

**APPENDIX D-4**  
**Beneficiary Eligible Mitigation Action Certification**

Minnesota Funding Application 1  
Phase 1 School Bus Grant Program  
September 2018

## BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

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Beneficiary Minnesota

Lead Agency Authorized to Act on Behalf of the Beneficiary Minnesota Pollution Control Agency (MPCA)  
*(Any authorized person with delegation of such authority to direct the Trustee delivered to the Trustee pursuant to a Delegation of Authority and Certificate of Incumbency)*

<b>Action Title:</b>	MN Phase 1 School Bus Replacement Grants
<b>Beneficiary's Project ID:</b>	R323VA01
<b>Funding Request No.</b>	<i>(sequential)</i> 1
<b>Request Type: (select one or more)</b>	<input type="checkbox"/> Reimbursement <span style="margin-left: 200px;"><input checked="" type="checkbox"/> Advance</span> <input type="checkbox"/> Other (specify): _____
<b>Payment to be made to: (select one or more)</b>	<input checked="" type="checkbox"/> Beneficiary <input type="checkbox"/> Other (specify): <u>Minnesota Pollution Control Agency</u>
<b>Funding Request &amp; Direction (Attachment A)</b>	<input checked="" type="checkbox"/> Attached to this Certification <input type="checkbox"/> To be Provided Separately

### SUMMARY

<b>Eligible Mitigation Action Type</b>	<input checked="" type="checkbox"/> Appendix D-2 item (specify): <u>2 - Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible)</u> <input type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal): _____
<b>Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):</b>	See Attached
<b>Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):</b>	See Attached
<b>Estimate of Anticipated NOx Reductions (5.2.3):</b>	See Attached
<b>Identification of Governmental Entity Responsible for Reviewing and Auditing Expenditures of Eligible Mitigation Action Funds to Ensure Compliance with Applicable Law (5.2.7.1):</b>	See Attached
<b>Describe how the Beneficiary will make documentation publicly available (5.2.7.2).</b>	See Attached
<b>Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8).</b>	See Attached
<b>Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9).</b>	See Attached

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

See Attached

**ATTACHMENTS**  
**(CHECK BOX IF ATTACHED)**

- Attachment A Funding Request and Direction.
- Attachment B Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline (5.2.4).
- Attachment C Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11).
- Attachment D Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding \$25,000 (5.2.6). [Attach only if project involves vendor expenditures exceeding \$25,000.]
- Attachment E DERA Option (5.2.12). [Attach only if using DERA option.]
- Attachment F Attachment specifying amount of requested funding to be debited against each beneficiary's allocation (5.2.13). [Attach only if this is a joint application involving multiple beneficiaries.]

**CERTIFICATIONS**

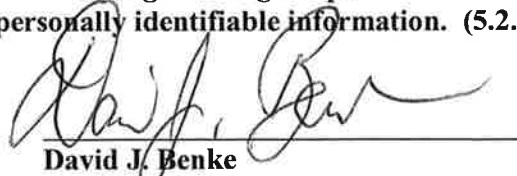
By submitting this application, the Lead Agency makes the following certifications:

1. This application is submitted on behalf of Beneficiary Minnesota, and the person executing this certification has authority to make this certification on behalf of the Lead Agency and Beneficiary, pursuant to the Certification for Beneficiary Status filed with the Court.
2. Beneficiary requests and directs that the Trustee make the payments described in this application and Attachment A to this Form.
3. This application contains all information and certifications required by Paragraph 5.2 of the Trust Agreement, and the Trustee may rely on this application, Attachment A, and related certifications in making disbursements of trust funds for the aforementioned Project ID.
4. Any vendors were or will be selected in accordance with a jurisdiction's public contracting law as applicable. (5.2.5)
5. Beneficiary will maintain and make publicly available all documentation submitted in

support of this funding request and all records supporting all expenditures of eligible mitigation action funds subject to applicable laws governing the publication of confidential business information and personally identifiable information. (5.2.7.2)

DATED:

9/20/18



David J. Benke  
Division Director

Minnesota Pollution Control Agency

[LEAD AGENCY]

for

Minnesota

[BENEFICIARY]

## Appendix D-4– Supplemental Information Beneficiary Eligible Mitigation Action Certification

**Beneficiary:** Minnesota

**Lead Agency:** Minnesota Pollution Control Agency

**In support of funding request no. 1**

**MN Phase 1 School Bus Funding Request**

### Appendix D4 - Summary

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#### **Explanation of how funding request fits into Beneficiary’s Mitigation Plan (5.2.1):**

A detailed description of this project is described on pages 5-10 of Minnesota’s Beneficiary Mitigation Plan (see attached excerpt). This funding request will support the diesel school bus replacement program.

#### **Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):**

This bus replacement project will permanently remove from service an expected 111 1992-2009 model year diesel school buses, and replace them with new, 2018 or 2019 model year diesel or propane school buses. This program will provide grants for the replacement of school buses up to \$15,000 each, or \$20,000 each for operators serving school districts where 40% of students are eligible for free or reduced-cost lunch.

We anticipate more than 40% of these projects will be located in areas disproportionately impacted by air pollution.

This school bus replacement grant is designed to reduce diesel exhaust exposure to young people who are particularly vulnerable to the health effects from diesel pollution. Due to higher respiration rates and continuing lung development in young people, particulate and nitrogen oxide pollution detrimentally affects lung function, development and growth.

The Minnesota Pollution Control Agency anticipates the following emissions reductions as a result of this school bus replacement project:

Pollutant	NOx	PM 2.5	GHG
Lifetime Tons of Pollution Reduced	27.28	2.07	2,748.14

#### **Estimate of Anticipated NOx Reductions (5.2.3):**

Lifetime NOx reductions will be 27.28 Tons

#### **Identification of Governmental Entity Responsible for Reviewing and Auditing Expenditures of Eligible Mitigation Action Funds to Ensure Compliance with Applicable Law (5.2.7.1):**

The Minnesota Pollution Control Agency (MPCA) is responsible for all Volkswagen projects in MN.

**Describe how the Beneficiary will make documentation publicly available (5.2.7.2):**

- All non-private documents will be publicly available through Minnesota's public facing website: [www.pca.state.mn.us/vw](http://www.pca.state.mn.us/vw).

The Minnesota Government Data Practices Act (MGDPA), found in [Chapter 13 of Minnesota statutes](#), is a Minnesota state law that regulates the handling of all governmental data that are collected, created, disseminated, maintained, received and stored by a political subdivision, state agency or statewide system regardless of their physical form, how they are stored or how they are used. The Minnesota Pollution Control Agency (MPCA) is a state agency and, therefore, subject to the requirements of the MGDPA.

There is a general presumption in the MGDPA that all governmental data are public unless there is a federal law, state statute or temporary classification that allows the data to be classified as not public. Some of the not public data types that may be included within the MPCA's grant application and award documentation include, but are not limited to, business data, personal information, security information, social security numbers, trade secret information etc.

The MPCA is statutorily obligated to maintain such data types as not public and, therefore, will not provide them when requested or present them on our public facing website. The MPCA will provide requesters with notification that the not public data are not being provided and will cite the federal law, state statute or temporary classification that allows for this not public classification.

**Describe any cost share requirements to be placed on each NOx source proposed to be mitigated (5.2.8):**

This program is a specific grant for each eligible bus being replaced. The grant amount is either \$15,000 or \$20,000 per bus. Each bus owner is responsible for funding the remainder of the replacement cost for each bus. Our overall grant amount is approximately 25% of the cost of the new buses, according to the bus cost estimate included in the grant applications.

**Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9):**

The Minnesota Pollution Control Agency contacted all necessary US Government agencies on Monday, Feb 12, 2018 as described in 4.2.8. The MPCA received replies from National Park Service and US Forest Service on Wed, Feb 14, 2018 acknowledging receipt of all necessary documents.

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

The MPCA is using our Environmental Justice and Department of Health mapping tools to help choose projects in areas that have historically borne a disproportionate share of the adverse impacts of NOx emissions.

## EXCERPT

# Minnesota's Plan

Minnesota's Beneficiary Mitigation Plan for submission to the Wilmington Trust of Wilmington, Delaware as required by the Environmental Mitigation Trust Agreement for State Beneficiaries as part of the Volkswagen Environmental Settlement.

## Introduction

Volkswagen's tampered diesel vehicles have emitted an estimated 600 tons of excess air pollution in Minnesota. The Minnesota Pollution Control Agency (MPCA) is committed to ensuring that Minnesota's funding from the Volkswagen settlement – \$47 million over 10 years – is used to improve air quality in our state, especially for those most vulnerable to its effects. Our goals are to mitigate the pollution from VW vehicles and reduce air pollution emissions, while moving Minnesota towards a cleaner transportation future.

## Purpose

This document is Minnesota's Beneficiary Mitigation Plan, a required step in the federal court settlement. To use settlement funds, states must specify how they plan to spend them in a plan submitted to the Trustee managing the funds for states. The federal settlement specifies the project types on which states can spend funds. However, within that structure, we can prioritize projects and initiatives that make the most sense for Minnesotans and reflect our state's priorities and goals. The plan must include:

- Minnesota's goals for the funds
- The types of vehicles and equipment Minnesota plans to replace with the funds
- How Minnesota will use the funds to benefit communities disproportionately impacted by air pollution
- Estimates of the emissions reductions that Minnesota expects to achieve with these funds

This document our plan for these funds, focusing on overall goals for the 10 years of the program and projected investments for the first two years (2018-2019). The MPCA intends to seek further input and revise the plan after the first two years of the program.

## Goals and targets

The MPCA solicited input from Minnesotans across the state on how the VW settlement funds should be spent, and used the feedback to set goals for the funds to guide us over the 10 years of the program. The MPCA will use the funds to achieve significant emissions reductions across the state, especially in areas that have been most impacted by vehicle pollution. Based on the number of violating VW vehicles registered in different parts of the state, we plan to target investing 60% of the settlement funds in the Twin Cities metropolitan area and 40% in Greater Minnesota. We will also maximize emissions reductions in areas disproportionately impacted by air pollution, both in the Twin Cities and across the state. We will prioritize bringing health benefits to Minnesotans by reducing their exposures to vehicle-related air pollution. We will balance these priorities with cost-effective management of the funds. (To learn more about Minnesota's goals and targets for its settlement funds, see page 13.)

# EXCERPT

## Grant program plan

The federal Volkswagen settlement outlines 10 specific activities on which states can use settlement funds. Most of these allowable projects involve replacing old heavy-duty diesel vehicles or equipment with new, cleaner vehicles or equipment. The new vehicles can use diesel or alternative fuels such as propane, compressed natural gas, or electricity. The old vehicles must be destroyed. States can also spend up to 15% of their settlement funds on electric vehicle charging stations. (See Appendix 1 for a summary of the settlement and Appendix 9 for the settlement language describing the types of vehicles and equipment replacements that can be funded.)

Using the input of Minnesotans, the analysis of project benefits, and MPCA staff expertise, the agency has developed this plan for the first phase of funding (2018-2019) from Minnesota’s \$47 million allocation from the VW settlement. (See Appendix 4 for details of the input we have received through our engagement process and Appendix 5 for a summary of input we received on our draft plan.) All funds must be spent or committed to projects by October 2, 2027.

## Phased funding

Minnesota’s \$47 million allocation will be invested over three phases. The phased plan will allow the agency to:

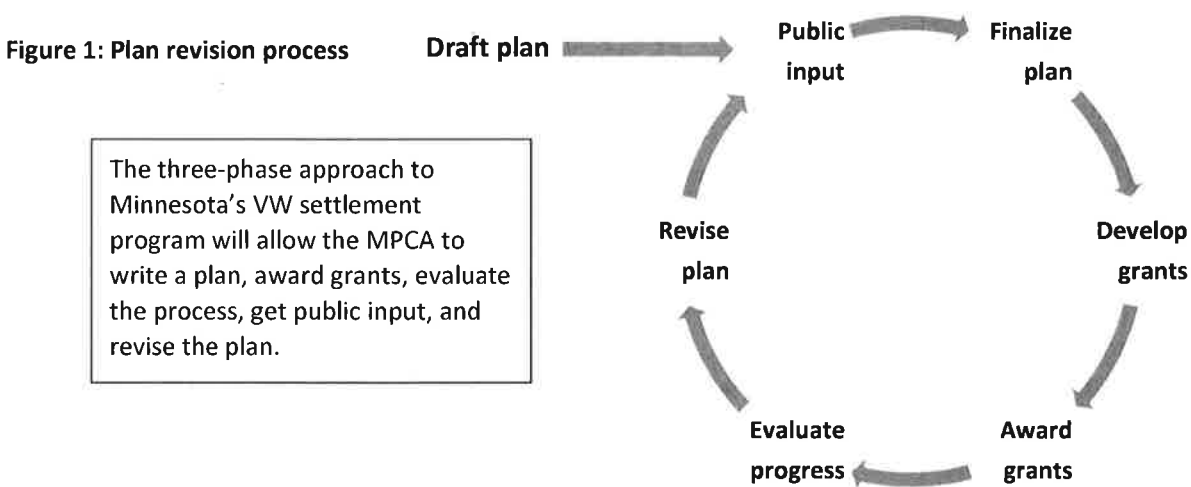
- Build in transparency and involve the public in reviewing and revising the plan between phases
- Learn which projects work best in Minnesota, and modify our requests for proposals in subsequent phases to focus the most effective projects
- Identify areas in need of additional assistance as we seek out proposals
- Track constantly changing vehicle technology and invest in the most effective at the time

The first phase of funding will be a first step in achieving our 10-year goals for the program. The three phases of funding are:

**Phase 1: \$11.75 million (25% of overall funds) – 2018-2019** – Smaller amount of money to learn and ramp up. Phase 1 is the period addressed in this plan. We will solicit input and review and revise the plan after Phase 1.

**Phase 2: \$23.5 million (50% of overall funds) – 2020-2023** – Most of the funds will be spent during this period. We will develop the spending plan for Phase 2 after further public input. We will solicit input on spending priorities for Phase 3 and review and revise the plan after Phase 2.

**Phase 3: \$11.75 million (25% of overall funds) – 2024-2027** – Remaining funds allocated.



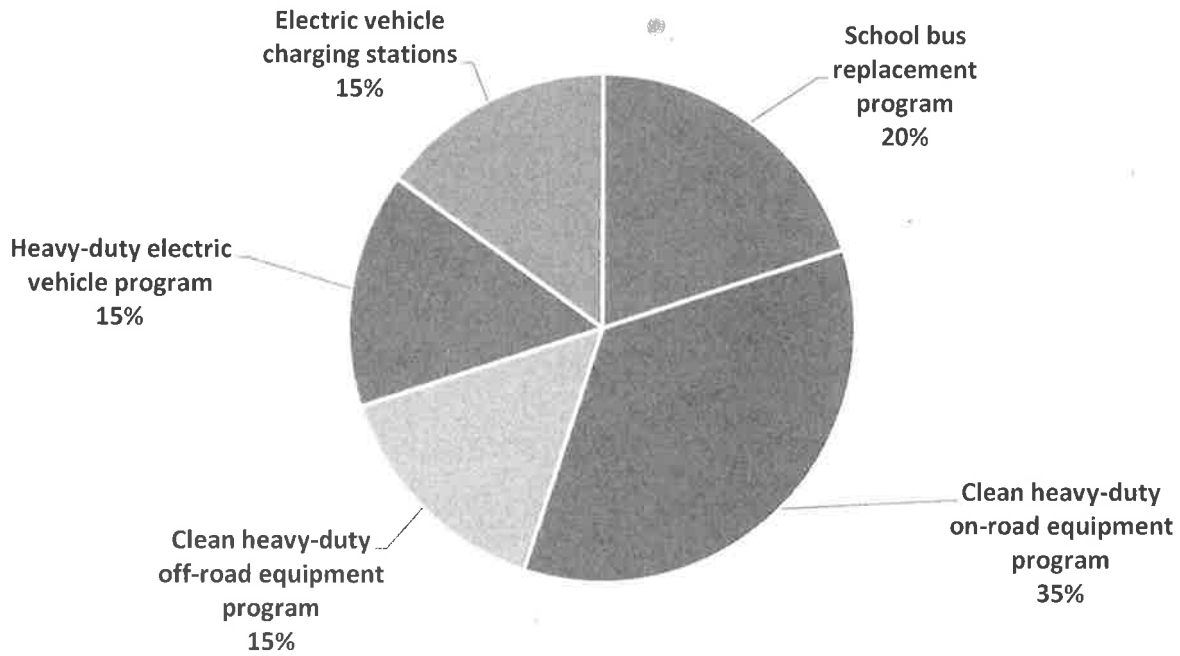


## EXCERPT

### Phase 1 of grants (2018-2019)

During the initial 2018-2019 period, the MPCA will allocate 25% of Minnesota's overall funding, or \$11.75 million. The state's ability to fund projects in each category at the target levels will depend on the applications received and interest by vehicle and equipment owners. The exact percentages may shift with demand. Table 1 reflects our preferred investment scenario, but if we do not receive sufficient applications in a category, the MPCA would shift funds between programs in Phase 1 or move funds into the next funding phase (2020-2023).

Figure 2: Grant program funding allocations (2018-2019, Phase 1)



# EXCERPT

Table 1: Summary of grant programs for 2018-2019 (Phase 1)

Grant program (2018-2019)	Settlement category	Eligible fuels	2018-2019 grants (Phase 1)			
			Targeted percent*	Targeted dollar amount	Approx. number purchased**	Estimated emissions reductions (tons)***
School bus replacement program	School buses	All (diesel, propane, natural gas, electric)	20%	\$2,350,000	127	NO <sub>x</sub> : 23-28 PM <sub>2.5</sub> : 1.0-1.7 GHGs: 292-585
Clean heavy-duty on-road vehicles program	Transit buses, class 4-8 trucks	All (diesel, propane, natural gas, electric)	35%	\$4,112,500	137	NO <sub>x</sub> : 494-564 PM <sub>2.5</sub> : 17-34 GHGs: 12,543-23,160
Clean heavy-duty off-road equipment program	Switcher locomotives, ferries, tugs, port cargo handling equipment, ocean-going vessel shore power, Diesel Emission Reduction Act (DERA)	All (diesel, propane, natural gas, electric)	15%	\$1,762,500	12	NO <sub>x</sub> : 619 PM <sub>2.5</sub> : 23 GHGs: 1,866
Heavy-duty electric vehicle program	School buses, transit buses, trucks, airport ground support equipment, forklifts	Electric	15%	\$1,762,500	14	NO <sub>x</sub> : 15-16 PM <sub>2.5</sub> : 0.5-1.0 GHGs: 1,855-4,508
Electric vehicle charging station program	Zero-emission vehicle infrastructure	Not applicable	15%	\$1,762,500	Fast chargers: 20 Level-2 chargers: 45	NO <sub>x</sub> : 1.1 PM <sub>2.5</sub> : 0.05 GHGs: 4,632
	<b>Total:</b>			<b>\$11,750,000</b>		<b>NO<sub>x</sub>: 1,152-1,228</b> <b>PM<sub>2.5</sub>: 41-60</b> <b>GHGs: 21,188-34,751</b>

\*Percentage of available settlement funds targeted at these activities for 2018-2019.

\*\*Each category includes an estimated mix of eligible vehicles and equipment types. These estimates provide an idea of how many vehicles of each type could be funded in Phase 1 in order to make emissions calculations, but do not reflect a preference for any vehicle or fuel type or funding targets or allocations within each grant program. (See Appendix 7 for methods.)

\*\*\*Emission benefits for projects funded in Phase 1 compared to emissions expected if the old vehicles were to continue to operate for their remaining useful life. Calculated for nitrogen oxides (NO<sub>x</sub>), fine particles (PM<sub>2.5</sub>), and greenhouse gases (GHGs). NO<sub>x</sub> and PM<sub>2.5</sub> emissions are calculated for tailpipe emissions only. GHG emissions benefits are calculated from well to wheel. (See Appendix 7 for calculation methods.)

# EXCERPT

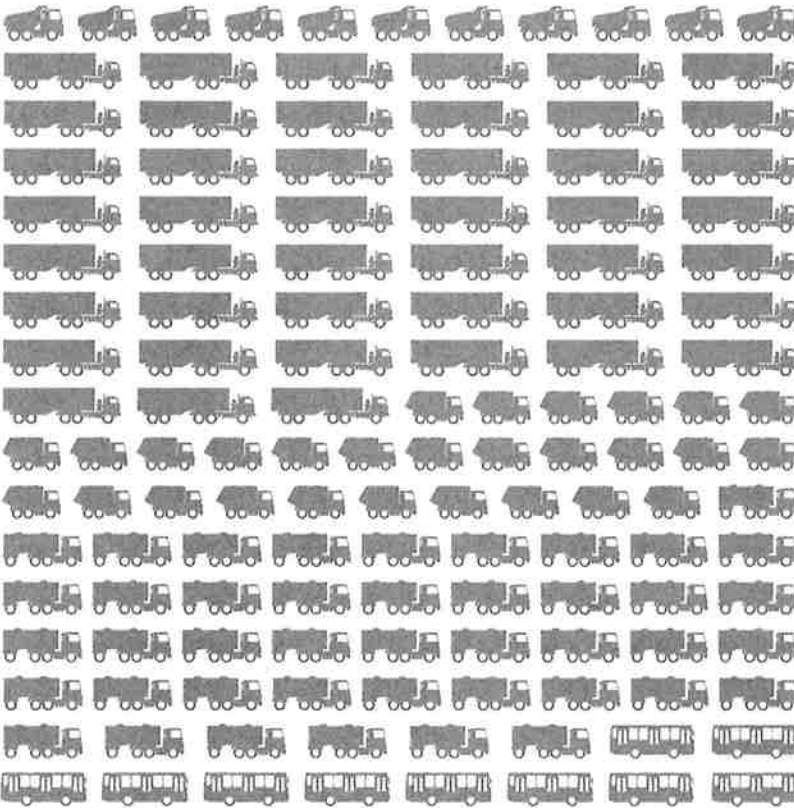
Figure 3: Grants from Phase 1 will replace hundreds of vehicles across the state.

## Out with the old: \$11,750,000 for new clean vehicles

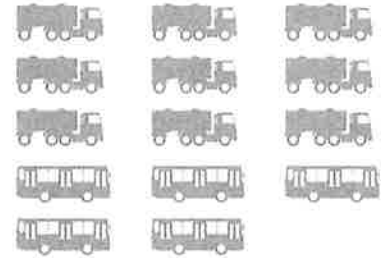
### 127 school buses



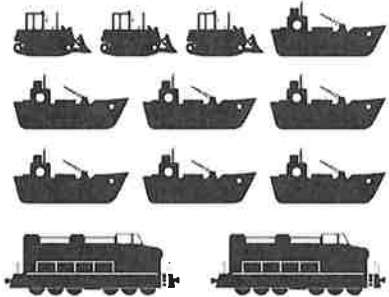
### 137 trucks and transit buses



### 14 heavy-duty electric



### 12 heavy-duty off-road



### Plus: 65 new electric vehicle charging stations



# EXCERPT

## Funding process

Projects will be funded through a competitive grant application process. The MPCA will develop a set of criteria for scoring projects and selecting those that best align with the plan goals.

In most cases, the settlement requires that most of the funds for vehicle and equipment replacement be provided by equipment owners; the smaller portion of the total cost of the new vehicle will be covered by VW settlement funds (see next section for allowable matches). Eligible applicants are people and organizations who either own heavy-duty diesel vehicles and equipment or install electric vehicle charging infrastructure. Applicants may include, but are not limited to, local governments, school districts, state government agencies, metropolitan planning organizations, transit authorities, tribes, private businesses, and non-profit organizations. Vehicle owners can also work with third parties to submit aggregated applications for multiple vehicles owned by different organizations.

Selected applicants will receive their funding as a reimbursement after their new equipment has been delivered and the MPCA has received confirmation that their old equipment has been destroyed. VW funds cannot be used for vehicles, engines, or electric vehicle charging stations that are purchased before a grant agreement is signed between the owner and the MPCA.

## Phase 1 Grant programs

Below are descriptions of the five grant programs the MPCA will administer during Phase 1.

### School bus grant program – 20% (\$2,350,000)

**Estimated emissions reductions: nitrogen oxides (NO<sub>x</sub>): 23-28 tons; fine particles (PM<sub>2.5</sub>): 1.0-1.7 tons; greenhouse gases (GHGs): 292-585 tons**

This program will provide grants for the replacement of school buses up to \$15,000 each, or \$20,000 each for operators serving school districts where 40% of students are eligible for free or reduced-cost lunch. The MPCA will provide a list of districts eligible for additional funding.

**Eligibility:** All Minnesota school bus operators, both public and private. Groups of vehicle owners may work with third parties to submit aggregated applications. All fuel types, including diesel, propane, natural gas, and electric. Gasoline vehicles are not eligible for funding under the terms of the national settlement.

**Why school buses?** During the MPCA public engagement effort, a main theme was prioritizing projects that reduce pollution exposures for children and replacing aging school buses. Minnesota previously invested more than \$3 million in Project Green Fleet, retrofitting 3,500 diesel school buses with diesel oxidation catalysts, which reduced fine particle emissions by 20% on buses model years 2006 and older. But replacing even those buses with new ones now would provide a 95% reduction in emissions.

After receiving feedback from fleet owners, school districts, and school bus vendors on Minnesota's draft plan, we believe a \$15,000 grant would be enough incentive to replace outdated school buses. A \$15,000 grant level will allow Minnesota to replace a large number of buses and bring benefits to many school districts and children across the state. The \$15,000/\$20,000 grant amounts also improve the cost-effectiveness of these replacements (see Appendix 6 for more data on cost effectiveness).

### Clean heavy-duty on-road vehicles grant program – 35% (\$4,112,500)

**Estimated emissions reductions: NO<sub>x</sub>: 494-564 tons; PM<sub>2.5</sub>: 17-34 tons; GHGs 12,543-23,160 tons**

This program will fund the replacement of transit buses and large and medium-sized (class 4-8) trucks up to \$40,000, or 25% of the overall cost of the vehicle, whichever is less. The funding cap reflects that vehicles in this category vary greatly in size and cost, from step vans to garbage trucks, and aligns with caps the MPCA has used for Minnesota's Diesel Emission Reduction Act program for many years.

**ATTACHMENT B**

**PROJECT MANAGEMENT PLAN  
PROJECT SCHEDULE AND MILESTONES**

<b>Milestone</b>	<b>Date</b>
Request for Proposals announced (Phase 1 School Bus Replacement)	June 06, 2018
Request for Proposal Closing – Application Deadline	July 19,2018
MPCA selects potential grant recipients from eligible application pool	August 2018
MPCA submits Funding Request to Trustee – Appendix D-4: Beneficiary Eligible Mitigation Action Certification including Attachments	September 2018
Trustee Acknowledges Receipt of Funding Request	Receipt from Trustee
Trustee Allocates Share of State Funds	Transfer date
Grant agreements signed with selected entities	CY 2018, Q4
Grantee provides proof of destruction, invoices and other documents required for reimbursement	CY 2018, Q4 – CY 2020, Q4
MPCA reviews, requests corrections if necessary, certifies project completion, and provides reimbursement	CY 2018, Q4 – CY 2020, Q4
MPCA Reports to the Trustee on the status of and expenditures with Mitigation Actions completed and underway.	Within 6 months of first disbursement: January 30 and July 30 thereafter

<b>Budget Category</b>	<b>Total Project Budget</b>	<b>Share of Total Budget to be Funded by the Trust</b>	<b>Cost-Share, paid by bus owners</b>
1. Equipment Expenditure	\$10,301,604	\$2,115,000	\$8,186,604
2. Contractor Support (Provide List of Approved Contractors as Attachment with approved funding ceilings)	\$0	\$0	\$0
3. Sub recipient Support	\$0	\$0	\$0
4. Administrative <sup>1</sup>	\$235,000	\$235,000	\$0
<b>Project Totals</b>	\$10,536,604	\$2,350,000	\$8,186,604
<b>Percentage</b>	100%	22.3%	77.7%

**PROJECT BUDGET**

<sup>1</sup> Subject to Appendix D-2 15% administrative cap

**PROJECTED TRUST ALLOCATIONS**

	<b>2018</b>
1. Anticipated Annual Project Funding Request to be paid through the Trust	\$2,350,000
2. Anticipated Annual Cost Share	\$8,186,604
3. Anticipated Total Project Funding by Year (line 1 plus line 2)	\$10,536,604
4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation	\$0
5. Current Beneficiary Project Funding to be paid through the Trust (line 1)	\$2,350,000
6. Total Funding Allocated to for Beneficiary, inclusive of Current Action by Year (line 4 plus line 5)	\$2,350,000
7. Beneficiary Share of Estimated Funds Remaining in Trust	\$47,001,661
8. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 7 minus line 6)	\$44,651,661

**ATTACHMENT C**  
**DETAILED PLAN FOR REPORTING ON**  
**ELIGIBLE MITIGATION ACTION IMPLEMENTATION**

The Minnesota Pollution Control Agency (MPCA) will provide detailed reporting on this Environmental Mitigation Trust project in 2 ways:

1. Timely updates to MPCA's Volkswagen (VW) Environmental Mitigation Trust webpage ([www.pca.state.mn.us/vw](http://www.pca.state.mn.us/vw)) ;
2. Minnesota's semiannual reporting obligation to Wilmington Trust (the "Trustee")

MPCA maintains a VW Environmental Mitigation Trust specific webpage that has been designed to support public access and limit burden for the general public. The MPCA's VW specific webpage can be found at [www.pca.state.mn.us/vw](http://www.pca.state.mn.us/vw). Timely updates to the webpage will inform the general public on the projects' status as well as when these projects have been completed.

Subparagraph 5.3 of the Environmental Mitigation Trust Agreement for State Beneficiaries details Minnesota's Reporting Obligations: "For each Eligible Mitigation Action, no later than six months after receiving its first disbursement of Trust Assets, and thereafter no later than January 30 (for the preceding six-month period of July 1 to December 31) and July 30 (for the preceding six-month period of January 1 to June 30) of each year, each Beneficiary shall submit to the Trustee a semiannual report describing the progress implementing each Eligible Mitigation Action during the six-month period leading up to the reporting date (including a summary of all costs expended on the Eligible Mitigation Action through the reporting date). Such reports shall include a complete description of the status (including actual or projected termination date), development, implementation, and any modification of each approved Eligible Mitigation Action. Beneficiaries may group multiple Eligible Mitigation Actions and multiple sub-beneficiaries into a single report. These reports shall be signed by an official with the authority to submit the report for the Beneficiary and must contain an attestation that the information is true and correct and that the submission is made under penalty of perjury. To the extent a Beneficiary avails itself of the DERA Option described in Appendix D-2, that Beneficiary may submit its DERA Quarterly Programmatic Reports in satisfaction of its obligations under this Paragraph as to those Eligible Mitigation Actions funded through the DERA Option. The Trustee shall post each semiannual report on the State Trust's public-facing website upon receipt."

MPCA shall, in the next semiannual report following the Trustee's approval of this project, describe the progress implementing this Eligible Mitigation Action that will include a summary of all costs expended on the Eligible Mitigation Action through the reporting date. The report will also include a complete description of the status, development, implementation (including project schedule and milestone updates), and any modification to this Eligible Mitigation Action.

Attachment D

DETAILED COST ESTIMATES FROM SELECTED OR POTENTIAL VENDORS FOR EACH PROPOSED EXPENDITURE EXCEEDING \$25,000

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School bus owners were asked to submit the total cost for each new bus in their grant application.

The total number and average cost for buses to be funded with this grant are listed below.

New Bus Fuel Type	Number of Buses	Average New Bus Cost	Total New Bus Cost
Diesel	60	\$88,603	\$5,316,178
Propane	51	\$97,753	\$4,985,426
Grand Totals	111	\$92,964	\$10,301,604

Minnesota will only be funding \$15,000 or \$20,000 of the cost for each new bus. While these individual costs do not exceed the \$25,000 expenditure limit, the overall project cost of \$2,350,000 does.