

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

# BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary State of Iowa

Lead Agency Authorized to Act on Behalf of the Beneficiary Iowa Department of Transportation  
*(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>	2017-2018 Diesel Emission Reduction Act (DERA) Option
<b>Beneficiary's Project ID:</b>	ADM-VOLK(001)--90-19 (EPA-DERA(001)--9K-18)
<b>Funding Request No.</b>	<i>(sequential)</i> 01
<b>Request Type: (select one or more)</b>	<input type="checkbox"/> Reimbursement <span style="float: right;"><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): _____
<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</b> <input type="checkbox"/> Appendix D-2 item (specify): _____ <b>Action Type</b> <input checked="" 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> Iowa's Beneficiary Mitigation Plan states that Iowa will use \$300,000/year of Volkswagen Trust Funds as a voluntary match for DERA.
<b>Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):</b> <small>Overall detail can be found in the attached DERA Work Plan. More specifically, this request focuses on: 1) replacing unregulated, 1985 engine model year marine diesel engines with 2018 Tier 3 diesel engines; 2) replacing unregulated, 2000 model engine year marine diesel engines with 2019 Tier 3 diesel engines; 3) replacing unregulated, 1999 engine model year marine diesel engines with 2018 Tier 3 diesel engines; 4) replacement of one 2003 diesel transit bus with one all-electric bus; 5) purchase and installation of electric block heaters on 20 locomotives; 6) purchase and installation of five electric plug-in infrastructure stations; 7) replacement of five 2006 diesel refrigerated straight trucks with five 2017 model year or newer EPA certified refrigerated straight trucks; and 8) purchase and installation of coolant heaters on 85 trucks. These projects should reduce air pollution exposure among vulnerable populations across the state. Estimated lifetime benefits are 44.191 short tons for NOx, 2.925 short tons for PM2.5, 3.930 short tons for HC, 10.784 short tons for CO, and 2436.5 short tons for CO2.</small>
<b>Estimate of Anticipated NOx Reductions (5.2.3):</b> According to EPA's Diesel Emissions Quantifier, the estimate of anticipated NOx reductions from these projects are 44.191 short tons (lifetime).
<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> Iowa Department of Transportation - Planning, Programming, and Modal Division
<b>Describe how the Beneficiary will make documentation publicly available (5.2.7.2).</b> <small>The public may access documents pursuant to Iowa Code, Chapter 22 and 761 I.A.C.4. In addition, information will be available on Iowa's VW website at <a href="https://www.iowadot.gov/vwsettlement">https://www.iowadot.gov/vwsettlement</a>.</small>
<b>Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8).</b> <small>Generally, this is outlined in Attachment E, the DERA Work Plan, and the 2018 DERA Information Guide. Of the projects listed above in 5.2.2, 1) is up to 40% reimbursable, 2) is up to 40% reimbursable, 3) is up to 40% reimbursable, 4) is up to 45% reimbursable, 5) is up to 40% reimbursable, 6) is up to 30% reimbursable, 7) is up to 25% reimbursable, 8) is up to 25% reimbursable.</small>
<b>Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9).</b> <small>On February 22, 2018, the Iowa DOT emailed representatives from the National Park Service, U.S. Fish and Wildlife Service, and Department of Agriculture, providing a copy of the State Trust Agreement and informing them of the availability of the funds.</small>

**If applicable, describe how the mitigation action will mitigate the impacts of NO<sub>x</sub> emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10).**

Projects were ranked and awarded based on counties with higher concentrations of mobile and non-point NO<sub>x</sub> emissions, higher rates of asthma and heart failure, higher rates of poverty, higher rates of young and elderly populations.

**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**

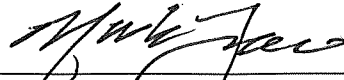
**By submitting this application, the Lead Agency makes the following certifications:**

- 1. This application is submitted on behalf of Beneficiary State of Iowa, 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:

4/3/2019



[NAME] MARK LOWE

[TITLE] DIRECTOR

Iowa Department of Transportation

[LEAD AGENCY]

for

State of Iowa

[BENEFICIARY]

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

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**MANAGEMENT PLAN**  
**SCHEDULE AND MILESTONES**

MILESTONE	COMPLETION DATE
Draft DERA Work Plan Due	June 4, 2018
Final Approved DERA Work Plan and Budget Submittal	June 25, 2018
Provide Notice of Availability of DERA funds	September 28, 2018
Project Period for FY 2018 DERA Begins	October 1, 2018
Quarterly Report Due	October 30, 2018
Participant Submits Application	November 9, 2018
Application Evaluation, Scoring and Ranking	December 20, 2018
Provide Written Approval of Participant Proposal	January 2, 2019
Quarterly Report Due	January 30, 2019
Prepare Agreements for Participants	February 10, 2019
Participant Enters into Contracts, Purchase Orders, etc.	February 14, 2019
Public Notification of Awarded Projects	March 15, 2019
Project Installation - Start	April 1, 2019
Quarterly Report Due	April 30, 2019
Quarterly Report Due	July 30, 2019
Monitoring and Oversight of Project Implementation	August 30, 2019
Project Installation - Complete	August 30, 2019
Participants provide detailed invoices for all claimed project costs, documentaion for emission reduction estimates, required certification documents to support reimbursement	September 20, 2019
Final Report Due	December 31, 2019

## ATTACHMENT B

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

#### BUDGET

Project Description	Project Participant	Project Subtotal	Amount Funded by Trust	Amount Funded by EPA	Amount Funded by Project Participant
Replacement of two unregulated, 1985 model year marine diesel engines with two 2018 Tier 3 diesel engines	Newt Marine Services	\$720,540.00	\$109,600.92	\$139,365.05	\$471,574.03
Replacement of two unregulated, 2000 model year marine diesel engines with two 2019 Tier 3 diesel engines	Newt Marine Services	\$518,122.00	\$75,005.89	\$95,375.11	\$347,741.00
Replacement of two unregulated, 1999 model year marine diesel engines with two 2018 Tier 3 diesel engines	Newt Marine Services	\$730,140.00	\$111,009.37	\$141,156.00	\$477,974.63
Replacement of one 2003 diesel transit bus with one all-electric transit bus	Des Moines Area Regional Transit Authority	\$863,000.00	\$166,404.86	\$211,595.14	\$485,000.00
Purchase and install electric block heaters on 20 locomotives	Iowa Northern Railway Company	\$350,000.00	\$61,631.43	\$78,368.57	\$210,000.00
Purchase and install five remote plug-in electric charging stations	Burke Marketing Corporation	\$49,833.00	\$6,581.31	\$8,368.59	\$34,883.10
Replacement of five 2006 model year refrigerated straight trucks with new refrigerated straight trucks powered by a 2017 model year or newer EPA certified engine.	Brown NationalLease	\$507,345.00	\$55,836.42	\$70,999.83	\$380,508.75
Purchase and install fuel fired coolant heaters on 85 trucks	Anderson Erickson Dairy Company	\$126,570.05	\$13,929.80	\$17,712.71	\$94,927.54
<b>Totals</b>		<b>\$3,865,550.05</b>	<b>\$600,000.00</b>	<b>\$762,941.00</b>	<b>\$2,502,609.05</b>
<b>Percentage</b>		100.0%	15.5%	19.7%	64.7%

Individual project amounts subject to change based on actual costs, but not to exceed Totals.

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

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**PROJECTED TRUST ALLOCATIONS**

	<b>2017</b>	<b>2018</b>
1. Anticipated Annual Project Funding Request to be paid through the Trust	\$300,000.00	\$300,000.00
2. Anticipated Annual Cost Share	\$1,205,319.39	\$1,297,289.66
3. Anticipated Total Project Funding by Year (line 1 plus line 2)	\$1,505,319.39	\$1,597,289.66
4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation	\$0.00	\$0.00
5. Current Beneficiary Project Funding to be paid through the Trust (line 1)	\$300,000.00	\$300,000.00
6. Total Funding Allocated to for Beneficiary, inclusive of Current Action by Year (line 4 plus line 5)	\$300,000.00	\$300,000.00
7. Beneficiary Share of Estimated Funds Remaining in Trust	\$21,201,737.70	\$20,901,737.70
8. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 7 minus line 6)	\$20,901,737.70	\$20,601,737.70

## **ATTACHMENT C**

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

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Consistent with 5.2.11 of the *Environmental Mitigation Trust Agreement for State Beneficiaries (Trust)*, Beneficiaries must submit with their Appendix D-4 request for Eligible Mitigation Action funding a detailed plan for reporting on Eligible Mitigation Action implementation. The Iowa Department of Transportation (DOT) intends to achieve the Beneficiary Reporting Obligations as outlined with 5.3 of the Trust.

The Iowa DOT is devoted to carrying out the reporting requirements of the Trust, according to 5.3, Beneficiary Reporting Obligations, as described below:

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 of 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 Trusts public-facing website upon receipt.

Furthermore, on top of the semiannual reporting to the Trustee, the Iowa DOT will be issuing quarterly and final reports to the EPA during the project period (quarterly ends September 30, 2019 with final report due December 29, 2019), as required by the DERA FY 17-18 State Program Programmatic Terms and Conditions of Iowa DOT's U.S. EPA Assistance Amendment. The following is an excerpt from that amendment:

#### **C. Quarterly Reporting and Environmental Results**

Quarterly progress reports will be required. Quarterly reports are considered project status reports and will address the progress made achieving the work plan goals. In general, quarterly reports will include summary information on technical progress and expenditures, and planned activities for next quarter. A template for the quarterly report will be available at [www.epa.gov/cleandiesel/clean-diesel-state-allocations](http://www.epa.gov/cleandiesel/clean-diesel-state-allocations). Quarterly reports are due according to the following schedule. If a due date falls on a weekend or holiday, the report will be due on the next business day.

April 1 – June 30 Reporting Period: report due date July 30

July 1 – September 30 Reporting Period: report due date October 30



October 1 – December 31 Reporting Period: report due date January 30

January 1 – March 31 Reporting Period: report due date April 30

If a project start date falls within a defined Reporting Period, the recipient must report for that period by the given due date. This quarterly reporting schedule shall be repeated for the duration of the award agreement.

**D. Final Report:**

The final project report will include all categories of information required for quarterly reporting, including a final, detailed fleet description. The final project report will also include a narrative summary of the project or activity, project results (outputs and outcomes) including final emissions benefit calculations, and the successes and lessons learned for the entire project. To the extent possible, final emission benefit calculations should be based on the actual number and type of technologies, vehicles, equipment and engines implemented under the award and actual vehicle miles traveled, idling and/or operating hours, and fuel use. If actual vehicle miles traveled, idling and/or operating hours, and fuel use are not available, the final report will include a detailed explanation of how these values are derived, as well as any assumptions or default values used, for the purposes of emissions benefit calculations. The final report will also detail the methodologies used for the emission benefit calculation.

For projects involving vehicle/engine/equipment replacement the recipient must provide in the final report: 1) Evidence that the replacement activity is an “early replacement,” and would not have occurred through normal attrition/fleet turnover (i.e. without the financial assistance provided by EPA) within three years of the project period start date. Supporting evidence can include verification that the vehicles or equipment being replaced have useful life left and fleet characterization showing fleet age ranges and average turnover rates per the vehicle or fleet owner’s budget plan, operating plan, standard procedures, or retirement schedule; 2) Evidence of appropriate scrappage (see E.9.4 below); and 3) Specification of the model years and the emission standard levels for PM and NOx, for both the engine being replaced and the new engine.

For projects that take place in an area affected by, or includes vehicles, engines or equipment affected by federal law mandating emissions reductions, the recipient must provide in the final report evidence that emission reductions funded with EPA funds were implemented prior to the effective date of the mandate and/or are in excess of (above and beyond) those required by the applicable mandate.

The final report shall be submitted to the EPA Project Officer within 90 days after the project period end date or termination of the assistance agreement. A template for the final report will be available at [www.epa.gov/cleandiesel/clean-diesel-state-allocations](http://www.epa.gov/cleandiesel/clean-diesel-state-allocations).

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

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Consistent with 5.2.6 of the *Environmental Mitigation Trust Agreement for State Beneficiaries* (Trust), Beneficiaries must submit for each proposed expenditure exceeding \$25,000, detailed cost estimates from selected or potential vendors.

The Iowa DOT is devoted to carrying out the reporting requirements of the Trust, according to 5.2.6, as detailed in the following cost estimates:

1. Replacing unregulated, 1985 model engine year marine diesel engines with 2018 Tier 3 diesel engines (page 13)\*\*;
2. Replacing unregulated, 2000 model engine year marine diesel engines with 2019 Tier 3 diesel engines (page 14)\*\*;
3. Replacing unregulated, 1999 engine model year marine diesel engines with 2018 Tier 3 diesel engines (page 15)\*\*;
4. Replacement of one 2003 diesel transit bus with one all-electric bus (pages 16-18)\*;
5. Purchase and installation of electric block heaters on 20 locomotives (page 19)\*;
6. Purchase and installation of five electric plug-in infrastructure stations (page 20)\*;
7. Replacement of five 2006 diesel refrigerated straight trucks with five 2017 model year or newer EPA certified refrigerated straight trucks (pages 21-23)\*;
8. Purchase and installation of coolant heaters on 85 trucks (page 24)\*.

\*Purchase Order

\*\* Cost Estimates

**INSTRUCTIONS:** Eligible expenses are costs directly incurred through the purchase of eligible technologies, equipment, vehicles, and installation activities. Only eligible costs will be reimbursed. Please provide an itemized breakdown of the total project cost estimate. The number of items needed to achieve the project's objective may vary widely depending on the type, scope, and complexity of the project. The list you provide here should communicate **EACH COST ITEM** that you would expect to be reimbursed for and should provide Iowa DOT with a complete list of all expected individual invoices or documentation for all expected items of cost. Some examples have been provided. Each item should indicate the number of items to be purchased or installed, a per unit estimated cost, and extended item cost.

Date: 11/9/2018

Name of Organization: Newt Marine Services  
 Project Title: Newt Marine Services Diesel Emission Reduction Project  
 Project Category: Eligible Diesel Emission Reduction Solutions  
 Required Match %: 60%

Cost Item #	Cost Item Description	Method of Procurement for This Item	Number of Units	Estimated Cost	Total Estimated Cost for Item	Match Share	Estimated DERA Share
1	Main Components - Volvo D13, 500 hp	Purchase from Vendor (no installation)	2	\$97,800	\$195,600.00	\$117,360.00	\$78,240.00
2	Controllers - EC 300 Controllers	Purchase from Vendor (no installation)	1	\$6,500	\$6,500.00	\$3,900.00	\$2,600.00
3	Transmissions - Twin Disc MGX-516	Purchase from Vendor (no installation)	2	\$35,800	\$71,600.00	\$42,960.00	\$28,640.00
4	Diesel Generators - John Deere 40 kw Tier 3	Purchase from Vendor (no installation)	2	\$32,500	\$65,000.00	\$39,000.00	\$26,000.00
5	Coolers - Fernstrum Coolers (set)	Purchase from Vendor (no installation)	1	\$50,000	\$50,000.00	\$30,000.00	\$20,000.00
6	Cooler Boxes & Day Tanks - NMC	Purchase from Vendor (no installation)	1	\$20,000	\$20,000.00	\$12,000.00	\$8,000.00
7	Shafts Kahlenberg Stainless Steel - 5" Diameter; 192" Length	Purchase from Vendor (no installation)	2	\$7,000	\$14,000.00	\$8,400.00	\$5,600.00
8	Wheels - Kahlenberg 60" x 50 S/S, 4-Blade	Purchase from Vendor (no installation)	2	\$22,000	\$44,000.00	\$26,400.00	\$17,600.00
9	Shaft seals with spare rubber	Purchase from Vendor (no installation)	2	\$5,000	\$10,000.00	\$6,000.00	\$4,000.00
10	Exhaust and coolant piping	Installation Only (In-house)	1	\$5,000	\$5,000.00	\$3,000.00	\$2,000.00
11	Insulation	Installation Only (In-house)	1	\$4,200	\$4,200.00	\$2,520.00	\$1,680.00
12	Chemist certificate	Installation Only (Contractor)	1	\$1,000	\$1,000.00	\$600.00	\$400.00
13	Palmer Johnson tech	Purchase from Vendor (no installation)	1	\$1,500	\$1,500.00	\$900.00	\$600.00
14	John Deere Tech	Installation Only (Contractor)	3	\$1,500	\$4,500.00	\$2,700.00	\$1,800.00
15	Volvo Tech	Installation Only (Contractor)	5	\$1,500	\$7,500.00	\$4,500.00	\$3,000.00
16	Labor (Newt Mechanics)	Installation Only (Contractor)	1	\$36,000	\$36,000.00	\$21,600.00	\$14,400.00
17	Drydock (Newt Shipyard)	Installation Only (In-house)	1	\$64,050	\$64,050.00	\$38,430.00	\$25,620.00
18	Unlisted, Contingency, Tax @ 20%	Purchase from Vendor (includes installation)	1	120,090	\$120,090.00	\$72,054.00	\$48,036.00
<b>Total Project Cost Estimate</b>					<b>\$720,540.00</b>	<b>\$432,324.00</b>	<b>\$288,216.00</b>

2018 DERA Estimated Budget and Individual Cost Items

Date: 11/9/2018  
 Name of Organization: Newt Marine Services  
 Project Title: DERA 2018 Newt Randy L Kanipe Repower  
 Certified Engine Replacement - Locomotive, Marine and Nonroad Diesel  
 Project Category: Vehicles and Equipment  
 Required Match %: 60%

Cost Item #	Cost Item Description	Method of Procurement for This Item	Number of Units	Estimated Unit Cost	Total Estimated Cost for Item	Estimated Match Share	Estimated DERA Share
1	QSM11 Cummins WPA Tier 3 400 Hp @1800 RPM	Purchase from Vendor (no installation)	2	\$60,032	\$120,064.00	\$72,038.40	\$48,025.60
2	EC 300 Controllers	Purchase from Vendor (no installation)	2	\$3,350	\$6,700.00	\$4,020.00	\$2,680.00
3	MG 518 Twin Disc Transmissions	Purchase from Vendor (no installation)	2	\$30,150	\$60,300.00	\$36,180.00	\$24,120.00
4	John Deere 40kw Tier 3 Diesel Generators @ 1800 RPM	Purchase from Vendor (no installation)	2	\$23,450	\$46,900.00	\$28,140.00	\$18,760.00
5	Fernstrum coolers (set)	Purchase from Vendor (no installation)	1	\$33,500	\$33,500.00	\$20,100.00	\$13,400.00
6	Cooler boxes & day tanks NMC	Purchase from Vendor (no installation)	1	\$13,400	\$13,400.00	\$8,040.00	\$5,360.00
7	Shafts Kahlenberg stainless steel 4 1/2"	Purchase from Vendor (no installation)	2	\$3,350	\$6,700.00	\$4,020.00	\$2,680.00
8	Wheels Kahlenberg 2 sets 56" diameter X 42" pitch	Purchase from Vendor (no installation)	2	\$13,400	\$26,800.00	\$16,080.00	\$10,720.00
9	Shaft seals with spare rubber	Purchase from Vendor (no installation)	2	\$2,010	\$4,020.00	\$2,412.00	\$1,608.00
10	Exhaust and coolant piping	Purchase from Vendor (no installation)	1	\$2,680	\$2,680.00	\$1,608.00	\$1,072.00
11	Insulation	Purchase from Vendor (no installation)	1	\$2,814	\$2,814.00	\$1,688.40	\$1,125.60
12	Chemist certificate	Purchase from Vendor (no installation)	1	\$1,500	\$1,500.00	\$900.00	\$600.00
13	Palmer Johnson tech	Purchase from Vendor (includes installation)	1	\$2,010	\$2,010.00	\$1,206.00	\$804.00
14	Cummins Tech	Purchase from Vendor (includes installation)	1	\$2,010	\$2,010.00	\$1,206.00	\$804.00
15	Labor (Newt Shipyard)	Installation Only (In-house)	1	\$24,120	\$24,120.00	\$14,472.00	\$9,648.00
16	Drydock	Installation Only (In-house)	1	\$42,914	\$42,914.00	\$25,748.40	\$17,165.60
17	Unlisted, Contingency, tax @ 20%		1		\$121,690.00	\$73,014.00	\$48,676.00
<b>Total Project Cost Estimate</b>					<b>\$518,122.00</b>	<b>\$310,873.20</b>	<b>\$207,248.80</b>

Date: 11/9/2018

Name of Organization: Newt Marine Services

Project Title: Newt Marine Services Diesel Emission Reduction Project

Certified Engine Replacement - Locomotive, Marine and Nonroad Diesel

Project Category: Vehicles and Equipment

Required Match %: 60%

Cost Item #	Cost Item Description	Method of Procurement for This Item	Number of Units	Estimated Unit Cost	Total Estimated Cost for Item	Estimated Match Share	Estimated DERA Share
1	Main Components - Volvo D16-600hp	Purchase from Vendor (no installation)	2	\$97,800	\$195,600.00	\$117,360.00	\$78,240.00
2	Controllers - EC300 Controllers	Purchase from Vendor (no installation)	1	\$6,500	\$6,500.00	\$3,900.00	\$2,600.00
3	Transmissions - Twin Disc MGX-516	Purchase from Vendor (no installation)	2	\$35,800	\$71,600.00	\$42,960.00	\$28,640.00
4	Diesel Generators - John Deere 40 kw Tier 3	Purchase from Vendor (no installation)	2	\$32,500	\$65,000.00	\$39,000.00	\$26,000.00
5	Coolers - Fernstrum Coolers (set)	Purchase from Vendor (no installation)	1	\$50,000	\$50,000.00	\$30,000.00	\$20,000.00
6	Cooler Boxes & Day Tanks - NIMC	Purchase from Vendor (no installation)	1	\$20,000	\$20,000.00	\$12,000.00	\$8,000.00
7	Shafts Kahlenberg Stainless Steel - Kahlenberg stainless steel 5" Diameter, 6" Sleeve, 240" Length	Purchase from Vendor (no installation)	2	\$8,000	\$16,000.00	\$9,600.00	\$6,400.00
8	Wheels - 55 60 x 55 RH4B/.80/55AE	Purchase from Vendor (no installation)	2	\$25,000	\$50,000.00	\$30,000.00	\$20,000.00
9	Shaft seals with spare rubber	Installation Only (In-house)	2	\$5,000	\$10,000.00	\$6,000.00	\$4,000.00
10	Exhaust and coolant piping	Installation Only (In-house)	1	\$5,000	\$5,000.00	\$3,000.00	\$2,000.00
11	Insulation	Installation Only (In-house)	1	\$4,200	\$4,200.00	\$2,520.00	\$1,680.00
12	Chemist certificate	Installation Only (Contractor)	1	\$1,000	\$1,000.00	\$600.00	\$400.00
13	Palmer Johnson tech	Purchase from Vendor (includes installation)	1	\$1,500	\$1,500.00	\$900.00	\$600.00
14	John Deere Tech	Purchase from Vendor (includes installation)	3	\$1,500	\$4,500.00	\$2,700.00	\$1,800.00
15	Volvo Tech	Purchase from Vendor (includes installation)	5	\$1,500	\$7,500.00	\$4,500.00	\$3,000.00
16	Labor (Newt Mechanics)	Installation Only (In-house)	1	\$36,000	\$36,000.00	\$21,600.00	\$14,400.00
17	Drydock (Newt Shipyard)	Purchase from Vendor (no installation)	1	\$64,050	\$64,050.00	\$38,430.00	\$25,620.00
20	Unlisted, Contingency, tax @ 20%		1		\$121,690.00	\$73,014.00	\$48,676.00
<b>Total Project Cost Estimate</b>					<b>\$730,140.00</b>	<b>\$438,084.00</b>	<b>\$292,056.00</b>

<b>Purchase Order No.</b>	PO26182
<b>Date</b>	08/03/2018
<b>Revision Number</b>	

**Vendor: PROTERR**

PROTERRA, INC.  
 1 WHITLEE CT.  
 GREENVILLE SC 29607  
 () - Ext. (Fax)

**Bill To:**

Jamie Schug  
 DART  
 620 Cherry Street  
 Des Moines IA 50309  
 (515) 283-8100 (Phone)  
 () - Ext. (Fax)

**Ship To:**

Jamie Schug  
 DART  
 620 Cherry Street  
 Des Moines IA 50309  
 (515) 283-8100 (Phone)  
 () - Ext. (Fax)

Shipping Method		Payment Terms		Confirm With		Page	
		Net 30				Page 1 of 3	
L/N	Item Number	Description / Reference Number	Req. Date	U/M	Ordered	Unit Price	Ext. Price
1	ELECTRIC BUS	Bus 1 ELECTRIC BUS From Req/Line: 40826/1 Dept: 110	07/31/2018	EACH	1	\$295,200.00	\$295,200.00
2	ELECTRIC BUS	Bus 1 ELECTRIC BUS From Req/Line: 40826/2 Dept: 110	07/31/2018	EACH	1	\$73,800.00	\$73,800.00
3	ELECTRIC BUS	Bus 1 ELECTRIC BUS From Req/Line: 40826/3 Dept: 110	07/31/2018	EACH	1	\$388,500.00	\$388,500.00
4	ELECTRIC BUS	Bus 1 ELECTRIC BUS From Req/Line: 40826/4 Dept: 110	07/31/2018	EACH	1	\$6,700.00	\$6,700.00
5	ELECTRIC BUS	Bus 1 ELECTRIC BUS From Req/Line: 40826/5 Dept: 110	07/31/2018	EACH	1	\$98,800.00	\$98,800.00
6	ELECTRIC BUS	Bus 2 ELECTRIC BUS From Req/Line: 40826/6 Dept: 110	07/31/2018	EACH	1	\$295,200.00	\$295,200.00
7	ELECTRIC BUS	Bus 2 ELECTRIC BUS From Req/Line: 40826/7 Dept: 110	07/31/2018	EACH	1	\$73,800.00	\$73,800.00
8	ELECTRIC BUS	Bus 2 ELECTRIC BUS From Req/Line: 40826/8 Dept: 110	07/31/2018	EACH	1	\$388,500.00	\$388,500.00
9	ELECTRIC BUS	Bus 2 ELECTRIC BUS From Req/Line: 40826/9 Dept: 110	07/31/2018	EACH	1	\$6,700.00	\$6,700.00
10	ELECTRIC BUS	Bus 2 ELECTRIC BUS From Req/Line: 40826/10 Dept: 110	07/31/2018	EACH	1	\$98,800.00	\$98,800.00
11	ELECTRIC BUS	Bus 3 ELECTRIC BUS From Req/Line: 40826/11 Dept: 110	07/31/2018	EACH	1	\$295,200.00	\$295,200.00
12	ELECTRIC BUS	Bus 3 ELECTRIC BUS	07/31/2018	EACH	1	\$73,800.00	\$73,800.00

From Req/Line: 40826/12 Dept: 110						
13	ELECTRIC BUS Bus 3 ELECTRIC BUS From Req/Line: 40826/13 Dept: 110	07/31/2018	EACH	1	\$223,000.00	\$223,000.00
14	ELECTRIC BUS Bus 3 ELECTRIC BUS From Req/Line: 40826/14 Dept: 110	07/31/2018	EACH	1	\$6,700.00	\$6,700.00
15	ELECTRIC BUS Bus 3 ELECTRIC BUS From Req/Line: 40826/15 Dept: 110	07/31/2018	EACH	1	\$57,425.00	\$57,425.00
16	ELECTRIC BUS Bus 3 ELECTRIC BUS From Req/Line: 40826/16 Dept: 110	07/31/2018	EACH	1	\$175,843.75	\$175,843.75
17	ELECTRIC BUS Bus 3 ELECTRIC BUS From Req/Line: 40826/17 Dept: 110	07/31/2018	EACH	1	\$31,031.25	\$31,031.25
18	ELECTRIC BUS Bus 4 ELECTRIC BUS From Req/Line: 40826/18 Dept: 110	07/31/2018	EACH	1	\$295,200.00	\$295,200.00
19	ELECTRIC BUS Bus 4 ELECTRIC BUS From Req/Line: 40826/19 Dept: 110	07/31/2018	EACH	1	\$73,800.00	\$73,800.00
20	ELECTRIC BUS Bus 4 ELECTRIC BUS From Req/Line: 40826/20 Dept: 110	07/31/2018	EACH	1	\$354,201.80	\$354,201.80
21	ELECTRIC BUS Bus 4 ELECTRIC BUS From Req/Line: 40826/21 Dept: 110	07/31/2018	EACH	1	\$6,700.00	\$6,700.00
22	ELECTRIC BUS Bus 4 ELECTRIC BUS From Req/Line: 40826/22 Dept: 110	07/31/2018	EACH	1	\$64,181.20	\$64,181.20
23	ELECTRIC BUS Bus 4 ELECTRIC BUS From Req/Line: 40826/23 Dept: 110	07/31/2018	EACH	1	\$42,987.05	\$42,987.05
24	ELECTRIC BUS Bus 4 ELECTRIC BUS From Req/Line: 40826/24 Dept: 110	07/31/2018	EACH	1	\$7,585.95	\$7,585.95
25	ELECTRIC BUS Bus 4 ELECTRIC BUS From Req/Line: 40826/25 Dept: 110	07/31/2018	EACH	1	\$15,592.40	\$15,592.40
26	ELECTRIC BUS Bus 4 ELECTRIC BUS From Req/Line: 40826/26 Dept: 110	07/31/2018	EACH	1	\$2,751.60	\$2,751.60
27	ELECTRIC BUS Bus 5 ELECTRIC BUS From Req/Line: 40826/27 Dept: 110	07/31/2018	EACH	1	\$269,200.00	\$269,200.00
28	ELECTRIC BUS Bus 5 ELECTRIC BUS From Req/Line: 40826/28 Dept: 110	07/31/2018	EACH	1	\$67,300.00	\$67,300.00
29	ELECTRIC BUS Bus 5	07/31/2018	EACH	1	\$6,700.00	\$6,700.00

	ELECTRIC BUS					
	From Req/Line: 40826/29 Dept: 110					
30	ELECTRIC BUS Bus 5 ELECTRIC BUS From Req/Line: 40826/30 Dept: 110	07/31/2018	EACH	1	\$1,675.00	\$1,675.00
31	ELECTRIC BUS Bus 5 ELECTRIC BUS From Req/Line: 40826/31 Dept: 110	07/31/2018	EACH	1	\$440,406.25	\$440,406.25
32	ELECTRIC BUS Bus 5 ELECTRIC BUS From Req/Line: 40826/32 Dept: 110	07/31/2018	EACH	1	\$77,718.75	\$77,718.75
33	ELECTRIC BUS Bus 6 ELECTRIC BUS From Req/Line: 40826/33 Dept: 110	07/31/2018	EACH	1	\$726,431.25	\$726,431.25
34	ELECTRIC BUS Bus 6 ELECTRIC BUS From Req/Line: 40826/34 Dept: 110	07/31/2018	EACH	1	\$6,700.00	\$6,700.00
35	ELECTRIC BUS Bus 6 ELECTRIC BUS From Req/Line: 40826/35 Dept: 110	07/31/2018	EACH	1	\$129,868.75	\$129,868.75
36	ELECTRIC BUS Bus 7 ELECTRIC BUS From Req/Line: 40826/36 Dept: 110	07/31/2018	EACH	1	\$378,000.00	\$378,000.00
37	ELECTRIC BUS Bus 7 ELECTRIC BUS From Req/Line: 40826/37 Dept: 110	07/31/2018	EACH	1	\$485,000.00	\$485,000.00

<b>Subtotal</b>	\$6,041,000.00
<b>Trade Discount</b>	\$0.00
<b>Freight</b>	\$0.00
<b>Miscellaneous</b>	\$0.00
<b>Tax</b>	\$0.00
<b>Order Total</b>	\$6,041,000.00

DART Procurement Disclaimer:

Acceptance of this Purchase Order is certification that the provider of goods and services complies with all of the applicable Des Moines Area Regional Transit Authority (DART) Terms and Conditions, listed hereafter.

- 1) No Federal Government Obligations to Third Parties
- 2) False Statements or Claims of Civil and Criminal Fraud
- 3) Access to Third Party Contract Records
- 4) Changes to Federal Requirements
- 5) Termination
- 6) Civil Rights (Title VI, EEO, ADA)
- 7) Disadvantaged Business Enterprises (DBEs)
- 8) Incorporation of FTA Terms
- 9) Suspension and Debarment
- 10) Buy America
- 11) Resolution of Disputes, Breaches, or Other Litigation
- 12) Lobbying
- 13) Clean Air
- 14) Clean Water
- 15) Cargo Preference
- 16) Fly America
- 17) Contract Work Hours and Safety Standards Act
- 18) Energy Conservation
- 19) Recycled Products
- 20) ADA Access

Full Terms and Conditions can be found here:

<http://ridedart.com/business-center/contractual-terms-and-conditions>





**IOWA NORTHERN RAILWAY COMPANY  
PURCHASE ORDER**

Page 1

*PROJECT CODE 164J*

Date 8/30/2018

Purchase Order No. - L 2498

**VENDOR**

Hotstart Sales, Inc.  
PO Box 11245/5723 E Elki Avenue  
Spokane, WA 99211-0245  
Ph#509/534-6171

1. ORDER NUMBER MUST APPEAR ON ALL PACKAGES AND DOCUMENTS.
2. RETURN ACKNOWLEDGEMENT COPY AND ADVISE SHIPPING DATE.
3. RENDER INVOICE IN DUPLICATE
4. DELIVERED REQUIRED  
SHIP VIA - BEST QUOTE  
PREPAY AND ADD FREIGHT
5. NET 30 TERMS

QUANTITY	PART NUMBER	DESCRIPTION	PRICE EA.	TOTAL
20	DLV3240-0604-00	DLV 480V 60 Hz 3P Coolant 24kw 0.75HP	\$9,400.00	\$188,000.00
		3400 RPM 47GPM Oil 6kW 2HP 1750RPM 10 GPM 24VDC		
20	DLV-IK	Kit, Oil/Coolant Install	\$3,100.00	\$62,000.00
		Per Quote#S155479 Dated 2/22/18		
<b>ACCOUNT CODE#</b>			<b>TOTAL</b>	<b>\$250,000.00</b>

SUBMIT BILLS TO:	IOWA NORTHERN RAILWAY COMPANY 1330 Sheffield Avenue, Waterloo, IA 50702	Michele Monson Ph: 319/833-1984 - Fx: 319/287-5810
DELIVER TO:	IOWA NORTHERN RAILWAY COMPANY 1330 Sheffield Avenue, Waterloo, IA 50702	

Attn: \_\_\_\_\_

Approved By: W.L. Magee - Ph#319/233-9702  
Title: General Manager

# Purchase Orders

BURKE PURCHASE CENTER  
 1516 S D Ave  
 ATTN: Purchasing Department  
 Denny Scheuermann  
 Nevada IA 50201  
 USA  
**Telephone No** 515.382.8461  
**Ext.**  
**Fax** 515.382.8461

**Purchasing Center** BURKE-PC  
**PO No.** 3368844  
**Release No.** 0  
**Order Date** 9/13/2018  
**Request Status**  
**Revision No.** 0.00

<p><b>VENDOR</b> NAI                  NAI ELECTRICAL CONTRACTORS                  728 EAST LINCOLWAY                   AMES IA 50010                  USA  <b>Contact</b> SHAWN McCORMICK  <b>Telephone No.</b> 515-232-8606  <b>Ext.</b>  <b>Fax</b> 515-232-4012</p>	<p><b>SHIP TO</b> BURKE CORPORATION                   1516 SOUTH D AVENUE                  P.O. BOX 209                   NEVADA IA 50201                  USA  <b>Telephone No.</b> 515-382-3575</p>
<p><b>INVOICE TO</b> BURKE CORP                   C/O HORMEL FOODS CORP                  P.O. BOX 900                   AUSTIN MN 55912                  USA</p>	<p><b>CONFIRM TO</b> BURKE CORPORATION                   1516 SOUTH D AVENUE                  P.O. BOX 209                  ATTN: Heather Stevens / 382-8472                  NEVADA IA 50201                  USA</p>
<p>Freight Terms F.O.B.                  Ship Via FED EX                  Freight Carrier BEST WAY</p>	<p>Payment Terms NET 60                   Shipping Terms FOB ACCT#1104-8084-9</p>

Item	Qty Unit Due Date	Item No./Service Code General Ledger Number Project ID	Vendor's Item No. Description Specifications	Receive To ID Unit Cost	\$ Total Cost
1	1.00 EA 9/6/2018	ELECTRICAL 044010.000000	QUOTE DATED 7/20/18 SHIPPING VECTOR DIS-CONNECTS PROJECT # 38054	044010.000000 49,833.00	49,833.00

<b>Subtotal</b>	\$ 49,833.00
<b>Tax Charge</b>	\$ 0.00
<b>Shipping</b>	\$ 0.00
<b>Misc.</b>	\$ 0.00
<b>Order Total</b>	\$ 49,833.00

Approval: *Denny Scheuermann* Date: 9/13/2018

**BROWN TRUCK LEASING**

11229 AURORA AVE  
 URBANDALE, IA 50322  
 PHONE 515-265-9951  
 FAX 515-265-9993

**MASTER VEHICLE PURCHASE ORDER**

**REFRIGERATED STRT TRUCK** **UNIT NO** **START**  
 08-Jan-19

DATE  
 SOUTHPORT TRUCK GROUP

<b>3 0 050</b>
AND ALL NUMBERS THRU
<b>3 0 059</b>

**VENDOR** SOUTHPORT TRUCK GROUP  
**STREET** 7528 U. S. Hwy 301 N.  
**CITY&STATE** Tampa Fl. 33637

**QUANTITY** **5**

CHASIS IS EVEN NUMBER  
 REF. UNIT IS ODD NUMBER  
 UNIT NUMBERS ALTERNATI  
 THRU ALL SEQUENTIAL PO'

**TYPE EQUIP.** REEFER **G.V.W.** 33000  
**EQUIP GROUP** 3

**REQUIRED EQUIPMENT**

<b>MAKE</b>	FREIGHTLINER	<b>BENDIX AD9 AIR DRYER</b>	<b>LONG LIFE HAL. HEADLAMPS</b>
<b>MODEL</b>	M2	<b>WEBB 525 WITH THERMOSTAT</b>	0
<b>YEAR</b>	2020	<b>1250 WATT BLOCK HEATER</b>	<b>AM/FM/CASS. PANASONIC</b>
<b>TANDEM YES=1,NO=2</b>	2	<b>EXT. SERV. BRAKES</b>	<b>HEATED MIRRORS. 102"</b>
<b>ENGINE MFR</b>	DETROIT	<b>EXTENED LIFE HOSES</b>	<b>DELCO STARTER T.O.C.</b>
<b>ENG. MODEL</b>	DD8	<b>BENDIX AIR COMPRESSOR</b>	<b>3-BATTERY</b>
<b>HORSE POWER</b>	260	<b>AIR CONDITIONING</b>	<b>DELCO 22SI 100 AMP ALT.</b>
<b>TRANS.MFR</b>	ALLISON	<b>LOW PROFILE 22.5 TIRES</b>	<b>AIR RIDE SUSPENSION</b>
<b>TRANS.MODEL</b>	2500 HS	<b>HUB PILOTED WHEELS</b>	0
<b>TOP GEAR RATIO</b>	0.7	<b>SYN. LUBE TRANS &amp; REAR</b>	0
<b>AIR BRAK YES=1,NO=2</b>	1	<b>FIRE EXTING. &amp; TRIANGLE KIT</b>	0
<b>REAR AXLE</b>	DA-RS	<b>BUG SCREEN/RADIATOR</b>	0
<b>AXLE MOD.</b>	21000	<b>HI-BACK AIR DRIV. SEAT</b>	0
<b>RATIO</b>	6.14	0	0
<b>TIRE MFR.</b>	X	0	0
<b>TIRE SIZE</b>	295/75R22.5		
<b>FRONT TREAD</b>	R283A		
<b>REAR TREAD</b>	M760		
<b>NO. AXLES</b>	2		
<b>WHEELBASE</b>	270		
<b>FUEL TK. RH.</b>	0		
<b>FUEL TK. LH.</b>	80		

			<b>BUDGET</b>	<b>ACTUAL</b>
<b>COLOR</b>	WHITE	<b>CHASSIS</b>	PRICE FET/INC	\$59,904.00
			LETTERING	\$0.00
		<b>BROWN IN-SERVICE COST:</b>		\$1,500.00
			IA USE TAX	\$5,024.00
			WARRANTY	\$0.00
		<b>BODY PRICE PER ATTACHED:</b>		\$24,451.00
<b>EST. DELIVERY DATE:</b>	25-Mar-19	<b>REFRIGERATION PRICE ATTA</b>		\$16,125.00
<b>DATE ORDERED</b>	25-Sep-18	<b>TOTAL ADDS</b>		\$47,100.00

**TOTAL PRICE** \$107,004.00

**CUSTOMER:** RENTAL - FOOD SERVICE REEFERS

**PURCHASING APPROVAL**

TRUCK BODY PURCHASE ORDER

BROWN TRUCK LEASING

UNIT NO START

<b>3 0 050</b>
AND ALL NUMBERS THRU
<b>3 0 059</b>

11229 AURORA AVE

08-Jan-19

URBANDALE, IA 50322

DATE

END

PHONE 515-265-9951

VENDOR

KIDRON

FAX 515-265-9993

STREET

QUANTITY **5**

CHASIS IS EVEN NUMBER

CITY&STATE X

REF. UNIT IS ODD NUMBER

UNIT NUMBERS ALTERNATI

THRU ALL SEQUENTIAL PO'

TYPE BODY

REEFER

EQUIP. TYPE

3

REQUIRED EQUIPMENT

MAKE

KIDRON

MODEL

26GNASEW96SP

YEAR

2020

BODY LENGTH

26

BODY HIEGHT

89.5

BODY WIDTH

102

DOOR TYPE

3 PANEL

DOOR HIEGHT

86.5

FLOOR TYPE

ALUM

INT. LINING

KEMLITE

ROOF TYPE

ALUM

PRICE

**\$24,451.00**

COLOR

WHITE

RAMP MFG'R

NA

MODEL

NA

LENGTH

NA

WIDTH

X

PRICE

**\$0.00**

LIFTGATE MFG'R

X

MODEL

X

TYPE

X

CAPACITY

X

PLATFORM SIZE

X

PRICE

**\$0.00**

\$0.00

MISC. ADDS

GRAPHICS

**\$0.00**

EST. DELIVERY DATE:

25-Mar-19

DATE ORDERED

25-Sep-18

INSERV. TOT

**\$0.00**

TOTAL PRICE

**\$24,451.00**

PURCHASING APPROVAL

RENTAL - FOOD SERVICE REEFERS

PAGE 3

**BROWN TRUCK LEASING**

11229 AURORA AVE  
URBANDALE, IA 50322  
PHONE 515-265-9951  
FAX 515-265-9993

**REFRIGERATION PURCHASE ORDER**

08-Jan-19

DATE  
TK

VENDOR

STREET 4975 HUBBELL  
CITY&STATE DES MOINES IA

**UNIT NO** START

**3 0 050**

AND ALL NUMBERS THRU

END

**3 0 059**

**QUANTITY** **5**

CHASIS IS EVEN NUMBER  
REF. UNIT IS ODD NUMBER  
UNIT NUMBERS ALTERNATI  
THRU ALL SEQUENTIAL PO'

TYPE 3  
MAKE TK  
MODEL T-680R  
YEAR 2020

REQUIRED EQUIPMENT

SINGLE OR DUAL TEMP SINGLE

REQUIRED TEMP. 0

TYPE OF PRODUCT FOOD

PRICE FET/INC:

**BROWN INSERVICE COST:**

MISC. ADDS

EST. DELIVERY DATE:

DATE ORDERED

INSERV. TOT

TOTAL PRICE

CUSTOMER: \_\_\_\_\_ RENTAL - FOOD SERVICE REEFERS

PURCHASING APPROVAL \_\_\_\_\_



68 Dealers in 16 States, www.mhc.com

SERVICING DEALERSHIP

IOWA KENWORTH, INC., DBA
MHC KENWORTH - DES MOINES
4111 DELAWARE AVE
DES MOINES, IA 50313
1-515-265-8111

PARTS INVOICE

Customer No: 98238 Phone: (515) 265-2521 PO#: AE030091 Invoice No: T01105600121608

Table with columns: Tax Status, Terms, Truck ID, Counter Person, Invoice Date, Due Date. Values: TAXABLE, CHARGE, GARRETT M, 9/28/2018, 10/10/2018



S O L D T O Anderson Erickson Dairy 2420 E University Ave Des Moines IA 50317-6505 S H I P T O DELIVER

Table with columns: Line, Part Number, Description, Ordered, B/O, Shipped, Each, Total. Lists 12 line items for various truck parts.

Capital

\* MHC Des Moines Open 5/24 Extended Hours on Weekends! \*
\* Non Offering Mobile Maintenance, Call today for more info! \*

Table with columns: Description, Amount. Rows: SUBTOTAL 78,226.35, TAX 6.000% 4,693.58, SUBLET, OTHER, SHIPPING



Table with columns: Description, Amount. Row: TOTAL DUE 82,919.93

CUSTOMER AUTHORIZATION AND AGREEMENT

1. IMPORTANT: THIS PARTS ORDER AND INVOICE ("Order") CONSISTS OF THE TERMS EXPRESSLY SET FORTH HEREIN AND THE TERMS AND CONDITIONS SET FORTH AT WWW.MHC.COM/DEALERS/TERMS.HTM
2. Returns: Any parts or cores on this Order must be returned within 30 days. No return will be given without a copy of this Order.
3. Authority: The person signing this Order for or on behalf of Customer hereby represents that he/she/they has full authority to bind Customer to this Order.

THIS ORDER CONTAINS A BINDING ARBITRATION PROVISION WHICH MAY BE ENFORCED BY THE PARTIES.

PAY FROM THIS INVOICE
REMIT TO:
P.O. BOX 879269
KANSAS CITY, MO 64187-9269

CUSTOMER AUTHORIZED SIGNATURE

**ATTACHMENT E**  
**DERA OPTION (5.2.12)**

---

Consistent with 5.2.12 of the *Environmental Mitigation Trust Agreement for State Beneficiaries (Trust)*, Beneficiaries may use its DERA proposal as support for its funding request for those Eligible Mitigation Actions funded through the DERA Option.

The following pages consist of the Iowa DOT's Fiscal Year 2017-2018 State Clean Diesel Grant Program Work Plan and Budget Narrative.

**FISCAL YEAR 2017-2018**

**STATE CLEAN DIESEL GRANT PROGRAM**

**WORK PLAN AND BUDGET NARRATIVE TEMPLATE**

---

**SUMMARY PAGE**

**Project Title:** Diesel Vehicle Emissions Reductions in Iowa

**Project Manager and Contact Information**

**Organization Name:** Iowa Department of Transportation

**Project Manager:** Angela L. Poole

**Mailing Address:** 800 Lincoln Way, Ames, Iowa 50010

**Phone:** 515-239-1351

**Fax:** N/A

**Email:** [angela.poole@iowadot.us](mailto:angela.poole@iowadot.us)

**Project Budget Overview:**

	<b>FY 2017*</b>	<b>FY 2018</b>
EPA Base Allocation	\$233,504	\$275,123
State or Territory Matching Funds (if applicable)	\$300,000	\$300,000
EPA Match Incentive (if applicable)	\$116,752	\$137,562
Mandatory Cost-Share	\$	\$
<b>TOTAL Project</b>	<b>\$650,256</b>	<b>\$712,685</b>

**Project Period**

October 1, 2018 – September 30, 2019

**Summary Statement**

The Iowa Department of Transportation (Iowa DOT) will create and implement a process that will allow profit, nonprofit, and public entities that own or operate diesel fleets and equipment in all 99 counties to receive funding for diesel emission reduction projects in FY 2017-2018. Projects will need to implement the most cost-effective strategies that result in the greatest emissions reductions consistent with the funding available. The state currently has two websites that detail past DERA State Clean Diesel Program projects. One website is located at [www.iowadnr.gov/dera](http://www.iowadnr.gov/dera) and is maintained by the Iowa Department of Natural Resources. This website lists projects that were completed with the 2016 DERA program. The 2017 and 2018 DERA programs are administered by the Iowa DOT and its website is located here: <https://www.iowadot.gov/dera>. Links are available to help the user navigate from one site to the other.



## SCOPE OF WORK

### **STATE/TERRITORY GOALS AND PRIORITIES**

Mobile sources emit various pollutants including carbon monoxide (CO), carbon dioxide (CO<sub>2</sub>), particulate matter (PM), nitrogen oxides (NO<sub>x</sub>), volatile organic compounds (VOC), also referred to as hydrocarbons (HC), and various other air toxics. Mobile source emissions are contributors to high fine particulates (PM<sub>2.5</sub>) background levels and are responsible for over fifty percent (50%) of all NO<sub>x</sub> emissions. NO<sub>x</sub> emissions are formed primarily due to fuel burning at a high temperature in a vehicle engine. Hydrocarbons result from incomplete fuel combustion and from fuel evaporation. Ground-level ozone, a serious air pollutant is formed by reactions involving hydrocarbons and nitrogen oxides in the presence of sunlight.

Air quality nonattainment areas are those that do not meet the National Ambient Air Quality Standards (NAAQS) of the 1990 Clean Air Act Amendments (CAAA) with a focus on VOCs, NO<sub>x</sub>, CO, and under certain conditions, PM<sub>2.5</sub> and PM<sub>10</sub>. Air quality maintenance areas are former nonattainment areas that are now in compliance with the NAAQS. Iowa currently has no designated nonattainment or maintenance areas for transportation-related air pollution.

**Reducing Pollution through Diesel Reduction Strategies.** While federal standards continue to ensure a reduction of emissions from newer diesel engines; older, dirtier diesel engines still remain in service and continue to emit unrestricted levels of air pollution. Iowa's state regulations are not allowed by state statute to be more stringent than federal standards for vehicles, and Iowa does not have a state regulatory program for mobile source emissions. Creating emission reduction programs and funding opportunities can aid in reducing the levels of ozone, PM, and other pollutants in areas of concern and improve air quality in higher population density areas where at-risk populations (elderly, poor health, children) live, work, and play.

Reducing diesel exhaust is an important strategy in helping lower pollutants across Iowa, as well helping to ensure Iowa continues to stay in attainment with the NAAQS.

### **VEHICLES AND TECHNOLOGIES**

**Eligible Entities.** Funding for diesel emission reduction projects is available for profit, nonprofit, and public entities that own or operate diesel fleets and equipment in the state of Iowa.

**Eligible Diesel Vehicles, Engines, and Equipment.** Eligible on-road or non-road vehicles and equipment may include:

- School Buses;
- Medium-duty or Heavy-duty Transit Buses;
- Medium-duty or Heavy-duty Trucks (defined as Class 5 through Class 8);
- Marine Vessels;
- Locomotives; and
- Non-road engines, equipment, or vehicles used in:

- Construction;
- Handling of cargo;
- Agriculture; or
- Energy production (including stationary generators or pumps)

## **Eligible Diesel Reduction Strategies**

### Exhaust Control Devices

- Exhaust control includes pollution control devices installed in the exhaust system or systems that include crankcase emission control.
- The type(s) of exhaust control technology being used must be included on the list of EPA verified technologies (<https://www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel>) or CARB verified technologies (<http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>) at the time of proposal submission to the EPA. The exhaust control can only be used on the vehicle/engine identified on the list and used only in the manner specified.
- If diesel particulate filters (DPF) is the exhaust control technology being used, it is highly recommended that all vehicles being considered have the exhaust temperature data logged to verify that the technology can indeed be placed on the vehicle.
- Funding Restrictions: Able to fund up to 100% of the cost (labor and equipment) for an eligible verified emission control.

### Verified Idle Reduction Technologies

- Idle reduction is considered to be a “technology or device that reduces unnecessary idling of diesel vehicles or equipment or is designed to provide services (such as heat, air conditioning, and/or electricity) to vehicles and equipment that would otherwise require the operation of the main drive or auxiliary engine(s) while the vehicle is temporarily parked or remains stationary.”
- A list of eligible, EPA verified idle reduction technologies is available at: <https://www.epa.gov/verified-diesel-tech/smartway-technology>. The type of technology proposed for funding must exist on the list at the time of application. The actual idle reduction technologies must be used only for the vehicle/engine applications specified on the list.
- Funding Restrictions:
  - **Locomotives:** Able to fund up to 40 percent of the cost (labor and equipment) of verified eligible locomotive idle reduction technologies.
  - **Electrified Parking Spaces:** Able to fund up to 30 percent of the cost (labor and equipment) of eligible electrified parking space, also known as truck stop electrification, technologies.
  - **Marine Shore Power Connection Systems:** Able to fund up to 25 percent of the cost (labor and equipment) of eligible marine shore power connection systems, including the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the equipment functional.

- **Highway Idle Reduction Technologies:** Able to fund up to 25 percent of the cost (labor and equipment) of eligible verified idle reduction technologies on long-haul trucks and school buses.

#### Aerodynamic Technologies

- Long haul Class 8 trucks can be retrofitted with aerodynamic trailer fairings or the fairings can be provided as new equipment.
- A complete list of EPA verified aerodynamic technologies is available at <https://www.epa.gov/verified-diesel-tech/smartway-verified-list-aerodynamic-devices>. If selected, the actual technologies used must be specifically named on the list at the time of acquisition and used only for the vehicle/engine applications specified on the list, in order to be eligible for funding.
- Funding Restrictions: Able to fund up to 100% of cost (labor and equipment) for verified aerodynamic technologies installed on long haul Class 8 trucks only if the technology is combined on the same vehicle with a new eligible verified exhaust control as defined above. Stand-alone aerodynamic technologies are not allowed for funding.

#### Low Rolling Resistance Tires

- Certain tire models can provide a reduction in NOx emissions and fuel savings, relative to the “standard” new tires for long haul Class 8 trucks, when used on all axles.
- A list of eligible low rolling resistance tires is available at: <https://www.epa.gov/verified-diesel-tech/smartway-verified-list-low-rolling-resistance-lrr-new-and-retread-tire>. If selected, the actual tires used must be specifically named on the list at the time of acquisition and used only for the vehicle/engine applications specified on the list in order to be eligible for funding.
- Funding restrictions: Able to fund up to 100% of cost (labor and equipment) for verified low rolling resistance tires installed on long haul Class 8 trucks, only if the technology is combined on the same vehicle with a new eligible verified exhaust control as defined above. Stand-alone low rolling resistance tires are not allowed for funding. Low rolling resistance tires are not eligible for funding if they have previously been installed on the truck.

#### Cleaner Fuels

- Cleaner fuels include, but are not limited to biodiesel, diesel fuel additives verified by EPA or CARB, compressed natural gas, propane and other certified alternative fuels.
- Funding restrictions: Stand-alone cleaner fuel use technologies are not allowed for funding. The state is able to fund the cost differential between the cleaner fuel and conventional diesel fuel if that cleaner fuel is used in combination with the following on the same vehicle:
  - a new eligible verified exhaust control;
  - an eligible clean alternative fuel conversion;
  - an eligible engine upgrade;
  - an eligible certified engine replacement; or
  - an eligible certified vehicle/equipment replacement.

### Certified Engine Replacement

- An engine replacement includes replacing an existing engine with a newer, cleaner engine that is certified to a more stringent set of engine emission standards. Replacements include:
  - Diesel engine replacement with an engine certified for use with diesel or a clean alternative fuel;
  - Diesel engine replacement with an electric power source (grid, battery, or fuel cell);
  - Diesel engine replacement with an all-electric (i.e., zero-emission); and
  - Diesel engine replacement with an electric generator.
- Proposals for repowers should include the pre- and post- project standard emission levels of the engines to be repowered, in order to ensure that the repower will result in a net emissions reduction.
- Repowered vehicle, engine or equipment must continue to perform the same function as before the repower.
- The replacement engine must be of similar horsepower as the engine being replaced. Horsepower increases of more than 25 percent will require specific approval by EPA prior to purchase.
- Funding Restrictions: Funding percentages are based on replacement type.
- Early attrition and permanent disablement/scrappage requirements are enforced.

### Vehicle and Equipment Replacement

- Non-road and highway diesel vehicles can be replaced with newer, cleaner vehicles that operate on diesel or alternative fuels and use engines certified by EPA to meet a more stringent set of engine emission standards.
- Locomotives, non-road diesel vehicles and equipment, as well as highway diesel vehicles and buses, must be powered by a 2017 model year or newer EPA certified engine.
- Drayage vehicles powered by a 2012 model year or newer certified engine.
- Replacement projects can include the replacement of diesel vehicles with newer, cleaner diesel, electric (grid, battery or fuel cell), hybrid or alternative fuel vehicles. All-electric (i.e. zero emission) vehicles do not require EPA certification.
- The replacement vehicle must be of the same type and similar gross vehicle weight rating or horsepower as the vehicle being replaced. Horsepower increases of more than 25 percent will require specific approval by EPA prior to purchase.
- The replacement vehicle must perform the same function as the vehicle that is being replaced
- Replacement vehicles cannot be used to increase the size of the organization's fleet.
- Funding Restrictions: Funding percentages are based on the type of replacement vehicle.
- Early Attrition & Permanent Disablement/Scrappage requirements are enforced.

### Clean Alternative Fuel Conversions:

- Aftermarket clean alternative fuel conversions involve altering the conventional, original equipment manufacturer (OEM) highway diesel vehicles and engines to operate on alternative fuels such as propane or natural gas.

- Conversion kits must be on EPA’s lists of “Certified Conversion Systems for New Vehicles and Engines” and “Conversion Systems for Intermediate-Age Vehicles and Engines.”
- Conversion systems for engine model years 1995-2006 must achieve at least a 30% NOx reduction and a 10% PM reduction from the applicable certified emission standards of the original engine.
- Conversion systems for engine model years 2007-2009 must achieve at least a 20% NOx reduction with no increase in PM from the applicable certified emission standards of the original engine.
- Funding Restrictions: Able to fund up to 40 percent of the cost (labor and equipment) of an eligible, certified clean alternative fuel conversion.

### **ROLES AND RESPONSIBILITIES**

In an effort to reduce diesel emissions both inside and outside the vehicles, the Iowa DOT will create a competitive grant process, select eligible entities as project partners and ensure implementation of the most cost-effective strategies that result in the greatest emissions reductions consistent with the funding available.

Project partners cannot be identified at this time as eligible entities have not been selected. Partners may include profit, nonprofit, and public entities that own or operate diesel fleets and equipment in the state of Iowa. Each project partner will assign a specific contact who will be responsible for determining the vehicles that will be included, the appropriate strategy for diesel emissions reduction, the technologies to use, etc. The specific project partner contact will manage the project activities and logistics to ensure timely, appropriate completion of the project and general reports and updates to the Iowa DOT.

The Iowa DOT will select eligible entities, write and manage all agreements, handle oversight of the entire federal grant award, and will submit all quarterly and final reports.

**Project Description.** Projects will need to implement the most cost-effective strategies that result in the greatest emissions reductions consistent with the funding available.

Interested entities will be required to submit a plan identifying the strategy that makes the most sense for their diesel engine operations. The plan submitted must:

- Identify the type of diesel reduction strategy.
- Identify the type of vehicle or equipment. Information will need to include (but is not limited to) year, make/model, VIN #, and useful life;
- Give priority to the most used and oldest, highest emitting vehicles or equipment to optimize emissions reductions;
- Give priority to vehicles or equipment that generally serve areas with higher population density and a higher percentage of at-risk populations; and
- Implement the most cost-effective strategies that result in the greatest emissions reductions consistent with the funding available.

The Iowa DOT will use established evaluation criteria and will have the discretion to fund only the most effective components of the plans selected for reimbursement. Successful applicants will be required to sign an agreement with the Iowa DOT, purchase and install the technology/equipment per the award agreement and be reimbursed for eligible expenses.

**Specific Requirements.** Eligible entities must understand and be willing to agree with all requirements as they relate to specifics of the diesel reduction strategies, early attrition policies, and disablement. A guidebook is available on the Iowa DOT’s website that outlines the program ([https://iowadot.gov/dera/pdfs/DERA\\_Grant\\_Program\\_Info\\_Guide.pdf](https://iowadot.gov/dera/pdfs/DERA_Grant_Program_Info_Guide.pdf)) and will be updated as needed.

**Evaluation Criteria.** The evaluation criteria will include items such as:

- Projected amount of emissions reduction;
- Proximity to sensitive populations;
- Priority county locations (air quality concerns);
- Cost effectiveness (dollars per amount of emissions reduced); and
- Expected useful life of the emissions reduction strategy.

**Funding and Match Requirements.** Participating project partners will be eligible to receive cost (labor and equipment) reimbursement for their projects. The Iowa DOT will reimburse organizations, dependent on their project, up to the percentages outlined in the DERA Program Guide.

A cost will not be considered incurred until the funded technology and/or equipment has been received and accepted by the organization. Request for reimbursement shall include documentation to show that the technology/equipment has been received and installed, that disablement has occurred (if necessary), that all agreement requirements have been met, and that the expenses have been incurred and paid by the participating organization.

Matching funds are required for all projects that are not eligible for 100 percent reimbursement. Required matches must be monetary. Participating organizations may provide additional voluntary match, and if used, must enhance and expand the proposed project. Voluntary matches can be monetary or in-kind.

**TIMELINE AND MILESTONES**

<b>Major Milestones</b>	<b>Completion Dates</b>
Draft Grant Work Plan Due to EPA Regional Office	June 4, 2018
Final Approved Work Plan and Budget Submittal to EPA	June 25, 2018
Request for Grant Applications from Participating Organizations	August 1 – September 30, 2018
Project Period for FY 2018 Begins	October 1, 2018
Iowa DOT Evaluates Applications	October 2018
Prepare Agreement(s) between Iowa DOT and Participating Organization	November 1 – 15, 2018
Participating Organization Project Begins	December 1, 2018
Public Notification of Projects on Iowa DOT’s DERA website	60 days from agreement execution
Quarterly Reporting Due to EPA	Ongoing
Organization Project Completed	September 15, 2019
Final Reporting due to EPA	December 31, 2019

## **DERA PROGRAMMATIC PRIORITIES**

**Priority Location.** Areas in proximity to major transport routes or terminals, and areas which generate large amounts of truck traffic or school bus depots/yards (e.g. parking areas and/or garages where school buses are stored and maintained, or where school buses queue) tend to be locations where a disproportionate quantity of air pollution from diesel fleets occurs. Projects to decrease the diesel emissions within one or more of these seven counties would help to alleviate the disproportionate quantity of air pollution.

**Public Health Benefits.** Because Iowa has historically not had air pollution concerns, the general population thinks of air quality in terms of odors and visibility--not its impact on people's health. Ground-level ozone causes health problems such as difficulty breathing, lung damage, and reduced cardiovascular functioning. Scientific studies have linked fine particle matter with a series of significant health problems such as respiratory related hospital admissions and emergency room visits, aggravated asthma, and acute respiratory symptoms - including aggravated, coughing and difficult or painful breathing.

Reducing NO<sub>x</sub>, HC, PM<sub>2.5</sub>, and other pollutants and exposure to these pollutants through diesel emission reductions can help improve health benefits. It could also potentially decrease the cost of health care for asthmatics and high-risk populations, such as children and the elderly.

**Cost-effectiveness.** Actual cost effectiveness will in part be dependent on the specific strategies, manufacturer, technologies and applications involved in the program. Priority will be given to the oldest, highest emitting vehicles and equipment to optimize emissions reductions and associated cost-effectiveness of the reductions.

**Verified Technologies.** For any diesel engine operated vehicles being selected for retrofit technologies, the participating organizations will be required to use technologies from a list of EPA verified technologies (<https://www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel>) or CARB verified technologies (<http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>).

Replacement vehicles will not be used to increase the size of fleets and must be early attrition projects. The new vehicle or equipment will be required to replace that of the same type and similar gross vehicle weight rating or horsepower and perform the same function. Replaced engines, vehicles, or equipment will be permanently disabled and documentation showing the disablement will be required. All new engines will be certified to comply with EPA emission standards in place at the time of certification.

**Useful life of retrofits and engines.** Previous projects undertaken by the Iowa Department of Natural Resources Air Quality Bureau have shown that technologies such as diesel oxidation catalysts (DOC) and diesel particulate filters (DPFs) have a useful life of five to ten years. The Iowa DOT will evaluate submitted plans to determine the useful life of engine configuration or verified technologies. All attempts to maximize the life of the vehicles/equipment will be made.

**Conserve diesel fuel.** Most retrofit technologies, such as DOCs and DPFs, require the use of ultra-low sulfur diesel fuel. Although some technologies (DOCs) can operate with levels of 500 ppm, the majority of retrofits are most effective when the sulfur content is 15 ppm or less. Vehicle replacement alone can provide benefits in fuel efficiency and may provide additional savings in fuel costs.

### **EPA'S STRATEGIC PLAN LINKAGE AND ANTICIPATED OUTCOMES/OUTPUTS**

**Linkage to EPA Strategic Plan.** By taking a statewide approach with this program, the projects selected by the Iowa DOT will reduce local and regional air pollution. Selected diesel emission reduction strategies and technologies will decrease the amount of PM2.5, oxides of nitrogen (NOX), carbon dioxide (CO2), volatile organic compounds (VOCs) and hazardous air pollutants (HAPs) emitted from mobile diesel sources.

Organizations participating in the program are making an effort to implement voluntary emissions reductions to their vehicles and equipment. Taking voluntary measures to decrease diesel emissions shows citizens in Iowa that the organizations are serious about decreasing pollution and protecting high-risk populations.

**Outputs.** Specific outputs cannot be determined at this time since the plan for what strategies and vehicles are intended to be the focus of emissions reductions will not be known until the Iowa DOT has selected one or more project proposals.

During project execution, the Iowa DOT does plan to collect and report on the following: the number of strategies implemented; types of retrofitted engines/vehicles/equipment; expected tons of diesel exhaust reduction achieved, cost-effectiveness of project (in \$/ton or \$/lb.), and the health benefits achieved. EPA's Diesel Emissions Quantifier (DEQ) will be used to help estimate some of these outputs.

**Short-term outcomes.** The Iowa DOT will continue to educate citizens and stakeholders about the program and the selected projects. Education will include: Maintaining an Iowa DOT DERA website to publicize the DERA program, including but not limited to, project requirements and information on performance milestones; and Publicize on social media outlets, such as the Iowa DOT's Facebook and Twitter accounts; and Publicize the program on participating organizations' websites.

The educational component may include 1) focus on the effect air pollution has on human respiratory systems; 2) explain the ambient air quality standards and what the significant sources of air pollution are; and 3) focus on actions individuals and businesses can take to clean the air every day.

**Medium-term outcomes.** The Iowa DOT will communicate the diesel emissions reduction benefits to state legislators and the governor's office. The program and its benefits will also be communicated to the citizens of Iowa.



It is intended that by publicizing the project statewide, it will keep stimulating public attention to voluntarily reduce air pollution overall. Organizations, as well as individuals, will be able to better identify how small, voluntary efforts to reduce air emissions can be part of their business plans and lifestyles.

**Long-term outcomes.** Through this effort and other efforts already in progress, the Iowa DOT expects to see improved ambient air quality in the state. Continued attainment of EPA health standards will reflect this, although other factors beyond diesel emission reductions will also contribute to this measurement.

Continued attention to voluntary efforts that will reduce air pollution will not only help keep Iowa's air quality in attainment but will also help reduce the health risks of targeted "high-risk" populations.

### **SUSTAINABILITY OF THE PROGRAM**

The Iowa DOT will identify the project partners selected for the 2017-2018 DERA Program on their website within sixty days of a signed agreement. Announcements on the Iowa DOT website, as well as social media will serve as the required public notification; information will include the amount of funding and a description of the vehicles and technologies being funded. The Iowa DOT will also include diesel exhaust reduction efforts in communications with the governor's office and state legislators.

Project partners will be asked to publicize the project and the need to reduce diesel emissions on their websites (and in other publications if they choose) to help increase the awareness among their citizens. Opportunities such as conferences, publications, and meetings provide an additional outreach mechanism for the Iowa DOT to communicate with their stakeholders and citizens.

## BUDGET NARRATIVE

### Itemized Project Budget

Budget Category	FY 2017			FY 2018			Total
	EPA Allocation	Voluntary Match (if applicable)	Mandatory Cost-Share (if applicable)	EPA Allocation	Voluntary Match (if applicable)	Mandatory Cost-Share (if applicable)	
1. Personnel	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2. Fringe Benefits	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3. Travel	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
4. Supplies	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5. Equipment	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
6. Contractual	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
7. Program Income	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
8. Other	\$350,256	\$300,000	\$0.00	\$412,685	\$300,000	\$0.00	\$1,362,941
<b>9. Total Direct Charges</b>	<b>\$350,256</b>	<b>\$300,000</b>	<b>\$0.00</b>	<b>\$412,685</b>	<b>\$300,000</b>	<b>\$0.00</b>	<b>\$1,362,941</b>
10. Indirect Charges	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Total</b>	<b>\$350,256</b>	<b>\$300,000</b>	<b>\$0.00</b>	<b>\$412,685</b>	<b>\$300,000</b>	<b>\$0.00</b>	<b>1,362,941</b>

### Explanation of Budget Framework

- **Personnel** – None
- **Fringe Benefits** – None
- **Travel** - None
- **Equipment** – None
- **Supplies** – None
- **Contractual** – None
- **Program Income** - None. Any project partners that obtain program income will be required to reduce if from the request for reimbursement.
- **Other** – Funding will be provided to project partners to be used only for the purchase and installation of diesel emissions reduction strategy technologies (i.e. retrofit equipment, vehicle replacement, etc.). All partners will be required to enter into an agreement with the Iowa DOT.
- **Indirect Charges** - None

### **Administrative Costs Expense Cap**

Iowa has elected to not use any of the DERA monies to cover administrative costs as identified in OMB Circular A-87 Appendix B (e.g. personnel, benefits, travel, supplies).

### **Matching Funds and Cost-Share Funds**

Matching funds are not required; however, Iowa has elected to use the Volkswagen Environmental Mitigation Trust Fund monies to match EPA's allocation. For all selected projects that require a cost-share (i.e. vehicle replacement), the project partner awarded funding will be responsible for meeting the minimum cost-share. Requirements for the cost-share will be identified in the agreement between the project partner and the Iowa DOT.

### **Funding Partnerships**

The Iowa DOT intends to provide participant support costs to program beneficiaries with eligible projects. Iowa DOT will grant one-time, lump-sum payments to fleet owners for the purchase and installation of eligible emission control technologies and vehicle replacements.

Eligible program beneficiaries will only receive reimbursement for up to the allowable cost-share of eligible equipment and installation costs. A written agreement between the Iowa DOT and the program beneficiary will include the following:

- A description of the activities that will be eligible for reimbursement;
- Identification of which party will have the title to the equipment purchased (if any);
- A listing of the maximum amount to be paid from the grant; and
- a description of the source documentation requirements to ensure proper accounting of EPA funds.