Ratio Steering
- Independent Front & Tag Axle Suspension
- Suspension Knorr ELC
- Tag Axle Unloading System

Body Construction

- Stainless Steel Chassis, Windshield & Side Window Frames
- One Piece Galvanized Steel Side Walls
- One Piece Aircraft-Quality Aluminum Roof
- Aluminum Pantograph Baggage Bay Doors
- Energy Absorbing Bumpers

Chassis

- Dana/Spicer G172 Drive Axle
- Tilt & Telescopic Steering Wheel
- Rapid Rear Raise System
- Front Kneeling w/ Quick Recovery System
- Full Coach Raise & Lowering

Electrical and Lighting

- Projector Beam Headlights
- LED Daytime Running Lights
- LED Side Marker Lamps w/ Integrated Turn Signal Function

E-specs shown in GREEN

Electrical and Lighting (Continued)

- Full Multiplex System
- High Mount LED Brake Light
- LED Interior Ceiling Aisle Lights
- Front Side Cornering Lights
- LED Tail & Reverse Lights
- Dash Mounted 12/24 Volt Cut-Off Switch
- Battery Equalizer
- Easily Serviceable Tail Lights
- LCD Multi-Function Driver Display
- Automatic Entrance Lighting
- Keyless Ignition Switch
- Curb Side Lighting
- Battery Charger
- Road Side Lighting
- 110V Tamper-Resistant AC Receptacles, with or without USB

Tires and Wheels

- Alcoa Dura Bright Aluminum Wheels (9)
- 315/80R-22.5 Goodyear Marathon LHS II + HL

Interior

- Seating
 - Max. 56 Passenger KIEL 1020, FMVSS 210 Seats w/ Footrest & 3-Point Seat Belts
 - ISRI 6800/348 Adjustable Drivers Seat (Pneumatic) w/ 3-Point Seat Belt (3rd Point Fixed on B-Post)
 - ISRI 6832-870 Drivers Seat w/ Integrated 3-Point Seat Belt
- Two Piece Windshield
- Double Pane Seamless Side Glass
- Enhanced Curved Entry Stairwell
- Driver's Right Hand Console w/ Grab Rail
- Two Left Hand Driver Cup Holders
- Map Light
- Passenger Individual Reading Lights w/ Directional Adjustment
- Sliding Passenger Multisets
- Electric Windshield Sun Visors
- Supplemental Restroom Holding Tank
- Keyed Alike Baggage & Service Doors
- Central Air Locking System Baggage Doors
- Ramped Entry Aisle (In Lieu of Step)
- Monogram Flush Toilet
- Rear Window
- Passenger Side Window Shades
- Enclosed Parcel Racks
- Contoured Parcel Racks w/ 23" Monitors
- Magazine Nets
- Cup Holders
- Card Tables
- Driver's Shield

Climate Control

- Integrated HVAC System
- Eberspächer Süttrak
- 134a Refrigerant
- Timer for Auxiliary Heater

Other Equipment

- Remote-Control & Heated Black Mirrors
- Audio System w/ PA & Two Microphones
- Touchscreen Radio w/ DVD Player & Back-up Camera Display
- Enhanced Sound System
- Cordless Microphone
- Individual Multi-Channel Audio System
- Custom Paint
- Custom Vinyl Graphics Installation
- Destination Sign(s)
- Global Positioning System
- In-Motion Satellite TV System
- Road Viewing Monitor System
- Side View Cameras
- WiFi

Wheelchair Lift

- Midship Wheelchair Lift Ready w/ two Tie-Down Positions
- Passenger Chime Buttons for ADA Seats
- Braun NL-501

EXTENSIVE STANDARD SAFETY PACKAGE

- Rollover in Accordance with UNECE – Reg. No.66
- FMVSS 210 Seating w/ 3-Point Seat Belts
- 3-Point Seat Belt Driver Seat
- Electronic Braking System (EBS)
- Automatic Traction Control (ATC)
- Daytime Running Lights (DRL)
- Electronic Stability Control (ESC)
- Fire Detection System
- Tire Pressure Monitoring System (TPMS)
- Lane Departure Warning System (LDW)
- Static Aiming Light System
- Backup Camera with In-Dash Display
- Roof Hatches

¹ Simulated range based on a suburban drive profile at an ambient temperature of 68°F (20°C), max. speed of 65 mph and fully loaded vehicle.

These specifications are based on up-to-date product information available at the time of printing July 2019. Specifications can change without prior notice. Vehicle on reverse side of this sheet shown with optional equipment.

VANHOOL

100 %

ELECTRIC



July 2019

Performance

| Specification | Value |
|--|----------------|
| Nominal Range (Miles)/(Km) | 220 / 355 |
| Range [service] (Miles)/Km) ¹ | 195 / 310 |
| Energy content (kWh) | 648 |
| Curb Weight w/ lift (lbs) | 43916 |
| Curb Weight w/o lift (lbs) | 43438 |
| Top Speed (Mph) / (Kmh) | 71 / 114 |
| Charge time | 5h for 648 kWh |

¹ Simulated range based on a suburban drive profile at an ambient temperature of 68°F (20°C), max. speed of 65 mph and fully loaded vehicle w/o underfloor luggage.

Drivetrain



| Drive motor | Siemens PEM 1DB2024-0NA06 |
|----------------------|---------------------------|
| Nominal power | 310 kW |
| Max power | 360 kW |
| Max torque @ 700 rpm | 4240 Nm (3127 lbf.ft) |
| Max current | 640 A |
| Max rpm | 3500 min-1 |
| Type | Permanent Magnet Motor |
| Efficiency | Up to 98% |
| IP grade | IP6K9K |

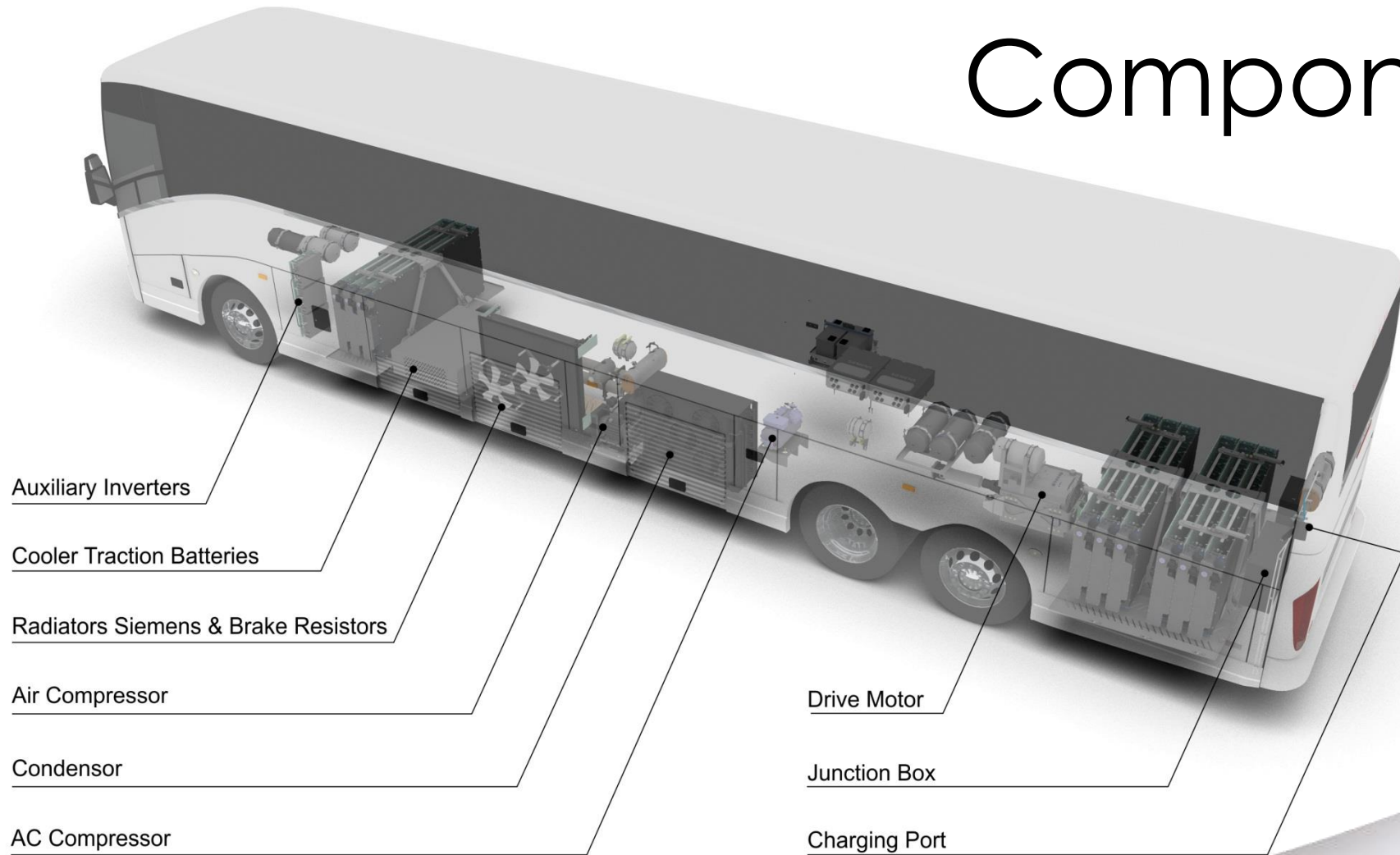


Vehicle Specifications

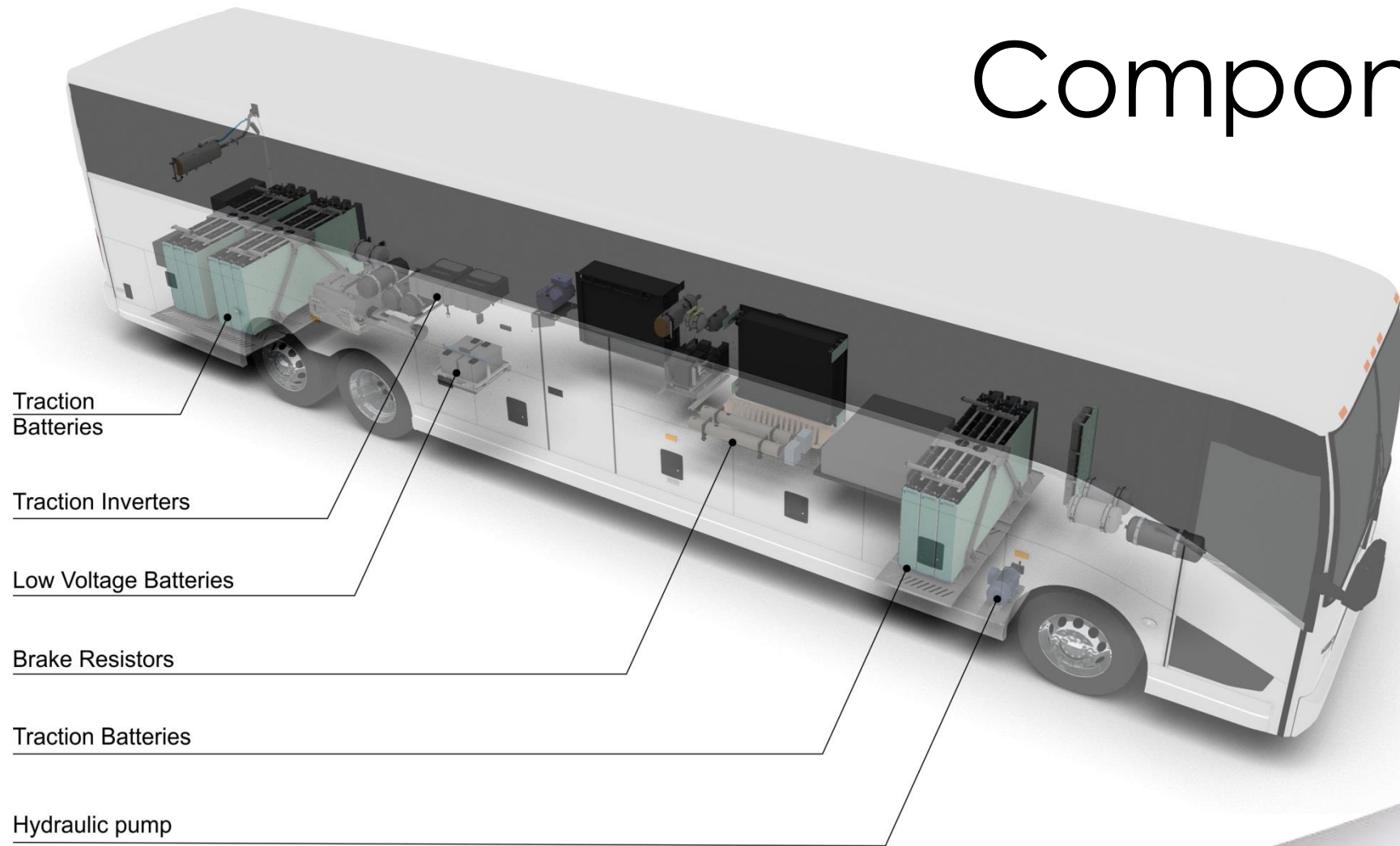
| Specification | Value |
|-----------------------------|-------------------------------|
| Passengers | max 56 w/o underfloor luggage |
| Length | 45' |
| Height | 11' 6" |
| Width | 102" |
| Headroom | 75.75" |
| Wheelbase | 25' 4.5" |
| Front Overhang | 6' 2.4" |
| Rear Overhang | 9' 11.5" |
| Turning Radius | 43' 11.5" |
| Underfloor Storage Capacity | N/A |

Identical vehicle to current CX, but electric no diesel.

Components

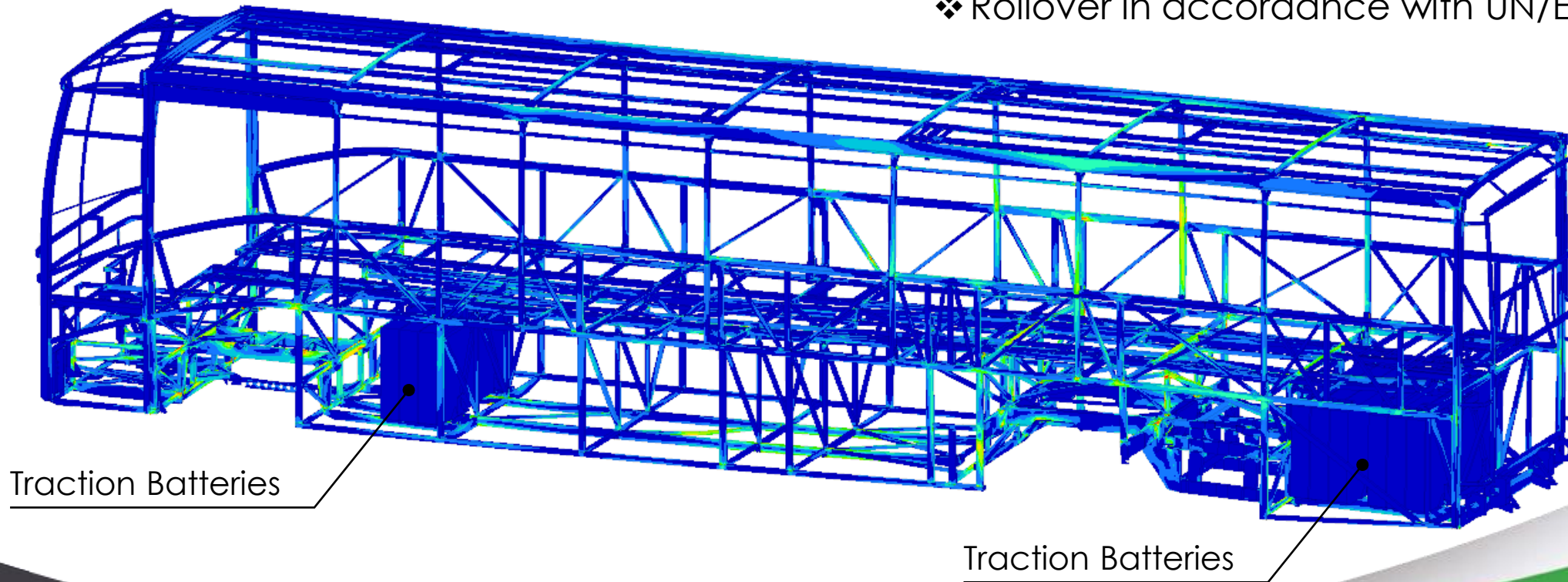


Components



Safety

- ❖ FE analysis: strength, fatigue and impact
- ❖ Rollover in accordance with UN/ECE – Reg. No.66



Traction Batteries

Traction Batteries

Van Hool and Proterra

- ❖ Van Hool selected Proterra to provide its E2 technology for Van Hool's first all-Electric motor coach CX45E
- ❖ Van Hool confirms its long term commitment to the North American coach market by taking the CX coach to the next level with the integration of Proterra's proven battery technology
- ❖ APTA Expo 2017, Atlanta (GA) [October 2017]: Van Hool and Proterra announce their intention to collaborate on the introduction of a 100% electric powered CX45E coach for the North American market

Timing

Prototype
VIN 81000

- ❖ Currently in production
- ❖ Start test program
- ❖ End test program

June 2019

June 2020

Timing

Pre-production type VIN 82000

- ❖ Start production
- ❖ Start test program
- ❖ End test program

September 2018
September 2019
February 2020

Forecast serial production

- ❖ Series production
- ❖ Series deliveries

Q1 - 2020
Q2 - 2020



Cherokee Nation EV and Solar Proposal

Updated 2/23/19

Francis EV Charging

1924 E 6th St.

Tulsa, OK 74104

T: 918-280-1030

E: schrist@francissolar.com

www.francissolar.com

PROJECT DESCRIPTION:

Your proposal includes a turnkey package which incorporates all required parts and labor to install, test, and commission EV chargers and/or Solar Parking Canopy in North East Oklahoma unless otherwise stated. Francis Solar will construct concrete medians with heavy duty bollards for all bus chargers.

1. Level 4 (DCFC) Bus Charger Installed

Dual CCS Ports - Single 100kW max - 2 Busses connected at a time charging sequence is "first in first out"

| | | |
|--|----------------------------------|------------------|
| | PRICE FOR FIRST CHARGER | \$154,604 |
| | PRICE FOR EACH ADDITIONAL | \$139,144 |

2. Level 4 (DCFC) Bus Charger Installed w/ New Electrical Service

Dual CCS Ports - Single 100kW max - 2 Busses connected at a time charging sequence is "first in first out" - With new 225KVA electrical service

| | | |
|--|----------------------------------|------------------|
| | PRICE FOR FIRST CHARGER | \$188,448 |
| | PRICE FOR EACH ADDITIONAL | \$169,603 |

3. Solar Parking Canopy Single Slope

38.4kW, 12 Parking Space Coverage Canopy w/o Rain Protection Underlayment

| | | |
|--|--------------|------------------|
| | PRICE | \$173,040 |
|--|--------------|------------------|

4. Level 2 Light Duty Chargers

Dual J1772 Plug Dispensers - Can charge 2 vehicles at a time

| | | |
|--|----------------------------------|-----------------|
| | PRICE FOR FIRST CHARGER | \$17,486 |
| | PRICE FOR EACH ADDITIONAL | \$15,737 |

5. Level 3 (DCFC) Slow DC Chargers

CHAdemo & CCS Ports - 50kW

| | | |
|--|----------------------------------|------------------|
| | PRICE FOR FIRST CHARGER | \$125,384 |
| | PRICE FOR EACH ADDITIONAL | \$112,846 |

6. Single Level 2 Bus Chargers

19.2 kW, 240V - SAE J1772

| | | |
|--|----------------------------------|-----------------|
| | PRICE FOR FIRST CHARGER | \$38,967 |
| | PRICE FOR EACH ADDITIONAL | \$35,070 |

7. Engineered Paving Area for Bus Charging

Concrete Paving Area (if required)

| | | |
|--|----------------------------|------------------|
| | PRICE FOR ONE BUS | \$50,000 |
| | PRICE FOR TWO BUSES | \$100,000 |

New 277/480v 100KVA minimum transformer for a DC Bus Charger. New or upgraded 120/208v transformer at maybe required for Level 2 Chargers. Charger Networking, Access, Control and O&M not included

EXCLUSIONS:

ADDITIONAL INCLUSIONS:

Pricing is based on expected trenching under 200 ft lengths, soil conditions, and excavating speeds as determined during Engineering Representative site visit. Differing locations or subsurface conditions, including, but not limited to, excessive groundwater, unconsolidated zones, fractured zones, bedrock, and multiple formations may require additional time, equipment, materials, and costs. Such additional work is to be completed subject to prior owner approval. This proposal is valid for 48 hours from date of receipt, after which it will be deemed null and void. Any owner-requested or required changes to the system sizing, location, or composition are subject to change order, and must be approved by both parties in writing.

Manufacturer provided warranties will be assigned to customer upon commissioning of system. Francis Solar makes no guarantee of manufacturer's warranties, whether express or implied. All proposals are subject to written acceptance by an authorized representative of Francis Solar - this proposal is an estimate only, and is not intended to be binding on the parties. Francis Solar will assist owner in completing the necessary interconnection agreement with the applicable utility. However, completion of the interconnection agreement and eligibility thereof is the responsibility of owner.



August 26, 2019

Sara Hill
Secretary of Natural Resources
Cherokee Nation
Tahlequah, Oklahoma

Re: Round 2 VW Fee Request

Dear Secretary Hill:

The Askman Law Firm, L.L.C. is pleased to have had the opportunity to assist the Cherokee Nation with its application for the second round of VW trust funds. This letter serves as the Firm's fee request to be submitted as part of the Cherokee Nation's application. The Firm is requesting a fee to be funded as an eligible administrative expense with trust funds the Cherokee Nation receives. These fees will be in addition to any trust funds received by the Cherokee Nation.

The Firm is submitting its fee request to be paid from trust funds awarded to the Cherokee Nation as an eligible administrative expense under the Trust Agreement. Appendix D-2 to the Trust Agreement includes a section for "Eligible Mitigation Action Administrative Expenditures." That section permits the Cherokee Nation, as a Beneficiary, to "use Trust Funds for actual administrative expenditures (described below) associated with implementing such Eligible Mitigation Action, but not to exceed 15% of the total cost of such Eligible Mitigation Action." That section goes on to describe eligible administrative expenditures to include, *inter alia*, "[c]ontractual including all contracted services," "[c]ontracts for evaluation and consulting services," and "[o]ther costs including ... professional services." It also specifies certain expenditures that do not qualify as eligible administrative expenditures, including fees prior to October 2, 2017 and any expenses in preparing an Appendix D-3. The services that the Firm provided to the Cherokee Nation in preparing its application, as well as the services that the Firm will provide to the Cherokee Nation in implementing its project, qualify under those provisions and the guidance provided by the Trustee and the U.S. Department of Justice.

The Firm is submitting fee requests for their actual hours spent assisting the Cherokee Nation in preparing its application. The Firm have expended a significant amount of time assisting the Cherokee Nation prepare their application, including providing the Cherokee Nation with an analysis of the amount of funds the Cherokee Nation should receive from the trust, preparation of an application strategy to maximize that value for the Cherokee Nation, attending calls hosted by the National Tribal Air Association discussing the application and project implementation

Secretary Hill
August 26, 2019
Page 2 of 2

process, and assisting the Cherokee Nation in designing and preparing its application. As of the date of this letter, the fee for the application assistance is \$12,635.00. These fees only include hours spent on preparing the application, they do not include any time spent on other issues in connection with the VW diesel emissions scandal. Additional detail is provided in the attached invoice 1445, including a description of the individual who worked on the matter, the date of the work, the time spent on the task, the task performed, and the hourly rate.

The Firm also plans to submit a fee request for assisting in implementing the project. The Firm estimates that implementation will take 50 hours at \$350 per hour for a total fee of \$17,500.00, based on time estimates as follows: 10 hours for contracting, project planning, and initiation support; 2 hours for infrastructure installation and vehicle procurement assistance; 16 hours for site visits; 1 hour to confirm compliance with making documentation publicly available; 15 hours for drafting semiannual reports; and 6 hours for assist in deployment and project close including drafting final report.

Please contact me at (720) 407-4331 or michael@askmanlaw.com if you would like to discuss the contents of this letter in more detail.

Very truly yours,

s/ Michael M. Frandina

Michael M. Frandina, Esq.
THE ASKMAN LAW FIRM, LLC
1543 Champa Street, Suite 400
Denver, CO 80202

Enc. Firm's Invoice 1445

The Askman Law Firm, LLC
 The Odd Fellows Hall1543
 Champa Street, Suite 400
 Denver, CO 80202
 www.askmanlaw.com



Invoice

| BILL TO |
|---|
| Cherokee Nation VW application Round 2 |

| INVOICE # | DATE | TOTAL DUE | DUE DATE | ENCLOSED |
|-----------|------------|-------------|------------|----------|
| 1445 | 11.13.2019 | \$12,635.00 | 12.13.2019 | |

| DATE | ACTIVITY | QTY | RATE | AMOUNT |
|------------|--|------|--------|--------|
| 03.22.2019 | Hours Prepare estimate for round 2 allocation for planning purposes, including preparing spreadsheet with the 67 tribes that may participate and an allocation assuming each tribe does participate, and send email to Sara Hill and Julie Justice regarding same (2.6) - Mr. Michael M. Frandina Esq. | 2:36 | 350.00 | 910.00 |
| 04.02.2019 | Hours Review potential second round budget options and draft email to Julie Justice and Sara Hill regarding same (1.5) - Mr. Michael M. Frandina Esq. | 1:30 | 350.00 | 525.00 |
| 04.11.2019 | Hours Attend VW meeting held by ITEP (0.6) - Mr. Michael M. Frandina Esq. | 0:36 | 350.00 | 210.00 |
| 04.15.2019 | Hours Draft agenda for call (0.2); call with Julie Justice and Sara Hill regarding Round 2 options (0.3); prepare budget options for year 2 based off conversation with Julie Justice and Sara Hill (0.5); and send them email regarding same (0.2) - Mr. Michael M. Frandina Esq. | 1:12 | 350.00 | 420.00 |
| 04.21.2019 | Hours Online research for electric coach buses for VW project Round 2 as replacement to school bus (0.4) - Mr. Michael M. Frandina Esq. | 0:24 | 350.00 | 140.00 |
| 04.23.2019 | Hours Email Pat Plodzeen of MCI regarding the electric coach bus J4500e (0.3); review response email from Pat Plodzeen (0.1); review MCI electric bus platform and research CCS1 connector (0.3); and send email to Julie Justice and Seth Christ regarding same (0.1) - Mr. Michael M. Frandina Esq. | 0:48 | 350.00 | 280.00 |
| 05.13.2019 | Hours Exchange emails with April Hathcoat about d-6 deadline coming up in June (0.1) - Mr. Michael M. Frandina Esq. | 0:06 | 350.00 | 35.00 |

| DATE | ACTIVITY | QTY | RATE | AMOUNT |
|------------|---|------|--------|--------|
| 05.28.2019 | Hours Review email from Elizabeth Sanchey regarding D6 forms and review forms (0.2) - Mr. Michael M. Frandina Esq. | 0:06 | 350.00 | 35.00 |
| 06.01.2019 | Hours Email exchange with Julie Justice about Round 2 budget (0.5) - Mr. Michael M. Frandina Esq. | 0:30 | 350.00 | 175.00 |
| 06.03.2019 | Hours Email Sara Hill and Julie Justice regarding Round 2 form D-6 (0.1) - Mr. Michael M. Frandina Esq. | 0:06 | 350.00 | 35.00 |
| 06.05.2019 | Hours Email April Hathcoat D-6 forms along with instructions on upload (0.2) - Mr. Michael M. Frandina Esq. | 0:12 | 350.00 | 70.00 |
| 06.10.2019 | Hours Email Secretary Hill and Julie Justice regarding confirmation of D-6 submission (0.1) - Mr. Michael M. Frandina Esq. | 0:06 | 350.00 | 35.00 |
| 06.12.2019 | Hours Review email from Julie Justice and linked article regarding electric trash truck; review BYD proposal for Will Rogers Downs, Lion electric website, and SEA electric website (0.2); respond to Julie Justice (0.1); and call with Julie Justice regarding bus order (0.1) - Mr. Michael M. Frandina Esq. | 0:24 | 350.00 | 140.00 |
| 06.13.2019 | Hours Exchange email with April Hathcoat regarding D-6 confirmation (0.1) - Mr. Michael M. Frandina Esq. | 0:06 | 350.00 | 35.00 |
| 07.01.2019 | Hours Review emails from Secretary Hill, Julie Justice, and April Hathcoat regarding round 2 allocation (0.1) - Mr. Michael M. Frandina Esq. | 0:06 | 350.00 | 35.00 |
| 07.03.2019 | Hours Email Secretary Hill, Julie Justice, and April Hathcoat regarding round 2 status (0.1) - Mr. Michael M. Frandina Esq. | 0:06 | 350.00 | 35.00 |
| 07.09.2019 | Hours Prepare for call with Julie Justice including preparing updated budget for Round 2 project with primary project a new electric coach bus and reviewing Round 2 deadlines (0.5); call with Julie Justice to discuss VW Round 2 project plan (0.6); and email MCI to get all electric coach bus quote (0.1) - Mr. Michael M. Frandina Esq. | 1:12 | 350.00 | 420.00 |
| 07.10.2019 | Hours Review email from Robert Lessor with quote from MCI for all electric coach bus at \$1.2 million (0.1); prepare new budget based on the \$1.2 million quote (0.2); email Julie Justice regarding new quote and new budget and options given the increased price quote versus the BYD quote (0.3); email BYD about getting an updated quote (0.1); email Proterra about getting a coach bus quote (0.1); and email exchange with Julie Justice about MCI quote (0.1) - Mr. Michael M. | 0:54 | 350.00 | 315.00 |

| DATE | ACTIVITY | QTY | RATE | AMOUNT |
|------------|--|------|--------|----------|
| 07.11.2019 | Frandina Esq. Hours Email exchange with Bobby Hill of BYD about chargers (0.1) - Mr. Michael M. Frandina Esq. | 0:06 | 350.00 | 35.00 |
| 07.15.2019 | Hours Call with Tripp Burwell of Proterra regarding electric coach (0.2) and review email from him to others within Proterra about getting quote (0.1) - Mr. Michael M. Frandina Esq. | 0:18 | 350.00 | 105.00 |
| 07.16.2019 | Hours Draft email to Lisa Lillelund of Proterra regarding electric coach bus (0.3); draft email to Julie Justice updating her on status of BYD and Proterra coach bus quotes (0.1); call with Lisa Lillelund to discuss project (0.2); inform Julie Justice of same (0.1); and review email from Lisa Lillelund regarding coach bus quote (0.1) - Mr. Michael M. Frandina Esq. | 0:48 | 350.00 | 280.00 |
| 07.17.2019 | Hours Correspondence to Ethan Jones and Elizabeth Sanchez to get Round 2 allocation letter (0.1) - Mr. Michael M. Frandina Esq. | 0:06 | 350.00 | 35.00 |
| 07.31.2019 | Hours Review quote provided by Proterra/Van Hool (0.1) and email Julie Justice regarding same (0.1) - Mr. Michael M. Frandina Esq. | 0:12 | 350.00 | 70.00 |
| 08.01.2019 | Hours Call with Julie Justice to discuss the Round 2 project, including discussion over the school bus replacement options such as the coach activity buses (0.2); review emails with Julie Justice and Laura Henson about coach activity bus (0.1); and email Julie Justice question about replacement to confirm availability (0.1) - Mr. Michael M. Frandina Esq. | 0:24 | 350.00 | 140.00 |
| 08.07.2019 | Hours Prepare Round 2 D-4 application form for the Cherokee Nation, including updating the budget and begin revising the application form for the planned Round 2 project (2.1) - Mr. Michael M. Frandina Esq. | 2:06 | 350.00 | 735.00 |
| 08.08.2019 | Hours Continue to prepare Round 2 D-4 application form for the Cherokee Nation, including finish revising the application form for the planned Round 2 project, and send to Julie Justice for review (3.5) - Mr. Michael M. Frandina Esq. | 3:30 | 350.00 | 1,225.00 |
| 08.13.2019 | Hours Travel from Denver to Tulsa for 8-14-19 meeting and electric charging site visits - Mr. Michael M. Frandina Esq. | 2:30 | 350.00 | 875.00 |
| 08.14.2019 | Hours In person meeting with Cherokee Nation to plan second round project and review planned charging sites and bus routes, including travel from Tulsa to Sallisaw and potential charging site visit at Sallisaw | 5:24 | 350.00 | 1,890.00 |

| DATE | ACTIVITY | QTY | RATE | AMOUNT |
|------------|--|------|--------|----------|
| 08.15.2019 | (1.8), travel from Sallisaw to Tahlequah (0.9); meeting with Cherokee Nation personnel including Secretary Hill and incoming Secretary Chad Harsha (0.5), travel to and site visit at potential charging site at Will Rogers Downs (1.6); and return travel to Tulsa (0.6) - Mr. Michael M. Frandina Esq. Hours Email exchange with Sara Wagner clarifying Julie Justice position (0.1); return travel from Tulsa to Denver following 8-14-19 meeting and site visits (2.5); review email from Julie Justice about same (0.1); email Sara Wagner clarifying project is under Section 9.c.1 (0.1); call with Julie Justice (0.2); review email from Sara Wagner (but not attachment) with comments to draft D-4 attached (0.1); email from Sara Wagner about construction costs (0.1); review email from Julie Justice responding to same (0.1); and review email from Sara Wagner responding thereto (0.1) - Mr. Michael M. Frandina Esq. | 3:24 | 350.00 | 1,190.00 |
| 08.18.2019 | Hours Email Julie Justice and Seth Christ about updating quotes for Round 2 (0.3) - Mr. Michael M. Frandina Esq. | 0:18 | 350.00 | 105.00 |
| 08.20.2019 | Hours Revise D-4 application (including budget overhaul) based on input from Sara Wagner (1.5); correspondence with Julie Justice about project status (0.2); correspondence with Seth Christ regarding estimate status (0.2); and prepare agenda for call (0.4) - Mr. Michael M. Frandina Esq. | 2:18 | 350.00 | 805.00 |
| 08.21.2019 | Hours Call with Julie Justice about Round 2 projects (0.3); revise agenda for call (0.2); and modify budget and D-4 to include a separate construction cost line item (0.4) - Mr. Michael M. Frandina Esq. | 0:54 | 350.00 | 315.00 |
| 08.23.2019 | Hours Meeting with Chad Harsha, Julie Justice, and Seth Christ (0.6); review pricing from Seth Christ (0.1); and update application and send to Sara Wagner for review (0.5) - Mr. Michael M. Frandina Esq. | 1:12 | 350.00 | 420.00 |
| 08.25.2019 | Hours Email Seth Christ about getting final budget (0.1) - Mr. Michael M. Frandina Esq. | 0:06 | 350.00 | 35.00 |
| 08.26.2019 | Hours Prepare final D-4 application packet including preparing final budget with new FRE quote, copy editing draft, complying with all comments from technical advisor, and reviewing trust agreement, and send to Julie Justice and Secretary Hill for signing (1.5) - Mr. Michael M. Frandina Esq. | 1:30 | 350.00 | 525.00 |

VW Round 2 Application

BALANCE DUE

\$12,635.00