

ENVIRONMENTAL PROTECTION AGENCY (EPA)

2024 Clean Heavy-Duty Vehicles (CHDV) Notice of Funding Opportunity (NOFO) EPA-R-OAR-CHDV-24-06

Project Title	The Commonwealth of the Northern Mariana Islands Clean Drive Initiative															
Applicant Information	Applicant Name: Commonwealth of the Northern Mariana Islands Address (Street, City, State, Zip): Office of Grants Management, Office of the Governor, Caller Box 10007, Saipan, MP 96950 UEI Number: Point of Contact Name: Epiphanio Cabrera, State Administrator Point of Contact Office Phone Number: (670) 237-2220 Point of Contact Email Address: epi.cabrera@gov.mp															
Sub-Program	☒ Vocational Vehicles Sub-Program															
Entity Eligibility	☒ State, including U.S. territory															
Budget Summary	<table border="1"> <thead> <tr> <th>EPA Funding Requested [A]</th><th>Mandatory Cost Share [B]</th><th>Voluntary Cost Share [C]</th><th>Total Project Cost [A+B+C]</th><th>Leveraged Costs [E]</th></tr> </thead> <tbody> <tr> <td>\$53,216,522.24</td><td>N/A</td><td>\$16,150</td><td>\$53,232,672.24</td><td>\$0</td></tr> </tbody> </table>						EPA Funding Requested [A]	Mandatory Cost Share [B]	Voluntary Cost Share [C]	Total Project Cost [A+B+C]	Leveraged Costs [E]	\$53,216,522.24	N/A	\$16,150	\$53,232,672.24	\$0
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\$53,216,522.24	N/A	\$16,150	\$53,232,672.24	\$0												
Project Location(s)	<i>The Clean Drive Initiative will take place on the remote and disadvantaged island counties of Saipan, Tinian and Rota in the Commonwealth of the Northern Mariana Islands (CNMI). This initiative will occur on each island, serving the disadvantaged communities who rely on the crucial services that these vehicles and their operators provide.</i>															
Poor Air Quality	<i>Due to 100% reliance on fossil fuels, residents in the CNMI inhale toxic greenhouse gasses emitted by engines performing critical lifeline services for power and transportation. This project aims to reduce the impact of GHG emissions by transitioning its government fleet of vehicles to zero-emissions, electric vehicles.</i>															
Project Period	Project Start Date: January 2025			Project End Date: January 2028												
Short Project Description	The CNMI government is embarking on a transformative mission to convert its fleet of 44 internal combustion engine vehicles to battery-electric vehicles, driving a bold shift towards sustainable, clean energy. These heavy-duty vehicles are lifelines for the community, ensuring essential services such as waste management, wildfire response, and the continuous delivery of power, water, and wastewater services, while also providing vital transportation for disadvantaged and special needs populations. With many of the fleet's vehicles aging and overdue for replacement, this initiative represents a decisive move towards energy independence. By leveraging solar power and energy storage systems, the government is leading the charge to reduce fossil fuel reliance, harnessing the power of the sun to fuel electric vehicles and creating a greener, more resilient future for the CNMI.															

Vocational Vehicles Sub-Program Summary Table

Vehicle Type [Straight/Box Truck Step Van, Septic Truck or Bucket Truck, Refuse Hauler, Street Sweeper, Transit Bus, and Other Vocational Vehicle]	# of Vehicles Being Replaced	Fuel Type [Electric, Hydrogen Fuel Cell]	Infrastructure [Y/N] and Type [EVSE Level 1, 2, 3, or Mix; Hydrogen Refueling Infrastructure]
1. Class 6 Bucket Truck	10	Electric	Y – EVSE Level 2 & 3 Mix
2. Class 6 Boom Truck	4	Electric	Y – EVSE Level 2 & 3 Mix
3. Class 6 Septic Truck	2	Electric	Y – EVSE Level 2 & 3 Mix
4. Class 6 Refuse Hauler	4	Electric	Y – EVSE Level 2 & 3 Mix
5. Class 6 Utility Truck	4	Electric	Y – EVSE Level 2 & 3 Mix
6. Class 7 Fire Truck	7	Electric	Y – EVSE Level 2 & 3 Mix
7. Class 7 Transit Bus	13	Electric	Y – EVSE Level 2 & 3 Mix
Total Vehicles	44		

Section 1 – Project Summary & Approach (20 pts)**A. Overall Project (10 points)**

The CNMI transportation sector remains fully dependent on fossil fuels, positioning the region as a frontline community in the global fight against climate change. Located in Typhoon Alley, the CNMI is highly vulnerable to increasingly severe weather events driven by climate change, such as typhoons and drought. Over the past decade, the islands have endured destructive storms like Typhoon Soudelor (2015) and Super Typhoon Yutu (2018), which left widespread devastation in their wake. CNMI’s heavy-duty vehicles serve as critical lifelines, building, maintaining, and repairing essential infrastructure like roadways, waterways, and power lines, as well as battling wildfires and providing vital transportation services to disadvantaged communities (CNMI Priority Action Plan, 2024). However, these vehicles are aging, fragile, and damaged from past storms, while government agencies grapple with the rising costs of imported fossil fuels. In response, the CNMI is taking bold steps to transition away from fossil fuel dependency and mitigate the growing threats posed by climate change. The Office of the Governor, in partnership with key agencies including the Commonwealth Utilities Corporation, Commonwealth Office of Transit Authority, Department of Fire and Emergency Medical Services, Department of Public Works, and the Northern Marianas Institute of Technology, is leading the CNMI Clean Drive Initiative, a transformative statewide vehicle electrification and green workforce development program. Led by the Commonwealth Utilities Corporation, a semi-autonomous government agency mandated by Public Law 15-87, Article 7 on Clean Transportation, Section 8672, to install and maintain public charging infrastructure across the CNMI (CNMI Public Law 15-87, 2007). This collaborative effort marks a critical step toward energy independence and environmental resilience for the CNMI.

The Commonwealth Utilities Corporation (CUC), the Commonwealth Office of Transit Authority (COTA), the Department of Fire and Emergency Medical Services (DFEMS), the Department of Public Works (DPW), and the Northern Marianas Technical Institute (NMTech) are partnering to meet the CNMI’s goal to reach 100% renewable energy by 2045 by replacing forty-four (44) internal combustion engine (ICE) vehicles with zero-emission (ZE) electric vehicles (EVs), to attend, develop, and implement green workforce training, and raise public awareness on the environmental, public health, and economic benefits of clean heavy-duty vehicles. The Office of Grants Management (OGM) will oversee the management of this program for the proposed three-year duration of the project, responsible for awarding sub-awardees, overseeing project activities, collecting reports from project managers, and ensuring the quality and integrity of this program. CUC, the first government agency to adopt EVs in 2022, through its Project Manager, Renewable Energy engineer, Adrian Reyes, will serve as the technical lead as the sole utility provider for power in the CNMI. CUC will install and maintain charging infrastructure with solar photovoltaic (PV) and battery integration for its key partners, leveraging its prior experience with EVs and EV charging systems to integrate solar and battery storage, thereby reducing grid impact currently powered by ultra-low sulfur diesel generators. Furthermore, CUC will replace its fleet of

heavy-duty vehicles used for installing, maintaining, and repairing the power grid, water lines, and wastewater services critical to CNMI residents.

COTA, the sole public transportation provider with a fully ADA-compliant fleet, will transition its thirteen (13) internal combustion engine (ICE) Class 6 buses to 13 EVs. This shift will reduce greenhouse gas emissions and fossil fuel dependency of the CNMI's only public transit system, enhancing the quality of life for 47% of Saipan's population reliant on public transit, most who are disadvantaged and special needs. DFEMS, responsible for emergency response and firefighting, will transition its fleet of emergency response vehicles to EVs, reducing carbon emissions and increasing cost-efficiency while maintaining high-quality emergency services in Saipan, Tinian, and Rota. DPW, managing essential infrastructure public services, will transition its heavy-duty vehicles to EVs, supporting cleaner, quieter operations that enhance environmental quality and public health. This transition is vital for maintaining roads and managing solid waste efficiently across the CNMI, including remote and underserved areas. NMTEch, the primary vocational training provider in the CNMI, will collaborate in the Clean Drive Initiative by developing specialized EV curriculum to be implemented in vocational training, certification, and trades apprenticeship programs for mechanics, operators, and electricians. NMTEch's partnership in this initiative will ensure that present and future generations are equipped with the skills needed to support and sustain CNMI's clean and green transportation infrastructure and service industry for the long-term.

B. Applicant Fleet Description (10 pts)

As part of our Vocational Vehicles Sub-Program application, we have provided a comprehensive listing of the current government fleet of heavy-duty vehicles scheduled for replacement under the CNMI Clean Drive Initiative. The fleet consists of 44 internal combustion engine vehicles, which include utility trucks, refuse haulers, fire trucks, and transit buses. These vehicles are aging, with many experiencing significant wear and tear from past typhoons such as Typhoon Soudelor (2015) and Super Typhoon Yutu (2018). Many of these vehicles have high annual mileage and fuel consumption rates, contributing substantially to greenhouse gas (GHG) emissions and operating inefficiencies.

The transition from diesel and gasoline-powered engines to electric vehicles (EVs) is projected to deliver a significant environmental benefit. Based on the current fleet's fuel consumption, the annual GHG emissions from the fleet are approximately 424.34 metric tons of CO₂. By replacing these vehicles with zero-emission EVs, the initiative will reduce this carbon output to near zero, cutting the territory's GHG emissions by an amount equivalent to removing 92 passenger vehicles from the road each year or offsetting the electricity usage of approximately 60 homes. Furthermore, this transition will avoid the combustion of about 987 barrels of oil annually, or the equivalent of not burning approximately 47,744 gallons of gasoline. This level of GHG emissions reduction is also comparable to the annual carbon sequestration capacity of 437 acres of forest, underscoring the profound environmental impact the project will have on the region. To ensure sustainability, the fleet upgrade will be accompanied by renewable energy integration, including the installation of solar photovoltaic systems and energy storage infrastructure. This approach will power the new EV fleet using clean, renewable energy, further enhancing the initiative's contribution to the CNMI's goals of energy independence and environmental resilience.

Section 2 – Environmental Results – Outcomes, Outputs and Performance Measures (20 pts)

A. Expected Project Outputs and Outcomes (10 pts)

DATA LOGIC MODEL		
Activities	Outputs	Outcomes
Objective 1: Reduce Air Pollution and Greenhouse Gas Emissions		
1a. Electrification of Vocational Vehicles Government Fleet 1b. Public Safety Enhancement: Implement safety training programs for operating and maintaining EVs.	1a. Replace 44 heavy-duty ICE vehicles with ZE battery-electric vehicles by the end of Year 2. 1b. Train 50 personnel in EV safety, operations, and maintenance by the end of Year 2.	1a. Achieve a 40% reduction in air pollution and greenhouse gas emissions in key partners' heavy-duty vehicle fleets by the end of Year 3.

		1b. Improved safety outcomes for transportation workers and heavy-duty vehicle operators by the end of Year 3.
Objective 2: Strengthen Energy Security and Resilience		
2a. CUC Charging Infrastructure Installation: Install EV charging stations with solar and battery integration. 2b. Renewable Energy Integration: Integrate solar and battery storage systems with EV charging infrastructure.	2a. Install 10 charging garages for 4 agencies with mixed quick-charge and trickle-charge EV charging stations by the end of Year 3. 2b. Integrate solar and battery storage systems at charging stations by the end of Year 2.	2a. Increase EV charging infrastructure availability by 100% by Year 3 (January 2027). 2b. Enhance energy security by reducing key partners' transportation diesel reliance by at least 30% by the end of Year 3 (Jan. 2028).
Objective 3: Develop and Support a Green Workforce		
3a. NMTech Curriculum Development: Develop training programs for EV mechanics, operators, and electricians. 3b. NMTech Green Workforce Development Programs: Implement training sessions for installation, operation, maintenance, and repair of ZE vehicles and infrastructure.	3a. Develop training programs for EV specialists/technicians by the start of Year 2. 3b. Conduct 15 training sessions for EV mechanics, operators, and electricians by the end of Year 2.	3a. Transition at least 25 traditional roles to EV/green roles by the end of Year 2. 3b. All partners will create a skilled workforce capable of supporting ZE vehicles and renewable infrastructure, increasing job placement rates by 25% by December 2027.
Objective 4: Increase Community Engagement and Awareness		
4. Community Engagement and Awareness Programs: Conduct public workshops, local EV expos, and information sessions about the benefits of ZE vehicles.	4. Conduct at least 50 EV tours, demonstrations, workshops, seminars, and information sessions by the end of Year 3.	4. Increase public understanding and support for sustainable transportation solutions, measured by a 50% increase in community survey approval and awareness ratings by the end of Year 3.
Objective 5: Monitor and Evaluate Project Impact for Long-Term Sustainability		
5a. Monitoring and Evaluation: Establish tracking and evaluation systems to monitor vehicle performance and emission reductions, workforce training and community engagement. 5b. Monitor and track key areas	5a. Establish tracking and evaluation systems by mid-Year 5b. Each agency will report to the Office of Grants Management – Project Director and State Administrator and submit Stakeholder reports	5a. Ensure project sustainability and alignment with CNMI's climate and green workforce goals, demonstrated by a reduction in emissions, improvement in operational performance, training completion, job security and satisfaction by the end of Year 3.

B. Performance Measures and Plans (5 pts)

The following table organizes the performance measures (evaluations and metrics) that will be collected and reported to fulfill the program objectives.

Objective	Performance Measures	Metrics	Deadline
1. Reduce Air Pollution & GHG Emissions	ICE Vehicle Replacement	# of ICE vehicles replaced, vehicles auctioned, donated, or scrapped, and 2011 or newer vehicles moved to reduced service	By the end of Year 3 (December 2027)
	Annual GHG Emissions Reductions	Annual GHG emissions reductions in metric tons CO ₂ e	Annually, with a cumulative reduction of 70% by Year 3
	Reduction in Fuel Consumption	Reduction in annual fuel consumption (gallons of diesel or gas per year)	Annually, EV deployment (Year 2) to 3
	Improvement in Ambient Air Quality	Improvement in air quality indices in targeted communities of Saipan, Tinian, and Rota	Annually, from EV deployment to Year 3

2. Strengthen Energy Security & Resiliency	Usage Rates of Installed Charging Stations with Solar PV & BESS	Monthly and annual usage rates of EV charging stations.	Annually, starting from end of Year 2 (Dec 2026) to end of Year 3
	Renewable Energy Integration	Amount of renewable energy generated and used for charging ZE vehicles annually and over a 3-year project period.	Annually, starting from the end of Year 2 (December 2026) through Year 3.
3. Develop and Support a Green Workforce	NMTech EV Tech Curriculum Program and Training	Development and implementation of training programs, number of training modules created.	Curriculum development in Year 1, implementation starting in Year 2 (January 2026).
	Number of Certified EV Mechanics, Operators, and Electricians	Number of personnel trained and certified in EV safety, operations, and maintenance.	100 personnel certified by the end of Year 2 (December 2026).
	Job Placement Rates	Job placement rates of trained personnel, high-rated performance evaluations.	Tracked from Year 2 through Year 3, with a 25% increase by December 2027.
	Protective Policies in Employee Handbooks	Number of updated employee handbooks with protective policies.	Updates completed by the end of Year 2 (December 2026).
	Workforce Impact Analysis and Skill Map	Completion and results of workforce impact analysis and skill mapping.	Analysis and mapping completed by the end of Year 2 (December 2026).
	EV & Charging Infrastructure Safety & Compliance	Number of safety and compliance updates in handbooks and standard operating procedures.	Updates completed by the end of Year 2 (December 2026).
	Partner Planning Sessions and Worker Feedback	Number of partner planning sessions, agendas, and meeting minutes; number of worker feedback sessions and surveys.	Ongoing from Year 1 through Year 3.
4. Increase Community Engagement and Awareness	Level of Community Participation	Attendance at EV expos, demonstrations, workshops, seminars, and information sessions (sign-in logs); community presentations with marketing materials, press releases, photos, videos	At least 50 events conducted overall by the end of Year 3 (December 2027).
	Public Knowledge and Support	Results of community surveys and feedback forms measuring public knowledge and support for ZE vehicles and infrastructure.	50% increase in community survey approval and awareness ratings by the end of Year 3 (December 2027).
5. Monitor and Evaluate Project Impact for Long-Term Sustainability	Tracking and Evaluation Systems	Establishment of tracking and evaluation systems, including software and hardware implemented.	Systems established by mid-Year 1 (June 2025)
	Progress Reports and Assessments	# of progress reports submitted, frequency of assessments of project impact.	Quarterly reports starting from the end of Q1 Year 1 through Year 3.
	Job Satisfaction Surveys	Results of job satisfaction surveys, number of surveys conducted.	Annually, starting from Year 1 through Year 3.
	Training Participants List and Job Creation	Number of training participants, number of jobs created and filled.	Annually, starting from Year 1 through Year 3.
	Evidence of Quality and Integrity	Documentation and evidence supporting adherence to program goals and objectives.	Ongoing from Year 1 through Year 3, with final evaluations by the end of Year 3.

C. Timeline and Milestones (5 pts)

The following timeline visually demonstrates our project's reasonableness in meeting the proposed activities and milestones and the likelihood of completion by January 2028. This timeline was planned in accordance with realistic timeframes and any contingencies that may occur. However, we will ensure the timeliness and efficiency of meeting targeted deadlines to fulfill our goals and objectives.

Activities and Milestones	Year 1				Year 2				Year 3			
	Qtr1	Qtr2	Qtr3	Qtr4	Qtr1	Qtr2	Qtr3	Qtr4	Qtr1	Qtr2	Qtr3	Qtr4
Project Kick-off												
Partner Work Sessions Begin												
Sub-awards Received												
NEPA Permitting Process												
Stakeholder Engagement Begins												
Bidding Process												
Professional Development Begins												
Quarterly Reporting Begins												
Contracts Awarded												
Procurement												
Curriculum Development												
Workforce Trainings Kick-off												
Community Events Kick-off												
Charging Infrastructure Installed												
Clean Vehicles Deployed												
Kick-off Ceremony												
Monitoring & Testing of EVs & Charging Infrastructure												
Workforce Safety Training												
Workforce Evaluations & Feedback Surveys												
ICE vehicles 2011 or older turned over for Auction or Scrappage												
Data Collection & Analytics												
Outcome Assessment												
Program Training Review												
Final Evaluations												
Community Feedback												
Final Report												

Section 3 – Programmatic Capability and Past Performance (15 pts)

A. Past Performance (5 pts)

The CNMI, through the administration of the Office of Grants Management (State Clearinghouse) overseen by the Office of the Governor, has successfully managed many projects over the decades and is currently overseeing a total of 120 projects, demonstrating our capacity to plan strategically, implement and oversee complex initiatives. Below is a summary of our most recent, relevant projects:

Climate Pollution Reduction Planning Grant (5D-98T81601)	
Granting Agency: Environmental Protection Agency	
Budget: \$216,370	Project Period: July 2023 - September 2027
Description: Planning grant for a state Climate Priority Action Plan with input from local policy and technical agencies. The Priority Climate Action Plan deliverable was published on April 15, 2024.	
Rota Quarry Rock Crusher Alternative (D20AP00040)	
Granting Agency: Office of Insular Affairs	Grant Name: MAP
Budget: \$216,370	Project Period: September 2021 – September 2024
Description: Collaboration with the Mayor of Rota to identify and procure heavy quarry equipment, localize material sourcing, and create a construction vendor base.	
Acquisition of Tire-Shredding Equipment (D19AP00109)	
Granting Agency: Office of Insular Affairs	Grant Name: MAP
Budget: \$279,025	Project Period: September 2020 - September 2024
Description: Collaboration with the Department of Public Works, Solid Waste Division to procure small and large tire shredding equipment for disposal, storage, or repurposing.	
CHCC 176kw Solar PV Design-Built Integration Project (D22AP00308)	
Granting Agency: Office of Insular Affairs	Grant Name: Energizing Insular Communities
Budget: \$1,408,000	Project Period: September 2022 - September 2025
Description: Implementing photovoltaic systems on the Commonwealth Health Care Corporation (CHCC) rooftop and parking structures in collaboration with CUC over seven phases.	
Department of Public Works-Energy Efficiency/Energy Star Rebate (D20AP00162)	
Granting Agency: Office of Insular Affairs	Grant Name: Energizing Insular Communities
Budget: \$212,920	Project Period: September 2020 - September 2024
Description: A statewide rebate program for household application replacements based on federal metrics.	
EIC-2.5MW Solar PV/Battery Storage Integrated Facility Design (D21AP10220)	
Granting Agency: Office of Insular Affairs	Grant Name: Energizing Insular Communities
Budget: \$645,000	Project Period: September 2021 - September 2024
Description: CUC-OGM partnership to design a grid-based renewable supply solution involving solar PV and battery storage.	
EIC-CUC Renewable Energy Division Management Team (D22AP00309)	
Granting Agency: Office of Insular Affairs	Grant Name: Energizing Insular Communities
Budget:	Project Period: September 2022 - September 2025
Description: Baseline capacity increase program to develop a long-term strategic vision for supply-side renewables, contributing to statewide energy security.	

B. Reporting Requirements (5 pts)

Each sub-recipient will report quarterly, semi-annually, and annually to the Office of Grants Management Project Manager on project status as per EPA reporting norms. This regular reporting structure will include quantitative attachments such as FFR 425 forms, invoices, and MUNIS accounting system reports; qualitative attachments will include Grant Project Narrative Progress Status Report, media and website links, contracts, and other records of project milestones.

C. Staff Expertise (5 pts)

The project team includes experienced professionals in project management, electrical, renewable, and environmental engineering, and community engagement. Letters of partnership and support are included in the attachments.

Office of Grants Management (OGM) - Office of the Governor: Although new personnel will be hired to service this program, it will heavily supported by the Office of Grants Management & State Clearinghouse under the Office of the Governor, whose eleven-member team have a multiple years in experience in grants management, procurement, contract processing, report writing, federal drawdowns, accounting, NEPA clearances, Section 106 & Endangered Species Act Environmental documentation, project planning, and administrative processing. This Office is led by Epiphanio E. Cabrera, Jr., Administrator. He also serves as the State Liaison Officer for the Land and Water Conservation Fund, National Park Service. Mr. Cabrera has worked in the CNMI Government for 23 years, with 18 years in executive level capacity. The Office of Grants Management is currently overseeing about 120 grant projects and continues to receive annually about \$10M-\$20M in federal grants assistance. Members of the Office of Grants Management & State Clearinghouse will lead the planning and implementation of the program: Mr. Dencio Manglona is a Special Projects Coordinator with over eight years of experience in grant writing and management in managerial and executive capacities. He holds a master's degree in public administration and policy from American University with certifications in Public Administration and Data Analytics. OGM-SC Publications: <https://opd.gov.mp/library/agency/office-of-grants-management.html>; OGM-SC social media: <https://www.facebook.com/CNMI.OGM.SC/>.

Climate Policy and Planning Program (CPP) - Office of the Governor: The Special Assistant for Climate Change is Ms. Christina Marie Elise Sablan who manages the Climate Policy & Planning Program. She spearheaded collaboration efforts that produced the CNMI Priority Climate Action Plan (PCAP). Ms. Sablan is a former three-time House of Representatives member for Precinct 2 for legislative years 2007, 2017, & 2020. She was a former waste reduction and recycling coordinator under the Division of Environmental Quality from 2005 to 2007. CPP Publications: <https://opd.gov.mp/library/agency/climate-policy-planning-program.html>

Commonwealth Utilities Corporation (CUC) - Partner & Technical Lead: CUC is a non-profit, semi-autonomous government organization regulated by the Public Utilities Commission, serving as the sole provider of power, water, and wastewater services in the CNMI. CUC is responsible for the generation, transmission, and distribution of electric power to 15,417 customers across Saipan, Tinian, and Rota, with over 90% of its customers in Saipan. The corporation is dedicated to advancing reliable, environmentally conscious, and efficient services, pursuing renewable energy initiatives including a 20-megawatt solar farm, and supporting solar power adoption through its net metering program. CUC was the first agency in the CNMI to adopt EVs and install charging infrastructure, demonstrating leadership in embracing renewable technologies. The organization is committed to diversifying energy sources, maintaining high water quality, and ensuring affordability, aiming to enhance customer experience and shape a sustainable future for the CNMI community. Leading this project is Kevin Watson, Executive Director, who brings over 40 years of experience in managing water and wastewater utilities. Kevin is instrumental in advancing sustainability initiatives and ensuring compliance with regulatory standards. Project Manager, Vicente Deleon Guerrero, is CUC's Safety & Compliance Officer, who will also serve as CUC's Project Manager overseeing timely vehicle replacements, in-house training, and charging infrastructure installation for all project partners. Adrian Mendiola Reyes, Renewable Energy Engineer with a Bachelor of Science in Electrical Engineering and Computer Science, serves as the technical lead of EV charging infrastructure deployment. Adrian is overseeing the planning and design of the CNMI's 20 MW solar farm and has served as lead engineer during natural disasters such as Super typhoon Yutu. He has over twelve years of experience in project management, grant writing and management, and technical leadership. CUC Website: <https://www.cucgov.org/>.

Department of Public Works (DPW): The Department of Public Works, led by Secretary Ray N. Yumul, is divided into six (6) subdivisions: Administrative Services Division; Technical Services Division, home of the Highway Office; Energy Division; Building Safety Code Division (BSCD); Roads & Grounds Division; and Solid Waste Management Division. All divisions work collaboratively to provide daily essential services for public construction and transportation for the 50,000 residents of the CNMI. Three (3) vehicles within the Solid Waste Management Division, Technical Services Division (TSD), and Roads & Ground Division are the only eligible class 6 and 7 assets, with lighter service vehicles awaiting future funding opportunities. DPW's BSCD and TSD partnership provides additional layers of permitting and policy support as the agencies responsible for general PV building assessment following CUC grid connected and approval. DPW and CUC staff have installed PV panels on public CNMI sites as early as 2011 through OIA Energizing Insular Communities funding,

eventually advocating for the now active renewable IECC 2018 standards in the CNMI. DPW continues to be a developing force, anticipating an update to IECC 2021 standards by Q3 2025. DPW website: <https://dpw.gov.mp>

Department of Fire and Emergency Medical Services (DFEMS): The Department of Fire and Emergency Medical Services is led by Commissioner Juan A. Pua, providing holistic fire, medical BLS, and emergency services to the major population centers of the CNMI located on the islands of Saipan, Tinian, and Rota. DFEM's six fire stations are underutilized with only four fire engines, underscoring a need for modern, sustainable solutions to an extant societal need. The CHDV application working group recognizes the need to bolster societal services amongst first responders, especially given the latitude of services provided by DFEMS including Hazardous Special Operations and Sea & Land Search & Rescue. Under the recommendation of Commissioner Pua and the diesel-based engine mechanics within DFEMS, this application requests the inclusion of 10 engines and the invitation of professional training opportunities to provide a lateral set of EV engine maintenance skills for DFEMS maintenance teams. DFEMS Citizen Centric Reports: <https://opd.gov.mp/library/agency/departement-of-fire-emergency-management-services.html>; DFEMS social media: <https://www.facebook.com/CNMIDFEMS/>.

Northern Marianas Technical Institute (NMTech): NMTech is the sole provider of career, technical, and trades education in the CNMI, playing a pivotal role in equipping the local workforce with essential skills for a dynamic job market. NMTech's mission is to offer high-quality, accessible education and training that meets the community's and economy's needs. The institute provides a wide range of programs in industries such as HVAC, electrical, carpentry, plumbing, welding, heavy equipment operations, and more, all accredited by the National Center for Construction & Education Research (NCCER). Under the leadership of CEO Jodina Attao, NMTech collaborates with local businesses, government agencies, and educational institutions to ensure its curriculum remains relevant and aligned with industry standards. These partnerships include entities like the CUC and DPW. NMTech is committed to developing a green workforce, actively creating training programs for EV mechanics, operators, and electricians, and engaging the community through workshops and expos on sustainable transportation solutions. This comprehensive approach ensures that NMTech not only meets current workforce needs but also prepares the CNMI for a sustainable future, fostering economic and environmental resilience. More information about NMTech and its programs can be found on their website: <https://www.nmtechcnmi.org/>.

Section 4 – Environmental Justice and Disadvantaged Communities (20 pts)

A. Prioritized Counties Containing Disadvantaged Communities: Nonattainment Areas (10 pts)

To advance environmental justice through the CNMI Clean Drive Initiative, this project focuses on delivering significant benefits to disadvantaged communities in the CNMI islands of Saipan, Tinian, and Rota. Our program deliverables will deliver sustainable solutions to promote equity with other Pacific territories, better government services, and resilience throughout the CNMI. These islands have been identified as economically, socially, and environmentally disadvantaged, primarily due to their exposure to the disastrous effects of climate change. Over the past decade, the CNMI has endured two extreme natural disasters, leaving infrastructure severely damaged and some residents and schools still operating from post-typhoon tents.

Although the CNMI is not listed in the EPA's Green Book of nonattainment areas, the EPA's Region 9 Environmental Justice team has acknowledged the need for greater attention to the Pacific Territories. During a June 2024 visit, Valerie Blakely, an EPA ORISE Research Fellow, highlighted ongoing efforts to include data from U.S. territories such as the CNMI, Guam, and American Samoa in the EJScreen tool. This inclusion is crucial as it will help quantify and address air pollution concerns that undoubtedly exist in these regions despite the current lack of data. The transportation sector in the CNMI is the second-largest source of greenhouse gas (GHG) emissions, contributing approximately 212,788 metric tons of carbon dioxide equivalent (MT CO₂e), which accounts for 48% of the territory's emissions. This is closely followed by emissions from electricity generation, which constitutes 51% of the total GHG emissions. Notably, the CNMI ranks very high in its annual average grid emissions factors compared to Hawaii, American Samoa, and the United States, emitting more pounds of CO₂e per megawatt hour (CNMI Priority Climate Action Plan).

The CNMI's heavy reliance on imported fossil fuels for transportation compounds its environmental and economic vulnerabilities. Saipan, the largest consumer, uses 92% of the territory's transportation fuel, with 10,005,574

gallons of gasoline and 6,344,375 gallons of diesel. In contrast, Tinian and Rota, though consuming less fuel, face significant challenges due to the high costs and logistical difficulties of fuel shipping. Transitioning to clean heavy-duty vehicles in these islands would reduce fossil fuel dependence and leverage the abundant solar energy available in the region, promoting energy sovereignty and sustainability. Furthermore, providing vocational training opportunities across the islands is vital for ensuring the long-term sustainability of this transition. Training programs will equip residents with the skills necessary to maintain and operate EV technology, thereby supporting continual sustainability and fostering economic resilience.

B. Prioritized Counties Containing Disadvantaged Communities: Areas with Air Toxics Concerns (5 pts)

In alignment with the Justice40 Initiative, the CNMI Clean Drive Initiative draws from information provided by the White House Climate and Economic Justice Screening Tool (CEJST). This tool indicates that the population of CNMI is above the 90th percentile for the federal poverty level and has an educational level below a high school diploma above 10%.

C. Community Engagement Plan (5 pts)

We will engage our community by organizing and promoting public events, such as the EV Deployment kick-off, ZE heavy-duty EV expos, demonstrations, EV tours, workshops, trainings, informational sessions, and presentations. Educational outreach at schools will inform children and youth about the importance of heavy-duty vehicles and the significant role and services they help us provide to the community. Attendance logs, surveys, and feedback forms are a few of the evidence that we will collect at each event. Furthermore, we will invite reporters from our local newspapers, the Saipan Tribune and Marianas Variety, as well as KUAM News video broadcasting, to ensure proper news coverage at our events. To add more to the community engagement, we will consider the option of inviting local or regional entertainers and public figures, such as musicians, comedians, government officials along with our coalition leaders and staff to attract more of an audience and engage the public at these events.

Section 5 – Project Readiness (10 pts)

With CUC as the key technical lead, our coalition is stronger, bringing together decades of leadership and invaluable experience. Furthermore, CUC is the CNMI's largest non-profit corporation and government agency, with over five-hundred employees and running essential services such as power generation and transmission and distribution (including net metering), water, wastewater treatment, and renewable energy, moving forward with the plans for the first 20 MW solar farm. CUC's involvement ensures that our transition to clean transportation will be seamlessly integrated with our existing infrastructure, leveraging their expertise in renewable energy and utility management.

Our project is further strengthened by the collaboration of all project partners united under one government, ensuring cohesive and efficient implementation. COTA, DFEMS, DPW, and NMTech each play an integral role in this initiative. These partners have demonstrated their commitment to excellence and have a proven track record of serving the community effectively.

Section 6 – Project Sustainability (5 pts)

In April 2024, our Governor, the Honorable Arnold I. Palacios, signed a commitment pledging for the CNMI to reach 100% renewable energy by 2045. That same month, the Climate Policy and Planning Program published the Priority Climate Action Plan (PCAP), funded by the EPA's Climate Pollution Reduction Implementation Grant. The next month, CUC gained a new Executive Director with a strong record meeting the EPA's regulatory measure for water quality while he led the Water/Wastewater division. With our current institutional leadership, industry expertise, and organizational capacity, we are poised to implement this project efficiently.

Section 7 – Climate Resilience (5 pts)

As emphasized on the CNMI PCAP Measure 1, Priority Action 3, the CNMI Government proposes to strive towards green electric power by installing solar photovoltaic and other renewable energy systems with energy storage on key government-owned facilities. The Clean Drive Initiative supports the EPA Fiscal Year 2022-2026 Strategic Plan, Goal 1

“Tackling the Climate Crisis,” namely objective 1.1 reducing the emissions that cause climate change. Implementing solar photovoltaic (PV) systems in critical service agencies can be a significant step towards reducing GHG emissions and promoting renewable energy. Identified below are the critical governmental agencies within the PCAP that were flagged by the CNMI Energy Task Force for the high monthly energy consumption and the need to explore renewable options to reduce its carbon footprint through green energy retrofits.

Section 8 – Job Quality and Workforce Development (10 pts)

The CNMI Office of the Governor has begun to develop a comprehensive workforce training plan for the green workforce through the CNMI Clean Energy Contractor Training Workforce Investment Program. Completed in September 2023, it focuses on energy efficiency, electrification, and clean energy improvement training. Furthermore, the Climate Policy & Planning Program, led by the Special Assistant on Climate Change, Tina Sablan, has laid out tangible steps toward achieving a green workforce in the CNMI. NMTech, the sole provider of career, technical, and trades curriculum in the CNMI, will play a crucial role in developing curriculum and training for EV maintenance, operation, and EV infrastructure installation and management as part of this program.

As the educational lead of this initiative, NMTech will develop new curricula and integrate EV-specific content into existing programs to produce professional training certification programs that provide knowledge, experience, and confidence to employees. NMTech’s Head of Instruction, Charlene Quitano; Curriculum Coordinator, Taylor Ada; and Automotive Technology Instructor, Rodante Yumul, will leverage resources from the Department of Energy (DOE), the Department of Labor (DOL), and other online and in-person training opportunities to ensure effective implementation of the training program. NMTech CEO Jodina Attao has committed to integrating EV Heavy-Duty Vehicles curriculum into the current Heavy-Duty Equipment course, launching in September 2024.

A. Workforce Impact Assessment: To ensure a smooth transition to EV technology without displacing current workers, the Office of Grants Management (OGM) - Clean Drive Initiative Project Management Team will conduct a comprehensive assessment to understand the impact on the existing workforce. The plan will leverage the knowledge and skills of existing employees, such as mechanics, by transitioning them into roles related to EV maintenance and operation, thereby preventing the replacement of current workers. The key deliverables are: 1) Workforce Impact Analysis: This will identify how job roles will evolve with the introduction of EV technology, highlighting the new skills required and mapping them against the current workforce capabilities.

Policy Development for Green Workforce Transition: Developed in collaboration with the CNMI DOL, these policies will prevent the replacement or displacement of current workers by providing retraining and upskilling opportunities. These policies will be incorporated into each partner’s Employee Handbook.

Skill Mapping: This process will identify current worker skills and map them to new EV-related roles, helping to design targeted training programs that address specific skill gaps. This process will be led by the OGM Project Management Team and NMTech, with collaboration from all partners.

B. Training Workers on New Equipment and Infrastructure: Developing a skilled, local workforce capable of installing, operating, and maintaining EV technology is crucial for the sustainability of this initiative. Due to the CNMI’s remote location, NMTech and key partners will provide access to local, regional, national, and online training and professional development opportunities. This will include participation in national expos such as the Electric & Hybrid Vehicle Technology Expo and EPA-approved training programs such as the DOE’s and National Renewable Energy Laboratory’s Electric Vehicle online certification program, as well as the Electric Vehicle Infrastructure Training Program (EVITP). Project Managers from partnering agencies will meet regularly with the OGM Project Management team and NMTech to plan and provide feedback on training needs. Trained staff will also provide feedback on the efficacy of the training, which NMTech will use for continuous improvement. By the end of Year 3, the Clean Drive Initiative will have developed and implemented a robust training program to transition mechanics, electricians, heavy-duty vehicle operators, and other staff into skilled EV technicians and IT professionals proficient in maintaining and operating ZE vehicles and charging infrastructure.

C. Worker Safety: Comprehensive safety plans and in-house training will be implemented by Safety and Compliance division managers and staff at CUC, COTA, DFEMS, and DPW to protect workers handling high-voltage equipment and

new infrastructure. Regular safety training sessions and routine inspections will be conducted, and new personal protective equipment will be provided to ensure a safe working environment. These safety plans will be collaboratively developed from the notice of award and updated in each agency's Safety & Compliance Handbook.

D. Worker and Labor Engagement: Although the CNMI currently does not have a labor union, the coalition will mandate active worker involvement in developing safety and training plans, ensuring their voices are incorporated into project implementation. Regular quarterly feedback sessions with workers will address concerns and integrate their input into ongoing project activities. Additionally, anonymous surveys will be conducted by the OGM Project Management Team to gather open and honest worker feedback, free from potential retaliation. This data will be used by OGM and NMTech to tailor training programs to meet the workforce's specific needs.

Section 9 – Funding Beyond the Mandatory Cost-Share (5 pts)

The CNMI is not required to fulfill the mandatory cost-share as it is a U.S. territory. However, each partner has agreed to cover the behind-the-meter fees for utility upgrades, as detailed in the Utility Partnership documents attached to the application.

Section 10 – Budget (20 pts)

A. Budget Detail (10 pts)

1. Personnel: This category funds key staff across multiple agencies and the Northern Marianas Technical Institute (NMTech), vital to the successful implementation of the CNMI Clean Drive Initiative. Each agency will hire one Project Manager (PM) who will oversee fleet replacement and coordinate closely with OGM's PM. NMTech's PM will oversee the development and implementation of EV Curriculum and Training. Additionally, Project Coordinators (PCs) will assist with daily operations, ensuring logistical needs are met. OGM will also employ a Research Analyst and Research Assistant to collect and analyze data, ensuring compliance with reporting requirements. A Community Outreach Specialist will engage with each agency and the public to promote EV adoption and awareness, while NMTech will have an EV Training Program Developer and Curriculum Writer to design and implement specialized training. A total of 10 EV Technicians and 3 EV Charging & Maintenance Installers will be distributed across key agencies to support vehicle maintenance and charging infrastructure. The total personnel cost for these roles over three years amounts to \$4,920,000, fully funded by the EPA with no cost share required. Each position's salary reflects competitive market rates necessary to attract qualified professionals capable of managing and executing the project at scale.

2. Fringe Benefits: Fringe benefits are calculated at 20% of personnel costs, covering essential benefits like health insurance, retirement contributions, and other employment-related costs. With 30 full-time employees, the fringe benefits total \$984,000 over three years, fully funded by the EPA. These benefits are crucial for retaining a skilled workforce, especially given the long-term nature of the project.

3. Travel: Travel is an integral component of this project, given the need for inter-island coordination, training sessions, and participation in off-island conferences and expos. The travel budget includes airfare for 50 trips across all agencies and NMTech to the mainland U.S., costing \$5,000 per round trip, which is reasonable given the CNMI's remote location. Additionally, inter-island travel between Saipan, Tinian, and Rota is covered to ensure consistent oversight and training across all islands. The budget allocates \$1,500 per diem per trip for inter-island travel and \$3,000 per trip for U.S. travel. Ground transportation is also included to support logistics on each trip. Considering the geographic isolation of the CNMI, the travel costs are reasonable and essential for staff to engage with industry experts and attend specialized EPA-approved training programs. These experiences will help enhance the local capacity to manage EV infrastructure, improving long-term outcomes for the CNMI.

4. Equipment: The equipment budget funds the purchase of 44 heavy-duty EVs, ranging from Class 6 electric bucket trucks to Class 7 fire trucks and transit buses. Each vehicle is priced based on current market values and includes shipping costs from the U.S. to CNMI's islands, along with customs tariffs. The transition to EVs will significantly reduce emissions and improve the sustainability of the CNMI's vehicle fleet. Charging infrastructure, such as Level 2 and Level 3 chargers, is included to support these EVs, along with costs for equipment upgrades.

5. Construction & Maintenance: Funds allocated in this category cover the installation of charging stations, NEPA permitting, and various electrical upgrades. The budget includes \$150,000 for EVSE installation and \$240,000 for NEPA permitting, necessary for compliance with environmental regulations. Ongoing maintenance support and fleet management software are also covered, ensuring the long-term functionality of the charging infrastructure.

6. Supplies: Outreach materials and supplies are crucial for engaging the public and encouraging widespread adoption of EV technology. These funds will be used for marketing materials, educational brochures, and other items necessary to support community engagement.

7. Contractual: Contractual expenses primarily cover the installation of solar-powered charging stations at key government facilities. CUC, COTA, DFEMS, and DPW will each receive solar PV charging stations. The integration of renewable energy with EV charging will reduce reliance on fossil fuels and enhance energy security for the CNMI.

8. Other: Other expenses include training and conference registration for EV technicians and program managers. This category ensures that personnel are well-versed and certified in EV technology and capable of supporting the new fleet and infrastructure for the long-term. NMTech will also be responsible for training 25 EV specialists over two years.

9. Indirect Charges: The CNMI NICRA rate, as indicated in the document, specifies two key indirect charge rates: 1) 32% for programs without indirect charges applied and 2) 7.5% for programs with indirect charges applied, including Federal PR/DJ (Public Relations/Development Jurisdictions). We will apply the 32% indirect cost rate, as this project does not involve PR/DJ-specific activities and falls under the category of programs without indirect charges applied. This higher rate ensures adequate coverage for overhead, administrative expenses, and other unforeseen costs such as equipment, construction, and infrastructure-related expenses that may arise over the course of the project. These rates are applicable for the fiscal year 2024, starting on October 1, 2023, and ending on September 30, 2024. The indirect cost rates will continue to apply for the subsequent fiscal years through September 30, 2026, under predetermined agreements (CNMI NICRA 2024-2).

10. Conclusion: The budget totals \$53,232,672.24, with all costs fully funded by the EPA, except for a minor cost-share of \$16,150 for electrical service upgrades. The budget is well-justified, with reasonable personnel, travel, and equipment costs that are essential for a successful transition to an electric vehicle fleet in the CNMI. Given the remote location and ambitious scope of the project, the budget provides adequate resources to achieve the project's objectives.

B. Budget Table

Line Item & Itemized Cost	Qty	Cost [per unit]	Year 1	Year 2	Year 3	EPA Funding ²	Cost Share ³	Total Project Cost
Personnel								
Project Managers (PM) @ \$65,000/year	6	\$65,000	\$390,000	\$390,000	\$390,000	\$1,170,000	\$0	\$1,170,000
Project Coordinators (PC) @ \$55,000/year	6	\$55,000	\$330,000	\$330,000	\$330,000	\$990,000	\$0	\$990,000
Research Analyst-OGM	1	\$55,000	\$55,000	\$55,000	\$55,000	\$165,000	\$0	\$165,000
Research Assistant-OGM	1	\$45,000	\$45,000	\$45,000	\$45,000	\$135,000	\$0	\$135,000
Community Outreach Specialist - OGM	1	\$50,000	\$50,000	\$50,000	\$50,000	\$150,000	\$0	\$150,000
EV Training Program Developer - NMTech	1	\$60,000	\$60,000	\$60,000	\$60,000	\$180,000	\$0	\$180,000
EV Curriculum Writer - NMTech	1	\$60,000	\$60,000	\$60,000	\$60,000	\$180,000	\$0	\$180,000
EV Technicians - All	10	\$50,000	\$500,000	\$500,000	\$500,000	\$1,500,000	\$0	\$1,500,000

EV Charging & Maintenance Installer - CUC	3	\$50,000	\$150,000	\$150,000	\$150,000	\$450,000	\$0	\$450,000
TOTAL PERSONNEL			\$1,640,000	\$1,640,000	\$1,640,000			\$4,920,000
Fringe Benefits								
Full-time Employees @ 20% of Salary and Wages x Total Personnel	30		\$328,000	\$328,000	\$328,000	\$984,000	\$0	\$984,000
TOTAL FRINGE BENEFITS								\$984,000
Travel								
Airfare @ \$5,000 roundtrip to Hawaii or mainland U.S. per year	50	\$5,000	\$250,000	\$250,000	\$250,000	\$750,000	\$0	\$750,000
Per diem @ \$600 x 6 days = \$3,000	50	\$3,000	\$150,000	\$150,000	\$150,000	\$450,000	\$0	\$450,000
Ground Transportation @ \$5,000/2 vehicles	30	\$5,000	\$150,000	\$150,000	\$150,000	\$450,000	\$0	\$450,000
Airfare @ \$600 RT to Guam	100	\$600	\$60,000	\$60,000	\$60,000	\$180,000	\$0	\$180,000
Per diem @ \$300 x 5 days = \$1,500	100	\$1,500	\$150,000	\$150,000	\$150,000	\$450,000	\$0	\$450,000
Interisland Commute to/from Tinian & Rota @ \$500 RT	300	\$500	\$150,000	\$150,000	\$150,000	\$450,000	\$0	\$450,000
Per Diem in CNMI @ \$300 x 5 days = \$1,500	300	\$1,500	\$450,000	\$450,000	\$450,000	\$1,350,000	\$0	\$1,350,000
Ground Transportation @ \$300 per vehicle	300	\$300	\$90,000	\$90,000	\$90,000	\$270,000	\$0	\$270,000
TOTAL TRAVEL			\$1,450,000	\$1,450,000	\$1,450,000	\$4,350,000	\$0	\$4,350,000
Equipment								
Class 6 Electric Bucket Trucks	10	\$330,000	-	-	-	\$3,300,000		\$3,300,000
Class 6 Electric Boom Trucks	4	\$355,000	-	-	-	\$1,420,000	\$0	\$1,420,000
Class 6 Septic Trucks	2	\$330,000	-	-	-	\$660,000	\$0	\$660,000
Class 6 Refuse Hauler	2	\$260,000	-	-	-	\$520,000	\$0	\$520,000
Class 6 Other Vocational Vehicle	7	\$355,000	-	-	-	\$2,485,000	\$0	\$2,485,000

Class 7 Fire Trucks	6	\$355,000	-	-	-	\$2,130,000	\$0	2,130,000
Class 6 Transit Bus	13	\$265,000	-	-	-	\$3,445,000	\$0	\$3,445,000
Vehicle Shipping Costs from US to SPN/TIN/ROT	44	\$20,000	-	-	-	\$880,000	\$0	\$880,000
Customs Tariffs 5.42%	44	5.42%	-	-	-	\$756,632	\$0	\$756,632
ESVE Level 2 Charger	44	\$35,000	-	-	-	\$1,540,000	\$0	\$1,540,000
ESVE Level 3 DC Fast Charger (DCFC, 25 kW) (480 V)	21	\$35,000	-	-	-	\$735,000	\$0	\$735,000
EV Charger Shipping Costs		\$20,000	-	-	-	\$20,000	\$0	\$20,000
<i>Vehicles and Infrastructure</i>						\$17,891,632	\$0	\$17,891,632
Electrical service equipment upgrades	3	\$16,150	-	-	-	\$0	\$16,150	\$16,150
EVSE installation	3	\$150,000	-	-	-	\$450,000	\$0	\$450,000
NEPA Permitting	3	\$80,000	240,000	-	-	\$240,000	\$0	\$240,000
<i>Construction Work and Equipment Upgrades</i>			\$240,000	-	-	\$690,000	\$16,150	\$706,150
Electrical Panel Maintenance	4	\$3,500	\$14,000	\$14,000	\$14,000	\$42,000	\$0	\$42,000
Maintenance support package	4	\$4,000	\$12,000	\$12,000	\$12,000	\$36,000	\$0	\$36,000
Fleet management software/telematics	4	\$1,000	\$4,000	\$4,000	\$4,000	\$12,000	\$0	\$12,000
<i>Maintenance and Training</i>						\$90,000	\$0	\$90,000
TOTAL EQUIPMENT, CONSTRUCTION, AND MAINTENANCE								\$18,687,782
Supplies								
Outreach Materials and Supplies	6	\$4,500	\$27,000	\$27,000	\$27,000	\$81,000	\$0	\$81,000
TOTAL SUPPLIES						\$81,000	\$0	\$81,000
Contractual								
EVSE software subscription (annual)	4	\$3,000	\$12,000	\$12,000	\$12,000	\$36,000	\$0	\$36,000
CUC Solar PV Charging Station	1		-	-	-	\$4,000,000	\$0	\$4,000,000
DFEMS Solar PV Charging Station	1		-	-	-	\$400,000	\$0	\$400,000

DPW Solar PV Charging Station	1		-	-	-	\$200,000	\$0	\$200,000
COTA Solar PV Charging Station	1		-	-	-	\$6,000,000	\$0	\$6,000,000
TOTAL CONTRACTUAL						\$10,636,000	\$0	\$10,636,000
Other								
EV Technician Training	10	\$10,000	\$100,000	\$100,000	\$100,000	\$300,000	\$0	\$300,000
EV Conference Training Registration & Materials	50	\$3,000	\$150,000	\$150,000	\$150,000	\$450,000	\$0	\$450,000
TOTAL OTHER						\$750,000	\$0	\$750,000
Indirect Charges								
Federal Negotiated Indirect Cost Rate	32%							\$12,904,890.24
TOTAL INDIRECT								\$12,904,890.24
TOTAL VOLUNTARY COST-SHARE FUNDING								\$16,150
<u>TOTAL PROJECT COST</u>⁴								\$53,232,672.24
TOTAL ADDITIONAL NON-COST SHARE LEVERAGED FUNDS⁵								N/A

C. Expenditure of Awarded Funds (5 pts)

The CNMI will ensure timely and efficient expenditure of awarded funds through its financial management system overseen by the Office of Grants Management. This system includes strict budgetary controls, regular monitoring, and quarterly financial reporting from all project partners. OGM will utilize the MUNIS accounting system to track expenditures, ensuring compliance with federal guidelines. Procurement processes will follow CNMI and federal policies, with competitive bidding to secure the best value for major purchases, such as electric vehicles and charging infrastructure. Regular audits and compliance checks will be conducted to ensure proper use of funds, while timely drawdowns will align with project milestones to ensure funds are allocated as needed. This structured approach will ensure funds are managed efficiently, meeting all EPA requirements and project goals.

D. Reasonableness of Costs (5 pts)

All the items planned in the budget were vetted and discussed with experts in the government as it relates to their field of work (e.g. DPW Division of Solid Waste for refuse options, Commonwealth Office on Transit Authority regarding the charging stations and electric buses, Commonwealth Utilities Corporation for Solar PV and BESS renewable energy integration to electric vehicle charging infrastructure, etc). All agencies provided vehicle information for included class 6 and 7 vehicles. The amount of work or production, recharging infrastructure solar systems to be installed, buses and electric vehicles to be acquired, and the expected workload within three years is commensurate and reasonable for the award being requested. Again, please be reminded that given our remote geographical location in the Pacific, some expenses such as travel and the cost of materials and supplies from the US mainland may appear exorbitant; however, federal regulations, especially procurement rules and regulations, will be followed in any off-island acquisition or purchase.