

subcontractors to include these clauses in any lower tier subcontracts. The Recipient shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all of the paragraphs in this clause.

(7) Contract termination: debarment. A breach of the Contract clauses in 29 CFR 5.5 may be grounds for termination of the Contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

(8) Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this Contract.

(9) Disputes concerning labor standards. Disputes arising out of the labor standards provisions of this Contract shall not be subject to the general disputes clause of this Contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the Recipient, Subrecipient, the Contractor (or any of its subcontractors), and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

(10) Certification of eligibility.

(i) By entering into this Contract, the Contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the Contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

(ii) No part of this Contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

(iii) The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

(b) Contract Work Hours and Safety Standards Act. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

(1) Overtime requirements. No Contractor or subcontractor contracting for any part of the Contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

(2) Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (b)(1) of this section, the Contractor and any

subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such Contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (b)(1) of this section, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (b)(1) of this section.

(3) Withholding for unpaid wages and liquidated damages. The Department of Energy or the Recipient or Subrecipient shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the Contractor or subcontractor under any such contract or any other Federal contract with the same prime Contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such Contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (b)(2) of this section.

(4) Contracts and Subcontracts. The Recipient, Subrecipient, and Recipient's and Subrecipient's contractor or subcontractor shall insert in any Contracts, the clauses set forth in paragraph (b)(1) through (4) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The Recipient shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (b)(1) through (4) of this section.

(5) The Contractor or subcontractor shall maintain payrolls and basic payroll records during the course of the work and shall preserve them for a period of three years from the completion of the Contract for all laborers and mechanics, including guards and watchmen, working on the Contract. Such records shall contain the name and address of each such employee, social security number, correct classifications, hourly rates of wages paid, daily and weekly number of hours worked, deductions made, and actual wages paid. The records to be maintained under this paragraph shall be made available by the Contractor or subcontractor for inspection, copying, or transcription by authorized representatives of the Department of Energy and the Department of Labor, and the Contractor or subcontractor will permit such representatives to interview employees during working hours on the job.

(c) Recipient Responsibilities for Davis Bacon Act

(1) On behalf of the Department of Energy (DOE), Recipient shall perform the following functions:

- (i) Obtain, maintain, and monitor all Davis Bacon Act (DBA) certified payroll records submitted by the Subrecipients and Contractors at any tier under this Award;
- (ii) Review all DBA certified payroll records for compliance with DBA requirements, including applicable DOL wage determinations;
- (iii) Notify DOE of any non-compliance with DBA requirements by Subrecipients or Contractors at any tier, including any non-compliances identified as the result of reviews performed pursuant to paragraph (ii) above;
- (iv) Address any Subrecipient and any Contractor DBA non-compliance issues; if DBA non-compliance issues cannot be resolved in a timely manner, forward complaints, summary of investigations and all relevant information to DOE;
- (v) Provide DOE with detailed information regarding the resolution of any DBA non-compliance issues;
- (vi) Perform services in support of DOE investigations of complaints filed regarding noncompliance by Subrecipients and Contractors with DBA requirements;
- (vii) Perform audit services as necessary to ensure compliance by Subrecipients and Contractors with DBA requirements and as requested by the Contracting Officer; and
- (viii) Provide copies of all records upon request by DOE or DOL in a timely manner.

(d) Rates of Wages

The prevailing wage rates determined by the Secretary of Labor can be found at <http://www.wdol.gov/>.

STATEMENT OF PROJECT OBJECTIVES
Columbia County
Oregon Coast Regional Transit Program

A. PROJECT OBJECTIVES

The primary objectives of this project are to reduce fossil fuel emissions, decrease petroleum dependence, and mitigate coastal traffic congestion by making transit a popular option of choice for regional travel. Strategies to be implemented in support of these objectives include:

- Marketing linked transit service as a viable travel option for both recreation and employment commute trips;
- Providing seven days per week linked transit service within the five-county region;
- Improve connections to private transit and other public transit systems to major population centers in the I-5 corridor;
- Establishing consistent signage and trip planning information for the linked transit system;
- Establish outreach and incentive programs for major employers;
- Leveraging existing strategic partnerships with coastal business interests and the travel industry, to establish incentives for visitors to use regional transit when visiting the coast and implement sustainable funding mechanisms.
- Deploying hybrid-electric transit coaches that use petroleum more efficiently; and
- Lay the groundwork for regional adoption and funding for the regional transit system and gather data and share lessons learned to facilitate similar partnerships across the country.

B. PROJECT SCOPE

Five counties and the transit agencies and districts which serve them on the north and central Oregon Coast propose to add service, mount a marketing and outreach campaign, purchase coaches, and refine transfer points to create a regionally linked service, and offer new choices for energy efficient travel to employees, residents and visitors. The project will implement strategies that target both operational service levels and human behavior, to change the coastal travel paradigm. The five partners are proposing this grant application, as (7) Development and Implementation of Transportation Programs to Conserve Energy are allowed under Topic 2 consideration per 42 U.S.C. 17154.

The project is designed to increase ridership among two key groups—regional employees and seasonal visitors—by implementing two components:

1) Regional service enhancements:

- Install route markers, kiosks and other transit stop improvements to “brand” the interconnected service consistently across all five areas;
- Implement a centralized coordination forum to establish regional fares, ticketing, route scheduling, and possible maintenance dispatching;
- Supplement operating hours on existing fixed routes; and
- Purchase five (5) hybrid coaches.

- 2) Marketing and outreach campaign to promote the interconnected service:
- Create rider incentive programs and commute trip reduction campaigns;
 - Implement a centralized website for assistance with regional trip planning and connections;
 - Implement an advertising campaign to promote the regional transit system as a viable and reliable travel option for a range of users; and
 - Develop a speakers' bureau to share project successes and lessons learned with other groups around the country.
 - Employer Programs & Visitor Programs.
 - Advertising.
 - Sustainable Funding Mechanisms.

C. TASKS TO BE PERFORMED

[For each Task and Subtask, enter 1-2 paragraphs describing the purpose, approach, and expected outcomes. Include project milestones (do not include dates), where appropriate. If applicable, the Tasks should be organized by project phases/budget periods which correspond to major project milestones or go/no-go decision points.]

Below is an example of the type of Task structure desired:

PHASE 1

Task 1.0 Program Administration

Financial administration/ARRA Reporting. A project management team has been assembled consisting of transit directors and economic development agency directors from each of the five counties within the project area. Project administration will include management and oversight of the grant and project work by the primary recipient, Columbia County, including ARRA-required reporting, meetings and correspondence, facilitation of project management team activities and other general coordination work not covered under other tasks.

Funding will be 90% obligated by Columbia County and the project partners by September 30, 2010. We anticipate that 50% of the funds will be drawn down by June 30, 2011, with 90% funds being drawn down by June 30, 2012.

Task 2.0 Regional Route Implementation

This task involves negotiating final details for the service plans linking the multi-county area. Regional service enhancements will be designed to accommodate two key groups of people: Regional employees and seasonal visitors to the coast.

Subtask 2.1 *Final Route and Service Adjustments.* In each partner county, supplemental operating hours on existing fixed routes will be implemented to ensure that the regional system is adequate to serve as a convenient mode of travel for both target groups. Convenient transfer points and decisions on cross-service area operations will be finalized to allow for efficient and convenient inter-city service.

Subtask 2.2 *Hybrid Coach Purchases.* Five (5) hybrid coaches will be purchased – one coach for each transit agency. The energy savings from these new coaches will help to offset the any increase in energy consumption resulting from increased frequency of operation.

Subtask 2.3 *Operations and Maintenance.* Supplemental operating funds necessary for each transit provider to increase the frequency and convenience of service in order to attract new riders to the system will be disbursed. Sustained funding for increased operations beyond the grant period is discussed under the Sustainable Funding Mechanisms task. The following operational changes are anticipated to be needed:

- Columbia County: 1 additional hybrid coach and 2 additional days of operation weekly (Saturday and Sunday)
- Sunset Empire Transit District (Clatsop County): 1 additional hybrid coach and 1 additional day of operation weekly (Sunday)
- Tillamook County Transportation District: 1 additional hybrid coach and 1 additional day of operation weekly (Sunday)
- Benton County Transit: 1 additional hybrid coach and 4 additional days of operation weekly
- Lincoln County Transit: 1 additional hybrid coach and 4 additional days of operation weekly.
- Transit partners have each budgeted approximately \$10,000 annually for preventative maintenance associated with their new hybrid coaches.

Subtask 2.4 *Shelters, Kiosks, Route Markers, etc.* Partner agencies will acquire and install route markers, kiosks and other transit stop improvements needed to “brand” the interconnected service consistently across all five areas as described in the Branding, Marketing, and Incentive Programs task.

Subtask 2.5 *Centralized Coordination Program.* A centralized coordination program for working out interagency issues, establish regional fares, ticketing, route scheduling, and possible maintenance dispatching. Interconnect the 5-county systems for seamless and efficient movement throughout the region through continuous collaboration. Equally important is the ability for travelers to quickly find access to route and fare information without the need to research maps and fare schedules for multiple providers. The project team will retain a consultant to identify a centralized location for web-based access to coordinated route and fare information, and develop web tools for implementation. Popular internet venues such as Google, ODOT’s travel information site, or the Oregon Coastal Visitor Association’s website will be considered as a central host for route planning tools and consolidated schedule and fare information.

PHASE 2

Task 3.0 *Continuation of Phase 1 Tasks.* Continuation of Phase I tasks, coordination, collaboration for refined and finalized route schedules and shelters, kiosks and route markers. Refinement of the centralized coordination program.

Subtask 3.1 Branding, Marketing and Incentive Programs. With the assistance of a project consultant, the project team will establish strategic partnerships with the key travel industry resource agencies, hospitality groups, intermodal carriers, business interests, state agencies and media services. These relationships will be used to establish a branding program for the interconnected route, and coordinating intermodal connections with private air, motorcoach and rail services within the project area.

Subtask 3.2 Branding Program. A marketing specialist will be retained to assist with development of a consistent brand for the regional transit program, and provide recommendations for targeted advertising, targeted business outreach, and refinement of strategic partnerships for funding and promotion of the branding campaign. Graphics designed to visually identify the regional system will be used on all route markers and other route furniture amenities. The same brand will be carried onto printed schedules, brochures, displays, advertising and all other marketing materials, to encourage easy public identification of the regional route and coaches operating on the route.

Subtask 3.3 Employer Programs & Visitor Programs. Rider incentive programs will be developed to target two primary groups: Regional employees and visitors. During the grant period, it is anticipated that Columbia County will take the lead in piloting employee/employer incentive programs, with a secondary focus on visitors to the coast. The remaining four counties will have visitor programs as their primary focus, with a secondary emphasis on employee/employer programs. It is anticipated that beyond the initial grant period, successful initiatives targeting each group of travelers will be expanded into neighboring counties and other areas of Oregon. The project team will work with a project consultant and large employers to develop commute trip reduction campaigns to mitigate traffic congestion and encourage transit use. Employer programs may offer discounts for multiple pass purchases and tax benefits for employer participation in bus pass purchase programs for their employees. Examples of other incentives may include prize drawings to attract new individual riders or contests for businesses to compete against similar sized companies for prizes or awards for increased transit ridership. The project team will also work with a project consultant and strategic partners to design and promote transit use by tourists and other visitors. Example strategies include offering "car free" travel packages and excursions for coastal vacationers, and working with businesses to offer coupons or special retail incentives for visitors who use transit. A centralized website for assistance with regional travel planning and connections will be implemented.

Subtask 3.4 Advertising. This task includes a significant advertising campaign to promote regional travel by transit. Advertising forms will include print media (including airline magazines), public service announcements, as well as paid television and radio campaigns. Modern social networking tools and web-based marketing programs will also be implemented.

Subtask 3.5 Speakers Bureau. A speakers' bureau will be established for the project, including presentation materials and a modest travel budget for each partner agency, so that project successes and lessons learned can be shared with other groups around the country.

Task 4.0 Sustainable Funding Mechanisms. In cooperation with the project consultant and strategic partners, the project team will refine and implement sustainable funding strategies for continued transit operation and marketing. Funding strategies may include additional FTA funding resulting from increased ridership, the Inter-City Bus Program, and the new Jobs and Transportation Act. Oregon's Special Transportation Operating Program will also be explored as a source of continued funding. Private funding programs are also planned which will leverage the use of business energy tax credit programs. Revenue will be generated through on-board advertising, on-bus advertising, and the sale of advertising space on printed schedules, brochures and websites. Regionalized service will make these forms of advertising attractive to large advertising marketers. Sustainability will also be promoted through cost savings resulting from improved coordination, sharing of resources between transit providers, and potential regionalization of some operations and maintenance activities.

Task 5.0 Technical Assistance and Project Facilitation. Contracted technical assistance and facilitation expertise will be needed to ensure a successful outcome. The grant sponsor, Columbia County, will procure a consulting team to assist with the project, in accordance with federal rules and regulations.

Subtask 5.1 Contracted Project Management Assistance. The project consultant will support the grant sponsor with the day to day management of the scope, schedule and budget for the work.

Subtask 5.2 Meetings, Correspondence and Project Documentation. Meeting facilitation and logistics, correspondence between the project team and other stakeholders, and documentation of project information, analysis and decisions will be performed by the project consultant.

Subtask 5.3 Performance Monitoring and Analysis. The project consultant will implement the project plan for monitoring progress toward goals, as well as measuring and verifying actual fossil fuel emissions reductions associated with the project. The monitoring and verification process will begin with an initial baseline data collection effort, to comprehensively document existing system capacity, ridership, demand, and the actual fuel efficiency of coaches in operation on the regional route. A detailed initial calculation of existing MBtu's and CO2 emissions per passenger mile will be made as a benchmark for later comparison. As part of the baseline data collection effort, it may also be necessary to survey riders, businesses and large employers concerning existing transit use and average trip length.

As the project progresses, an annual estimate of energy savings and fossil fuel emission reductions will be made based on actual capacity and demand data. Detailed passenger fleet information will be collected from the ODOT Department of Motor Vehicles and an analysis will be performed to establish average passenger car fuel efficiency for passenger vehicles operating on the coast. This analysis will be used to determine energy and emissions avoided through increased ridership. Data from ODOT's automatic traffic recorder stations on Pacific Coast Highway US 101 at various locations throughout the

combined service area will be used to monitor vehicle miles traveled during the grant period. The effect of marketing, branding and outreach campaigns is expected to be exhibited in actual demand and ridership data collected. However, to better assess the effectiveness of marketing, branding and outreach campaigns and make refinements to improve the impact of these efforts, additional rider/visitor/business and/or employer surveys will be performed annually.

Subtask 5.4 *Project Team Facilitation.* The project consultant will serve as the central point of contact and facilitator for all project management team activities and exercises.

**U.S. Department of Energy
FEDERAL ASSISTANCE REPORTING CHECKLIST
AND INSTRUCTIONS**

1. Identification Number: DE-EE0003808, 000		2. Program/Project Title: EECBG: Oregon Coast Regional Transit Program	
3. Recipient: Columbia County, OR			
4. Reporting Requirements	Frequency	No. of Copies	Addressees
A. MANAGEMENT REPORTING			
<input checked="" type="checkbox"/> Progress Report	Q,M	Upload 1 copy to the address in the next column	WWW.PAGE.ENERGY.GOV See Note 1
<input checked="" type="checkbox"/> Special Status Report	A	Electronic Version	See Note 2
B. SCIENTIFIC/TECHNICAL REPORTING (Reports/Products must be submitted with appropriate DOE F 241. The 241 forms are available at www.osti.gov/elink .)			
Report/Product	Form		
<input type="checkbox"/> Final Scientific/Technical Report	DOE F 241.3		
<input type="checkbox"/> Conference papers/proceedings*	DOE F 241.3		
<input type="checkbox"/> Software/Manual	DOE F 241.4		
<input type="checkbox"/> Other (see special instructions)	DOE F 241.3		
* Scientific and technical conferences only			
C. FINANCIAL REPORTING			
<input checked="" type="checkbox"/> SF-425, Financial Status Report	Q, F	Electronic Version	WWW.PAGE.ENERGY.GOV
<input checked="" type="checkbox"/> Leveraged Funding Report	A		See Note 3
D. CLOSEOUT REPORTING			
<input type="checkbox"/> Patent Certification			
<input checked="" type="checkbox"/> Property Certification	F		TBD
<input type="checkbox"/> Other			
E. OTHER REPORTING			
<input type="checkbox"/> Annual Indirect Cost Proposal			
<input type="checkbox"/> Annual Inventory of Federally Owned Property, if any	A		WWW.FEDERALREPORTING.GOV
<input checked="" type="checkbox"/> Other-See Section 5 below:			

FREQUENCY CODES AND DUE DATES:

- | | |
|---|--|
| A - Within 5 calendar days after events or as needed. | S - Semiannually; within 30 days after end of reporting period. |
| F - Final; 90 calendar days after expiration or termination of the award. | Q -Quarterly; within 30 days after end of the reporting period. |
| Y - Yearly; 90 days after the end of the reporting period. | M-Monthly; within 30 days after the end of the reporting period. |

5. Special Instructions: Forms are available at <https://www.eere-pmc.energy.gov/forms.aspx>.
- The Monthly EECBG Progress Report will be due on the 30th of the month following the month for which data is being reported. The Quarterly EECBG Progress Report will be due on the 30th of the month following the quarter for which data is being reported. For the 3rd month of each quarterly reporting period, both a monthly and quarterly report are due on their respective due dates. Monthly reporting will be effective beginning April 2010 with the first monthly report due May 30, 2010. See instructions at: http://www.eecbg.energy.gov/Downloads/EECBG_10-07A.pdf
 - Submit reports to the DOE Project Officer.
 - Submit a report of leveraged fund expenditures to the DOE Project Officer, upon request.

Other Reporting:

- ARRA-Performance Progress Report: The required reports are due no later than ten calendar days after each calendar quarter in which the recipient receives the assistance award funded in whole or in part by the Recovery Act. Recipients are instructed to maintain data in order to report cumulatively. See the Special Terms and Conditions for Recovery Act reporting requirements, along with the following web site: <http://www.federalreporting.gov>.
- Disposition of Historic Preservation Consultations by Category Report: This report shall be submitted annually on September 1. A reporting format will be forthcoming.

See Federal Assistance Reporting Instructions on following pages for more details.

Federal Assistance Reporting Instructions

Reporting requirements under the EECBG Program consist of the following types of reports:

SPECIAL STATUS REPORT

The recipient must report the following events by e-mail as soon as possible after they occur:

1. Developments that have a significant favorable impact on the project.
2. Problems, delays, or adverse conditions which materially impair the recipient's ability to meet the objectives of the award or which may require DOE to respond to questions relating to such events from the public. For example, the recipient must report any of the following incidents and include the anticipated impact and remedial action to be taken to correct or resolve the problem/condition:
 - a. Any single fatality or injuries requiring hospitalization of five or more individuals.
 - b. Any significant environmental permit violation.
 - c. Any verbal or written Notice of Violation of any Environmental, Safety, and Health statutes or regulations.
 - d. Any incident which causes a significant process or hazard control system failure.
 - e. Any event which is anticipated to cause a significant schedule slippage or cost increase.
 - f. Any damage to Government-owned equipment in excess of \$50,000.
 - g. Any other incident that has the potential for high visibility in the media.

FINANCIAL REPORTING

- FOR ALL RECIPIENTS: Submit a Quarterly Progress Report and the SF-425 Federal Financial Report. Instructions for the Quarterly Progress Report are below. The SF-425 is available at <http://www.whitehouse.gov/omb/grants/index.html>.

CLOSEOUT REPORTING

Property Certification

The recipient must provide the Property Certification, including the required inventories of non-exempt property, located at <http://grants.pr.doe.gov>.

ANNUAL REPORTS

- FOR UNITS OF LOCAL GOVERNMENT AND NONPROFITS: Submit annual reports not later than two (2) years after the effective date of this award and annually thereafter. The annual report shall describe the status of development and implementation of the energy efficiency and conservation strategy and an assessment of energy efficiency gains within the jurisdiction of the eligible unit of local government or nonprofit organizations. The annual report shall also address the metrics listed below.
- FOR STATES: Submit annual reports not later than one (1) year after the effective date of this award and annually thereafter. The annual report will include the metrics listed below as well as:
 - The status of the subgrant program of the state;
 - Specific energy efficiency and conservation goals of the state for subsequent calendar years; and

ARRA PERFORMANCE PROGRESS REPORT

Failure to comply with this reporting requirement may result in termination of that part of the award funding by Recovery Act.

Not later than 10 days after the end of each calendar quarter, each recipient shall submit a report to the grantor agency that contains:

- The total amount of American Recovery and Reinvestment Act of 2009, Pub. L. 111-5, covered funds received from that agency;
- The amount of American Recovery and Reinvestment Act of 2009, Pub. L. 111-5, covered funds received that were expended or obligated to project or activities;
- A detailed list of all projects for which American Recovery and Reinvestment Act of 2009, Pub. L. 111-5, covered funds were expended or obligated including:
 - Name of project
 - Description of project
 - Evaluation of the completion status of project
 - Estimate of number of jobs created and retained by project *in the manner and form prescribed by DOE*
 - Infrastructure investments made by State and local governments, purpose, total cost, rationale or agency for funding infrastructure investment, name of agency contact.
 - Information on subcontracts or subgrants awarded by recipient to include data elements required to comply with the Federal Accountability and Transparency Act of 2006 (Pub. L. 109-282).

DOE intends to append the periodic ARRA – Performance Progress Report to include reporting on the following, at a minimum:

The results of the funding provided for the EECBG Program through the American Recovery and Reinvestment Act (ARRA) will be assessed according to the following performance metrics:

- Jobs created and/or retained
- Energy (kwh/therms/gallons/BTUs/etc.) saved
- Renewable energy generated
- GHG emissions reduced
- Cost savings

The metrics described below are designed to track the accomplishments of projects funded by EECBG. States must not include results reported by direct grant recipients. Grant recipients will be presented with reporting requirements at the time they receive funding and will be expected to report their achievements in terms of the specified metrics presented below.

Grant recipients will be required to report on project expenditures, and also on specific activities and achievements, such as square feet of buildings retrofitted. These items tend to be outputs (actions taken by grant recipients) but also include some short-term outcomes (results achieved relatively soon after project outputs occur that lead toward attainment of ultimate project objectives).

Expenditures: Accurate records should be kept on project expenditures for all EECBG ARRA funded efforts. The specific information to be gathered and tracked is listed below. It will be the same for all project types:

- Expenditures for project activities
- Expenditures for administration
- Expenditures for evaluation
- Leveraged funds

Short-term Outcomes (DOE will provide supplemental guidance on how to calculate these outcomes to ensure consistent approaches that results can be aggregated at a regional, State and national level):

Energy Savings (kwh equivalents)

- Annual reduction in natural gas consumption (mmcf) by sector and end-use category
- Annual reduction in electricity consumption (MWh) by sector and end-use category
- Annual reduction in electricity demand (MW) by sector and end-use category
- Annual reduction in fuel oil consumption (gallons) by sector and end-use category
- Annual reduction in propane consumption (gallons) by sector and end-use category
- Annual reduction in gasoline and diesel fuel consumption (gallons) by sector and end-use category

Job Creation/Retention

- Number
- Type
- Duration

Renewable Energy Capacity and Generation

- Amount of wind-powered electric generating capacity installed (MW)
- Amount of electricity generated from wind systems (MWh)
- Amount of photovoltaic generating capacity installed (MW)
- Amount of electricity generated from photovoltaic systems (MWh)
- Amount of electric generating capacity from other renewable sources installed (MW)
- Amount of electricity generated from other renewable sources (MWh)

Emissions Reductions (tons) (CO2 equivalents)

- Methane
- Carbon
- Sulfur dioxide
- Nitrogen oxide
- Carbon monoxide

Protected Personally Identifiable Information (PII)

Reports must not contain any *Protected* PII. PII is any information about an individual which can be used to distinguish or trace an individual's identity. Some information that is considered to be PII is available in public sources such as telephone books, public websites, university listings, etc. This type of information is considered to be Public PII and includes, for example, first and last name, address, work telephone number, e-mail address, home telephone number, and general educational credentials. In contrast, *Protected* PII is defined as an individual's first name or first initial and last name in combination with any one or more of types of information, including, but not limited to, social security number, passport number, credit card numbers, clearances, bank numbers, biometrics, date and place of birth, mother's maiden name, criminal, medical and financial records, educational transcripts, etc.

Applicant Name: Columbia County, OR

Award Number: DE-EE0003808/000

Attachment #4

OMB Approval No. 0348-0044

Budget Information - Non Construction Programs

Section A - Budget Summary		Estimated Unobligated Funds		New or Revised Budget		Total (g)
Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	
1. Competitive EEOBG (Topic 2)	81.128			\$3,461,319	\$0	\$3,461,319
2.						
3.						
4.						
5. Totals				\$3,461,319	\$0	\$3,461,319
Section B - Budget Categories						
6. Object Class Categories						
		Competitive EEOBG (Topic 2)		Grant Program, Function or Activity		Total (5)
a. Personnel		\$229,560				\$229,560
b. Fringe Benefits		\$144,059				\$144,059
c. Travel		\$20,493				\$20,493
d. Equipment		\$17,226				\$17,226
e. Supplies		\$12,552				\$12,552
f. Contractual		\$3,007,429				\$3,007,429
g. Construction		\$0				\$0
h. Other		\$30,000				\$30,000
i. Total Direct Charges (sum of 6a-6h)		\$3,461,319				\$3,461,319
j. Indirect Charges		\$0				\$0
k. Totals (sum of 6i-6j)		\$3,461,319				\$3,461,319
7. Program Income		\$0	\$0	\$0	\$0	\$0