

APPENDIX D-4
Beneficiary Eligible Mitigation Action Certification

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary _____

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

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

SUMMARY

Eligible Mitigation Action	<input type="checkbox"/> Appendix D-2 item (specify): _____
Action Type	<input type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal): See attached
Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):	
Detailed on pages 5-6 of Nevada's BMP, this funding request will support the Nevada State Clean Diesel Program.	
Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):	
This replacement project will permanently remove from service one 2002 engine model year diesel-powered Class 8 City of Reno owned combination plow/dump truck for one 2019 diesel-powered Class 8 equivalent (see page 5 of this application for more information). The lifetime emission reductions are (in short tons): NOx - 0.42, PM _{2.5} - 0.02, HC - 0.02, CO - 0.12	
Estimate of Anticipated NOx Reductions (5.2.3):	
It is anticipated that this project will mitigate 0.421 short tons NOx	
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 Nevada Division of Environmental Protection	
Describe how the Beneficiary will make documentation publicly available (5.2.7.2).	
Please refer to attached pages 6-9 of this submittal for this description.	
Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8).	
Federal DERA funds:	City of Reno funds:
\$ 28,654.18	\$ 173,676.90
12.56%	76.14%
Total Budget Funded by the Trust:	
\$ 25,771.12	
11.3%	
Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9).	
NDEP sent emails to the representatives from the U.S. Department of the Interior and the U.S. Department of Agriculture listed in subparagraph 4.2.8 of the State Trust Agreement on February 23, 2018.	

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). This replacement vehicle will be located in Reno, a city in Washoe County. The Reno metropolitan area is an area of Nevada that has historically borne a disproportionate share of the state's air pollution burden.

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 Nevada, 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: September 10, 2018



Danilo Dragoni, PhD

[NAME]

Chief, Bureau of Air Quality Planning

[TITLE]

Nevada Division of Environmental Protection

[LEAD AGENCY]

for

Nevada

[BENEFICIARY]

Instructions / Units	Fleet Information	Group 1
	Fiscal Year of EPA Funds Used:	2017
	Vehicle Or Engine Group Name:	
	Fleet Owner:	City of Reno
	Vehicle or Engine Group Type:	On Highway
	Primary Place of Performance	
	- State(s):	Nevada
	- County:	Washoe
	- City:	Reno
	- Zip Code:	89512
	Target:	Short Haul - Single Unit
	Vehicle Class or Equipment Type:	Class 8
	Quantity:	1
	Vehicle Identification Number(s):	1HTXGAET32J030208
	Vehicle Make:	International
	Vehicle Model:	5600I Dump Truck w/Plow
	Vehicle Model Year:	2002
	Engine Serial Number(s) :	12035122
	Engine Make:	Cummins
	Engine Model:	International 5000 NT14-370E PLUS
	Engine Model Year:	2002
	Engine Horsepower:	370
Liters per cylinder	Engine Cylinder Displacement:	2.333 L
Number of Cylinders per engine	Engine Number of Cylinders:	6
If unregulated, then NA	Engine Family Name:	Cummins N14
	Engine Fuel Type:	Biodiesel 5
Gallons per year per engine	Annual Amount of Fuel Used:	400
Miles per vehicle; On-Highway only	Annual Miles Traveled:	5,000
Hours per engine; On-Highway only	Annual Idling Hours:	225
Years per engine; Total number of years of engine life remaining at time of upgrade action	Remaining Life:	3
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant	Normal Attrition Year:	2021
	Year of Upgrade Action:	2018
	Upgrade Type:	Vehicle Replacement
	Upgrade:	Vehicle Replacement - Diesel
	Upgrade Cost Per Unit:	\$ 228,102.20
	Upgrade Labor Cost Per Unit:	\$ -
	New Engine Model Year:	2019
	New Engine Horsepower:	450
Liters per cylinder per engine	New Engine Cylinder Displacement:	15 L
Per engine	New Engine Number of Cylinders:	6
	New Engine Family Name:	Cummins X-15
	New Engine Fuel Type:	Biodiesel 5
Hours per vehicle; On-Highway only	Annual Idling Hours Reduced:	0
Gallons per year per engine	Annual Diesel Gallons Reduced:	0

ATTACHMENT FOR 5.2.7.2

Describe how the Beneficiary will make documentation publicly available

Subparagraph 5.2.7.2 of the Environmental Mitigation Trust Agreement for State Beneficiaries requires that Beneficiaries include in their funding requests:

A commitment by the Beneficiary to maintain and make publicly available all documentation submitted in support of the 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, together with an explanation of the procedures by which the Beneficiary shall make such documentation publicly available;

The Nevada Division of Environmental Protection (NDEP), the Lead Agency for the State of Nevada, is committed to maintaining and making publicly available all documentation submitted support of the funding requests 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.

The public will be able to view these records on the NDEP's website (<https://ndep.nv.gov>). The NDEP will maintain these records on a Volkswagen (VW) Environmental Mitigation Trust Fund specific webpage that will be designed to support public access and limit burden for the general public. The NDEP's VW specific webpage can currently be found at <https://ndep.nv.gov/air/vw-settlement>.

The NDEP has created an electronic listserv, open to the public, used to communicate news, events, and information related the Environmental Mitigation Trust Fund (Mitigation Fund). The listserv, NevadaVWFund, is advertised through the NDEP website and at public events related to the Mitigation Fund.

Furthermore, the Senate Committee on Finance and the Assembly Committee on Ways and Means of the Nevada Legislature has requested¹ “that the Division of Environmental Protection provide semiannual reports to the Interim Finance Committee regarding the status of the Volkswagen settlement and the Mitigation Fund, including recommendations by established working groups for the proposed activities to be supported by the settlement funds, and the process established to distribute settlement funds in accordance with the settlement terms.”. The meetings of the Interim Finance Committee follow the Nevada Open Meeting Law (Nevada Revised Statues Chapter 241).

This commitment by the NDEP is subject to the following Nevada laws governing the publication of confidential business information and personally identifiable information.

Chapters 603A and 239B of the Nevada Revised Statutes (NRS) provide definitions and requirements for handling *personal information*.

¹ Letter from state Senator Joyce Woodhouse, Chair of the Senate Committee on Finance - September 29, 2017

NRS Section 603A.040 defines ‘Personal Information’ as:

1. *“Personal information” means a natural person’s first name or first initial and last name in combination with any one or more of the following data elements, when the name and data elements are not encrypted:*
 - (a) *Social security number.*
 - (b) *Driver’s license number, driver authorization card number or identification card number.*
 - (c) *Account number, credit card number or debit card number, in combination with any required security code, access code or password that would permit access to the person’s financial account.*
 - (d) *A medical identification number or a health insurance identification number.*
 - (e) *A user name, unique identifier or electronic mail address in combination with a password, access code or security question and answer that would permit access to an online account.*
2. *The term does not include the last four digits of a social security number, the last four digits of a driver’s license number, the last four digits of a driver authorization card number or the last four digits of an identification card number or publicly available information that is lawfully made available to the general public from federal, state or local governmental records.*

NRS Section 239B.030 – *Recorded, filed or otherwise submitted documents* - states that:

1. *Except as otherwise provided in subsections 2 and 6, a person shall not include and a governmental agency shall not require a person to include any personal information about a person on any document that is recorded, filed or otherwise submitted to the governmental agency on or after January 1, 2007.*
2. *If personal information about a person is required to be included in a document that is recorded, filed or otherwise submitted to a governmental agency on or after January 1, 2007, pursuant to a specific state or federal law, for the administration of a public program or for an application for a federal or state grant, a governmental agency shall ensure that the personal information is maintained in a confidential manner and may only disclose the personal information as required:*
 - (a) *To carry out a specific state or federal law; or*
 - (b) *For the administration of a public program or an application for a federal or state grant.*

➤ *Any action taken by a governmental agency pursuant to this subsection must not be construed as affecting the legality of the document.*
3. *A governmental agency shall take necessary measures to ensure that notice of the provisions of this section is provided to persons with whom it conducts business. Such notice may include, without limitation, posting notice in a conspicuous place in each of its offices.*
4. *A governmental agency may require a person who records, files or otherwise submits any document to the governmental agency to provide an affirmation that the document does not contain personal information about any person or, if the document contains any such personal information, identification of the specific law, public program or grant that requires the inclusion of the personal information. A governmental agency may refuse to record, file or otherwise accept a document which does not contain such an affirmation when required or any document*

which contains personal information about a person that is not required to be included in the document pursuant to a specific state or federal law, for the administration of a public program or for an application for a federal or state grant.

5. *Each governmental agency may ensure that any personal information contained in a document that has been recorded, filed or otherwise submitted to the governmental agency before January 1, 2007, which the governmental agency continues to hold is:*

(a) Maintained in a confidential manner if the personal information is required to be included in the document pursuant to a specific state or federal law, for the administration of a public program or for an application for a federal or state grant; or

(b) Obliterated or otherwise removed from the document, by any method, including, without limitation, through the use of computer software, if the personal information is not required to be included in the document pursuant to a specific state or federal law, for the administration of a public program or for an application for a federal or state grant.

↪ *Any action taken by a governmental agency pursuant to this subsection must not be construed as affecting the legality of the document.*

6. *A person may request that a governmental agency obliterate or otherwise remove from any document submitted by the person to the governmental agency before January 1, 2007, any personal information about the person contained in the document that is not required to be included in the document pursuant to a specific state or federal law, for the administration of a public program or for an application for a federal or state grant or, if the personal information is so required to be included in the document, the person may request that the governmental agency maintain the personal information in a confidential manner. If any documents that have been recorded, filed or otherwise submitted to a governmental agency:*

(a) Are maintained in an electronic format that allows the governmental agency to retrieve components of personal information through the use of computer software, a request pursuant to this subsection must identify the components of personal information to be retrieved. The provisions of this paragraph do not require a governmental agency to purchase computer software to perform the service requested pursuant to this subsection.

(b) Are not maintained in an electronic format or not maintained in an electronic format in the manner described in paragraph (a), a request pursuant to this subsection must describe the document with sufficient specificity to enable the governmental agency to identify the document.

↪ *The governmental agency shall not charge any fee to perform the service requested pursuant to this subsection.*

7. *As used in this section:*

(a) "Governmental agency" means an officer, board, commission, department, division, bureau, district or any other unit of government of the State or a local government.

(b) "Personal information" has the meaning ascribed to it in [NRS 603A.040](#).

Chapter 239 of the NRS provides general principles for the definition and the handling of public records. In particular, subsection 239.010.3 states that:

A governmental entity that has legal custody or control of a public book or record shall not deny a request made pursuant to subsection 1 to inspect or copy or receive a copy of a public book or record on the basis that the requested public book or record contains information that is

confidential if the governmental entity can redact, delete, conceal or separate the confidential information from the information included in the public book or record that is not otherwise confidential.

Chapter 445B of the NRS (Air Controls) specifically provides further directions on what is confidential information and how such information must be handle in the context of the Air Program of the NDEP. In particular section 445B.570 – *Confidentiality and use of information obtained by Department*²; penalty – states that (footnotes added for clarity):

1. *Any information which the Department obtains in the course of the performance of its duties pursuant to the provisions of this chapter is public information unless otherwise designated as confidential information pursuant to the provisions of this section.*
2. *The emission of an air contaminant which has an ambient air quality standard or emission standard or has been designated as a hazardous air pollutant by regulation of the Commission cannot be certified as being confidential.*
3. *Any confidential information received by the Commission³, the Director⁴ or any local control authority which is certified in writing to the recipient as confidential by the owner or operator disclosing the information and verified and approved in writing as confidential by the recipient must, unless the owner expressly agrees to its publication or availability to the public, be used only:
 - (a) *In the administration or formulation of air pollution controls;*
 - (b) *In compiling or publishing analyses or summaries relating to the condition of the outdoor atmosphere which do not identify any owner or operator or reveal any confidential information;*or
 - (c) *In complying with federal statutes, rules and regulations.**
4. *This section does not prohibit the use of confidential information in a prosecution for the violation of any statute, ordinance or regulation for the control of air pollution.*
5. *A person who discloses or knowingly uses confidential information in violation of this section is guilty of a misdemeanor, and is liable in tort for any damages which may result from such disclosure or use.*
6. *As used in this section, “confidential information” means information or records which:
 - (a) *Relate to dollar amounts of production or sales;*
 - (b) *Relate to processes or production unique to the owner or operator; or*
 - (c) *If disclosed, would tend to affect adversely the competitive position of the owner or operator.**

² Nevada Department of Conservation and Natural Resources (DCNR)

³ Nevada State Environmental Commission

⁴ Director of the Department of Conservation and Natural Resources

ATTACHMENT B

**ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN INCLUDING DETAILED
BUDGET AND IMPLEMENTATION AND EXPENDITURES TIMELINE**

ATTACHMENT B

PROJECT MANAGEMENT PLAN PROJECT SCHEDULE AND MILESTONES

Milestone	Date
Solicitation of DERA Project Partners	CY 2017, Q2-Q3
EPA Grants Award	CY 2017, Q3
Project Partner Submits Application to NDEP	CY 2017, Q4
Agency Subgrant Selection and Agreements Signed	CY 2018, Q3
Project Partner Enters into Contracts, Purchase Orders, etc.	CY 2018, Q3
Trustee Acknowledges Receipt of Project Certification and Funding Direction	CY 2018, Q4
Project Partner Provides Final Invoice for Equipment Replacement to NDEP	CY 2019, Q1
NDEP completes review and certifies payment direction to Trustee (Reimbursement)	CY 2019, Q1
Trustee Acknowledges Receipt of Direction for Payment (Reimbursement)	CY 2019, Q1
NDEP Reports Project Completion	CY 2019, Q1

PROJECT BUDGET

Budget Category	Federal DERA Grant Funds	Share of Total Budget Funded by the Trust	Cost Share (Paid by Project Partner)	Sub-Total
Equipment Expenditure				
Combination Plow/Dump Truck	\$ 28,654.18	\$ 25,771.12	\$ 173,676.90	\$ 228,102.20
Project Totals	\$ 28,654.18	\$ 25,771.12	\$ 173,676.90	\$ 228,102.20
Percentage	12.56%	11.3%	76.14%	

PROJECTED TRUST ALLOCATIONS

	2019
1. Anticipated Annual Project Funding Request to be paid through the Trust	\$ 25,771.12
2. Anticipated Annual Cost Share	\$ 202,331.08
3. Anticipated Total Project Funding by Year (line 1 plus line 2)	\$ 228,102.20
4. Cumulative Trustee Payments Requested/Made to Date Against Cumulative Approved Beneficiary Allocation	\$ 206,229.88
5. Beneficiary Funding to be paid through the Trust for this Project (line 1)	\$ 25,771.12
6. Total Funding Allocated to for Beneficiary, inclusive of Current Action by Year (line 4 plus line 5)	\$ 232,001
7. Beneficiary Share of Estimated Funds Remaining in Trust	\$ 24,874,024.48
8. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 7 minus line 6)	\$ 24,642,023.48

ATTACHMENT C

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

ATTACHMENT C

DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION IMPLEMENTATION

The Nevada Division of Environmental Protection (NDEP) will provide detailed reporting on this Category 10 – DERA Option vehicle replacement project in four ways: 1, timely updates to NDEP’s Volkswagen (VW) Environmental Mitigation Trust Fund webpage; 2, semiannual reporting to the Nevada Legislature’s Interim Finance Committee (IFC); 3, Nevada’s semiannual reporting obligation to Wilmington Trust (the “Trustee”); and 4, quarterly reports submitted to the Environmental Protection Agency (EPA).

NDEP maintains a VW Environmental Mitigation Trust Fund specific webpage that has been designed to support public access and limit burden for the general public. The NDEP’s VW specific webpage can currently be found at <https://ndep.nv.gov/air/vw-settlement>. Timely updates to the webpage will inform the general public on the project’s status as well as when this Category 10 – DERA Option replacement project has been completed.

The Senate Committee on Finance and the Assembly Committee on Ways and Means of the Nevada Legislature have requested “that the Division of Environmental Protection provides semiannual reports to the IFC regarding the status of the Volkswagen settlement and the Mitigation Fund, including recommendations by established working groups for the proposed activities to be supported by the settlement funds, and the process established to distribute settlement funds in accordance with the settlement terms.” The meetings of the IFC follow the Nevada Open Meeting Law (Nevada Revised Statutes Chapter 241). In the reports submitted to the IFC details describing the progress of implementing this Category 10 – DERA Option replacement project will be provided. In the report submitted immediately following the completion of the project, details describing the completion of the project will also be provided.

Subparagraph 5.3 of the Environmental Mitigation Trust Agreement for State Beneficiaries details Nevada’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.”

NDEP 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.

Finally, one of the requirements of the FY 2017 Diesel Emission Reduction Act (DERA) State Clean Diesel Grant Program is the timely submission of quarterly reports to the EPA. NDEP will submit these reports to the EPA before their due dates and they will also be included in the semiannual reports that NDEP provides to the Trustee.

ATTACHMENT D

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

Silver State International is pleased to provide you with this proposal compliant with all terms of the National Joint Powers Alliance ("NJPA") Vehicles and Chassis Contract #081716-NVS awarded to Navistar, Inc for new International Truck. If you have any questions regarding enrollment in NJPA or detailed contract terms and conditions, please see your International Truck sales representative.

PROPOSAL PREPARED FOR:		PROPOSAL PREPARED BY:	
NJPA Member:	City Of Reno	Silver State International	
Contact:	Zac Haffner	Bo Burgarello	
Address:	1640 Commercial Row	2255 Larkin Circle	
City/State/Zip:	Reno, NV 89512	Sparks, NV 89431	
Phone:	(775)657-4608	(775)691-9972	
Email:	jaffnerz@reno.gov	bo@ssitrucks.com	

Proposal Number	3690
Date	4/6/2018
Quantity of this Specification	1
Single NJPA Transaction Total Volume	

Chassis			
New 2019 International HX520 6X4 Chassis			\$ 233,475.00
Base Chassis List	\$ 202,185.00		
Options List	\$ 31,290.00		
NJPA Contract Discount	\$ 0.47		\$ (110,667.15)
Volume Incentive			\$ -
Net NJPA Chassis Price			\$ 122,807.85
NJPA Partner Body			
			\$ 98,987.00
			\$ -
			\$ -
			\$ -
Non-NJPA Dealer Supplied Body			
			\$ -
			\$ -
			\$ -
			\$ -
Handling Fee	5.00%		\$ -
Additional Post Build Work			
DOT Misc work			\$ 2,000.00
Freight			\$ 3,500.00
Heated Windsheild and Ambient Temp. Gauge			\$ 507.00
			\$ -
			\$ -
			\$ -
Handling Fee	5.00%		\$ 300.35
Service Contracts			
			\$ -
			\$ -
			\$ -
Additional Freight			
			\$ -
			\$ -
Additional Floorplan			
			\$ -
			\$ -
Additional Fees & Taxes			
			\$ -
			\$ -
Total NJPA Customer Price FOB			\$ 228,102.20

Terms: Net 30 Days

ATTACHMENT E

DERA OPTION

FISCAL YEAR 2017

STATE CLEAN DIESEL GRANT PROGRAM

WORK PLAN AND BUDGET NARRATIVE TEMPLATE

INSTRUCTIONS: States and territories applying for FY 2017 DERA State Clean Diesel Grant Program funding must use this template to prepare their Work Plan and Budget Narrative.

Please refer to the FY 2017 STATE CLEAN DIESEL PROGRAM INFORMATION GUIDE for full Program details, eligibility criteria and funding restrictions, and application instructions.

SUMMARY PAGE

Project Title: NEVADA STATE CLEAN DIESEL PROGRAM – PHASE IX DIESEL ENGINE RETROFIT AND REPLACEMENT INITIATIVE

Project Manager and Contact Information

Organization Name: Nevada Division of Environmental Protection

Project Manager: Joe Perreira (program contact), Misti Gower (financial contact)

Mailing Address: 901 S. Stewart Street, Suite 4001 Carson City, NV 89701

Phone: 775.687.9416 (775.687.9494 for Misti Gower)

Fax: 775.687.5856

Email: jperreira@ndep.nv.gov and mgower@ndep.nv.gov

Project Budget Overview:

	FY 2017
EPA Base Allocation	\$ 232,001
State or Territory Matching Funds (if applicable)	\$ 232,001
EPA Match Incentive (if applicable)	\$ 116,001
Mandatory Cost-Share	\$ 1,945,171.50
TOTAL Project	\$2,525,174.50
Additional Leveraged Resources	\$

Project Period

October 1, 2017 – September 30, 2018

Summary Statement

The Nevada Division of Environmental Protection (NDEP) will use the FY 2017 DERA funds to effectively and permanently reduce NOx and PM2.5. The NDEP will provide pass-through funding to public sector fleets in the State. The successful projects will replace older diesel-

powered equipment with vehicles meeting model year (MY) 2017 or newer engine certified to EPA emission standards. The projects also have the possibility of additional emissions reductions from the engines being switched to an alternative fuel that produces fewer emissions. The primary focus of the FY 2017 funding will be working with municipal service fleets and school districts to achieve the early retirement of qualifying diesel-powered equipment.

The selection of on-road diesel vehicles for the FY 2017 DERA program will be based on the most effective use of the funding and the long-term emissions benefits from the project.

Past DERA State Program successes in Nevada are summarized at: <https://ndep.nv.gov/air/air-pollutants/clean-diesel-program>

SCOPE OF WORK

STATE GOALS AND PRIORITIES

The Nevada State Clean Diesel Program will complement state and local efforts to maintain the National Ambient Air Quality Standards (NAAQS). Areas of air quality concern within the Program area include Clark County, the Stateline area of Douglas County, the Pahrump area of Nye County, and Washoe County. Clark County is a maintenance area for PM₁₀, CO, and the 1997 O₃ standard. Areas of Clark County are also likely to go into nonattainment for the 2015 O₃ standard. The Stateline area of Douglas County is a maintenance area for CO. Measures are being taken in the Pahrump area of Nye County to reduce PM₁₀ levels. Washoe County is a maintenance area for CO and PM₁₀. According to the 2014 National Emissions Inventory, diesel-based mobile source NO_x emissions accounted for more than 28.9 percent of the State's total NO_x emissions. When comparing Nevada's counties, mobile source NO_x emissions are much higher in Clark County (with Washoe County's emissions coming in second) than in the rest of the State.

Nevada's Clean Diesel Program has historically consisted of a two part initiative to reduce diesel emissions, a replacement program and a retrofit program. The vehicle replacement program targets older diesel-powered vehicles for replacement with models meeting the most recent vehicle emission standards. The retrofit initiative was structured to reduce emissions from the State's legacy fleet of diesel-powered vehicles; this was accomplished by installing emission and idle control equipment on vehicles with a long expected service life. Building off of past program successes and looking ahead to future program opportunities, the Nevada State Clean Diesel Program will strive to utilize funds in a manner that achieves significant reductions in diesel emissions. The areas eligible for funding stretch from the urban centers of Clark and Washoe counties, to the surrounding suburban areas, and to the small towns and vast rural areas.

Past phases of the Nevada Program have focused on supporting the replacement and retrofit of school buses and municipal service fleet vehicles. Nevada has had success in achieving diesel emissions reductions from these fleets and sees opportunities for further reductions from continuing to work with these types of fleets. Finally, with the recent revisions to the NAAQS, Nevada has had to focus on O₃ and O₃ precursors such as NO_x in our most populated counties

while also looking to achieve PM reductions in areas of the State where PM is still of particular concern.

VEHICLES AND TECHNOLOGIES

Nevada will support the replacement of highway diesel vehicles. Nevada is planning to match the Base Allocation with funds from the Volkswagen Environmental Mitigation Trust and this, combined with the EPA Match Incentive will allow for the early retirement of multiple vehicles. Assuming that the Total Project value will be near \$580,003 (ignoring the Mandatory Cost-Share), Nevada estimates that up to 12 heavy-duty on-highway diesel vehicle replacements will be possible with FY 2017 DERA Program funds. This increase in Program Funds from past years also increases the opportunity to assist fleets in the transition to cleaner burning alternate fuels, and retrofitting class 5-8 diesel-powered vehicles with cost-effective emissions control devices.

The preferred projects will be located in the urban counties or areas in the rural/urban interface, though rural fleets will also be eligible to participate. Successful projects in these areas provide the greatest impact in terms of avoided emissions directly translating into continued compliance with the NAAQS. Ultimately, funded projects will focus on cost-effectiveness, emission reductions, and proximity to urban centers. Project success will be measured in terms of emission reductions, which will be calculated using the Diesel Emission Qualifier. Estimates for emission reductions associated with Program Funds are included in ANTICIPATED OUTCOMES/OUTPUTS.

ROLES AND RESPONSIBILITIES

The role of the State will be to act as project leader and to distribute program funds to qualifying project partners. The project partners will be municipal fleets or state fleets that provide services in the areas of public works, transit, and schools. The NDEP will engage in a funding agreement with our project partners, which defines all the deliverables the partner must provide to the NDEP in order to receive program funds. This includes responsibilities to follow all DERA provisions and federal grant recipient requirements. Program funds will be awarded based on the merits of the proposed diesel emission reduction project, expected emission reductions, and alignment of the project with the State DERA Program goals.

Participating fleets will contribute mandatory matching funds for replacement projects that will cover the remaining 75 percent of replacement costs to purchase replacement vehicles. As in the past, municipal fleets are enthusiastic community partners with a desire to reduce emissions from their fleets. Their participation reinforces the idea to the general public that diesel emission reduction projects are practical and effective. No additional leveraged funds are anticipated from the municipal fleets.

TIMELINE AND MILESTONES

The following represents a schedule of expected target dates, milestones, and completion dates to achieve specific tasks and accomplishments, during the budget and project period:

Task	Federal Fiscal Year, Quarter
Solicitation of project partners	FY 2017, Quarters 3-4
EPA grants award	FY 2017, Quarter 4
Project partner application submission and review	FY 2018, Quarter 1
Agency subgrant selection and agreements signed	FY 2018, Quarter 1
EPA Quarterly Report Due	FY 2018, Quarter 1
Project partners begin procurement of equipment for replacement	FY 2018, Quarter 2
EPA Quarterly Report Due	FY 2018, Quarter 2
Project partners complete equipment replacement	FY 2018, Quarter 3
EPA Quarterly Report Due	FY 2018, Quarter 3
Project completion and final funding drawdown	FY 2018, Quarter 4
EPA Quarterly Report Due	FY 2018, Quarter 4
Final Report due to EPA	FY 2019, Quarter 1

DERA PROGRAMMATIC PRIORITIES

The priorities of the Nevada State Clean Diesel Program – Phase IX Diesel Engine Retrofit and Replacement Initiative are aligned with the programmatic priorities of the Diesel Emissions Reduction Act of 2010, 42 USC 16131 et seq. These priorities will be met through the following:

1. The NDEP aims to build a simple, yet effective program that maximizes public health benefits for as many Nevadans as practical. The intent of this phase of the program is to reduce exposure to harmful diesel emissions across the State of Nevada. Diesel emission reductions will be determined using the Diesel Emissions Quantifier (DEQ) and will consider the emission reductions associated with the early retirement of a combination of heavy-duty diesel-powered equipment and early 2000's school buses for new versions meeting MY 2017 engines certified to EPA emission standards.
2. The program will use equipment replacement and be implemented through a low-overhead programmatic structure to provide assistance in fleet turnover to reduce diesel emissions.
3. The program will give preference to counties in Nevada with air quality concerns. These are most often counties with large urban centers and those counties adjacent to areas with urban population centers.
4. The program focuses on public services fleets that operate their vehicles a disproportionate amount of time within population centers. Diesel emissions are higher in these areas due to the higher population density and greater level of economic activity.
5. The focus of Phase IX will be to replace several highway vehicles. The preferred projects will replace older model diesel-powered vehicles with new vehicles powered by engines

certified to engine MY 2017 or newer EPA emission standards. The verified technologies that will be utilized are expected to have a long service life and will be constructed of durable materials.

6. This program will maximize the service life of the certified engine configuration through a Memorandum of Understanding between the subgrant applicants and the NDEP. This agreement will require the recipients to maintain the equipment in compliance with the manufacturer's recommended maintenance schedule. This includes instructions on manufacturer-recommended maintenance procedures and a full explanation of the warranty provisions for the verified technologies.
7. This change-out will conserve diesel fuel by replacing several non-compliant diesel vehicles with ones that will comply with the most recent emission standards for cleaner-burning diesel engines. The use of the new technology reduces overall fleet diesel fuel consumption.

EPA'S STRATEGIC PLAN LINKAGE AND ANTICIPATED OUTCOMES/OUTPUTS

EPA'S STRATEGIC PLAN LINKAGE

The program supports EPA's 2014-2018 Strategic Plan Goal 1 (Taking Action on Climate Change and Improving Air Quality), Objective 1.2 (Improve Air Quality). The recipient fleets will decommission older, higher emission diesel-powered public works service vehicles and school buses and replace them with new vehicles that have verified lower emissions of criteria pollutants. Reducing these pollutants protects human health and the environment in several ways. The program will help to attain (in non-attainment areas) or maintain (in maintenance or unclassifiable areas) the NAAQS in areas served by the agency that adopts the program. Implementing this program will also mitigate regional air pollution.

ANTICIPATED OUTCOMES

Anticipated outcomes of the Nevada State Clean Diesel Program – Phase IX Diesel Engine Retrofit and Replacement Initiative can be expressed in short, medium and long-term considerations. In the short-term, it is anticipated that fleets across Nevada will better understand how environmentally and economically effective this type of emission reduction program can be. Another anticipated outcome of the program is that a broad spectrum of Nevadans, from state and local leaders, to health professionals, to environmental advocates, will recognize the value of reducing diesel emissions in our communities. The importance of reducing diesel emissions is most pronounced where vulnerable populations, such as children and the elderly, are subject to direct and prolonged exposure to the emission source. This recognition may foster support, both programmatic and financial, on the part of groups and individuals for continued diesel emission reduction efforts NDEP intends to post a summary of the projects funded by the FY 2017 program and expected outcomes on the Division website.

Medium-term outcomes are expected to include a continued reduction in fleet diesel emissions, instilling the program goals in the public works fleets, and laying the groundwork for the continued replacement or repowering of other fleet vehicles.

On a long-term perspective, one expected outcome is reduced rates of certain respiratory ailments among sensitive groups in the program area. Numerous scientific studies have established a relationship between exposure to fine particulate matter (a component of diesel exhaust) and diseases such as lung cancer, asthma, pneumonia and even heart disease. It is expected that some measurable reduction in disease rates will occur as a consequence of program implementation for those populations most at risk such as children, the elderly, and those already suffering from heart or lung disease. Additionally, there is an anticipated effect on other existing fleets to stimulate interest in further diesel emission reduction efforts. These might include retrofit programs, idle reduction efforts, or truck stop electrification and auxiliary power unit installation. NDEP hopes these programs will continue to foster a greater interest among all diesel fleets in Nevada in improving air quality voluntarily through use of retrofit technology, repowering work, or early attrition of the dirtiest vehicles.

ANTICIPATED OUTPUTS

The expected outputs of the program have been quantified in several ways. The first measurable output is the number of vehicles that will be replaced. The NDEP estimated emission reductions associated with vehicle replacements that are typical of the Nevada State Clean Diesel Grant Program. The increase in Program funds will allow for the early retirement of more fleet vehicles than in year's past and the estimates consider this. The NDEP is planning on Program funds (not including the mandatory cost-share) to be \$580,003. The NDEP anticipates the early retirement of up to 11 fleet vehicles with the possibility for more depending on program partners.

A second output is the reduction in emissions that will result from the expected service life of the new replacement equipment over that of the older replaced equipment. The EPA Diesel Emissions Quantifier was used to calculate criteria pollutant reductions. Use of this calculation tool required that several assumptions be made concerning number of vehicles to be replaced, fleet age, fleet mileage, and other parameters. Results from the DEQ are in the table below both as a summary of total reductions if all projects were funded and for each of the individual projects.

**FY 2017 Vehicle Replacements – Criteria Pollutant Reductions and
Additional Details of Example Projects**

Summary of All Projects Combined		
Pollutant	Annual Emissions (short tons)	Lifetime Emissions (short tons)
Nitrous Oxides (NO _x)	1.092	4.087
Particulate Matter (PM _{2.5})	0.096	0.373
Hydrocarbons (HC)	0.118	0.456
Carbon Monoxide (CO)	0.445	1.698
Carbon Dioxide (CO ₂)	0	0

Project #1 – School Bus Replacements	Vehicle Class/Equipment	School Buses
	Number of Vehicles	5
	Model Year	2005
Pollutant	Annual Emissions (short tons)	Lifetime Emissions (short tons)
Nitrous Oxides (NO _x)	0.4356	1.7424
Particulate Matter (PM _{2.5})	0.0373	0.1493
Hydrocarbons (HC)	0.0572	0.2287
Carbon Monoxide (CO)	0.2105	0.8421
Carbon Dioxide (CO ₂)	0	0

Project #2a – Municipal Fleet Vehicle Replacements	Vehicle Class/Equipment	Class 8 HHDDE
	Number of Vehicles	3
	Model Year	2004
Pollutant	Annual Emissions (short tons)	Lifetime Emissions (short tons)
Nitrous Oxides (NO _x)	0.3224	1.2894
Particulate Matter (PM _{2.5})	0.0411	0.1644
Hydrocarbons (HC)	0.0404	0.1615
Carbon Monoxide (CO)	0.1366	0.5464
Carbon Dioxide (CO ₂)	0	0

Project #2b – Municipal Fleet Vehicle Replacements	Vehicle Class/Equipment	Class 8 HHDDE
	Number of Vehicles	2
	Model Year	2002
Pollutant	Annual Emissions (short tons)	Lifetime Emissions (short tons)
Nitrous Oxides (NO _x)	0.2806	0.8418
Particulate Matter (PM _{2.5})	0.013	0.039
Hydrocarbons (HC)	0.0159	0.0476
Carbon Monoxide (CO)	0.0802	0.2407
Carbon Dioxide (CO ₂)	0	0

Project #2c – Municipal Fleet Vehicle Replacement	Vehicle Class/Equipment	Class 8 HHDDE
	Number of Vehicles	1
	Model Year	2004
Pollutant	Annual Emissions (short tons)	Lifetime Emissions (short tons)
Nitrous Oxides (NO _x)	0.0533	0.2132
Particulate Matter (PM _{2.5})	0.005	0.0199
Hydrocarbons (HC)	0.0045	0.018
Carbon Monoxide (CO)	0.0173	0.069
Carbon Dioxide (CO ₂)	0	0

Default values from the DEQ were used for the school bus replacements and values of annual fuel volume, annual miles travelled, annual idling hours, and remaining vehicle life (assumed an upgrade year of 2018 for all projects) were provided by the partner fleet for the municipal fleet vehicle replacements. A more accurate idea of expected emissions reductions will be calculated when all project partners have submitted actual vehicle data to the NDEP to estimate emissions reductions. A third output is the reduction in cases of respiratory illness attributable to diesel emission exposure and the associated reduction in related health care costs. These benefits include costs associated with premature deaths, hospital visits, and time lost from work and school.

SUSTAINABILITY OF THE PROGRAM

The program will be sustained through contract agreements, well-designed retrofit, repower or replacement projects, and the soon-to-be realized benefits of a diesel emission reduction program. The NDEP will have sub-agreements with municipalities to retain the equipment purchased with DERA funds for 5 years and maintain them according to the manufacturer’s recommendations. Municipalities will work in concert with the NDEP to create a program that will achieve the highest emission reductions for each grant dollar. A well thought out project will help the partnering agencies avoid potential pitfalls. The NDEP believes once this project is completed, cities will see the long-term benefits of diesel emission reduction projects.

The Phase IX Diesel Engine Retrofit and Replacement Initiative, funded by the assistance agreement, demonstrates that there is a long term commitment to diesel retrofit and other diesel emission reduction efforts in Nevada. The State will use the Phase IX Diesel Engine Retrofit and Replacement Initiative to showcase the variety of types and benefits of diesel emission reduction projects. Though the State and many local governments are in a period of fiscal restraint, we hope this continuing effort will lead to additional proposals and funding for retrofitting different types of fleets and diesel equipment especially considering the potential availability of the Volkswagen Environmental Mitigation Funds.

The success of the Nevada State Clean Diesel Program will be publicized through several different outlets. In cooperation with participating agencies, we intend to generate press releases

aimed at traditional print and broadcast media. The message to the media will focus on the air quality benefits to the community and health benefits to sensitive groups resulting from replacing and retrofitting equipment that make up part of the State's legacy diesel fleet. Program highlights will be publicized on NDEP's website. We also intend to make various state and local agencies and civic groups aware of the program through announcements and meeting agenda topics in those areas where clean air, fleet and transportation topics, and environmental issues are discussed.

BUDGET NARRATIVE

Itemized Project Budget

FY 2017			
Budget Category	EPA Allocation	Voluntary Match (if applicable)	Mandatory Cost-Share (if applicable)
1. Personnel	\$ 10,003		
2. Fringe Benefits			
3. Travel			
4. Supplies			
5. Equipment			
6. Contractual			
7. Program Income			
8. Other	\$ 337,999	\$ 232,001	\$ 1,945,171.50
9. Total Direct Charges	\$ 348,002	\$ 232,001	\$1,945,171.50
10. Indirect Charges			
Grand Total	\$ 348,002	\$ 232,001	\$1,945,171.50

Itemized Expenses under Other

Line Item and Itemized Cost	Federal Funds	Voluntary State Match (paid by Nevada)	Mandatory Cost Share (paid by fleet owner)	TOTAL PROJECT COST
Personnel				
Project Manager	\$ 10,003	\$ 0	\$ 0	\$ 10,003
Personnel Subtotal	\$ 10,003	\$ 0	\$ 0	\$ 10,003

Project #1 – School Bus Replacements				
School Bus #1	\$ 20,400	\$ 13,600	\$ 120,034.30	\$ 154,034.30
School Bus #2	\$ 20,400	\$ 13,600	\$ 120,034.30	\$ 154,034.30
School Bus #3	\$ 20,400	\$ 13,600	\$ 120,034.30	\$ 154,034.30
School Bus #4	\$ 20,400	\$ 13,600	\$ 120,034.30	\$ 154,034.30
School Bus #5	\$ 20,400	\$ 13,600	\$ 120,034.30	\$ 154,034.30
Project #1 Subtotal	\$ 102,000.00	\$ 68,000.00	\$ 600,171.50	\$ 770,171.50

Project #2 – Municipal Fleet Vehicle Replacements				
Vehicle #1	\$ 42,601.00	\$ 29,605.00	\$ 242,794.00	\$ 315,000
Vehicle #2	\$ 42,601.00	\$ 29,605.00	\$ 242,794.00	\$ 315,000
Vehicle #3	\$ 42,601.00	\$ 29,605.00	\$ 242,794.00	\$ 315,000
Vehicle #4	\$ 33,811.00	\$ 23,495.00	\$ 192,694.00	\$ 250,000.00
Vehicle #5	\$ 33,811.00	\$ 23,495.00	\$ 192,694.00	\$ 250,000.00
Vehicle #6	\$ 40,574.00	\$ 28,196.00	\$ 231,230.00	\$ 300,000.00
Project #2 Subtotal	\$ 235,999.00	\$ 164,001.00	\$ 1,345,000.00	\$ 1,745,000.00

GRAND TOTAL	\$ 348,002	\$ 232,001	\$ 1,945,171.50	\$ 2,525,174.50
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Explanation of Budget Framework

1. Personnel

Title: Staff 2, Associate Engineer

Annual Salary: \$ 81,912

Percentage of time assigned to the project: 15 percent

Total cost for the budget period: \$ 10,003.00

2. Fringe Benefits

There will be no fringe costs.

3. Travel

There will be no travel costs.

4. Supplies

There will be no supply costs.

5. Equipment

There will be no equipment costs.

6. Contractual

There will be no contractual costs.

7. Program Income

There will be no program income generated.

Administrative Costs Expense Cap

The NDEP will be using \$10,003 in funds from the FY 2017 Nevada State Clean Diesel Program to cover administrative expenses. These funds will go exclusively to help cover the personnel costs associated with administering the Program. As the Nevada State Clean Diesel Program continues to grow, the amount of time that NDEP staff work on the program will continue to grow. In order to help offset the increased demand in time the Division is requesting funds. What is being requested is less than 4 percent of the Total Project Cost, well below the 15 percent cap.

Matching Funds and Cost-Share Funds

The NDEP intends to use funds from the Volkswagen Environmental Mitigation Fund to meet the Program voluntary match. Nevada is expecting to receive roughly \$24.8 million from the 2.0L and 3.0L Partial Settlements and would have access to one-third of those funds in FY 2017. The Trust Effective Date was set as October 2, 2017. Nevada (through NDEP) submitted its Beneficiary Certification Form in November, 2017. It is expected that Nevada will be formally designated as a Beneficiary before the end of February, 2018. This is more than enough time to provide the necessary information to Wilmington Trust (the Trustee) regarding DERA related expenses.