

## BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

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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)*

<b>Action Title:</b>	
<b>Beneficiary's Project ID:</b>	
<b>Funding Request No.</b>	<i>(sequential)</i>
<b>Request Type:</b> (select one or more)	<input type="checkbox"/> Reimbursement <span style="float: right;"><input type="checkbox"/> Advance</span> <input type="checkbox"/> Other (specify): _____
<b>Payment to be made to:</b> (select one or more)	<input type="checkbox"/> Beneficiary <input type="checkbox"/> Other (specify): _____
<b>Funding Request &amp; Direction (Attachment A)</b>	<input 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 type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal): _____			
<b>Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):</b>			
<b>Estimate of Anticipated NOx Reductions (5.2.3):</b>			
<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>			
<b>Describe how the Beneficiary will make documentation publicly available (5.2.7.2).</b>			
<b>Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8).</b>			
Total project budget:	Project costs paid by the Trust:	Project costs paid by the NDEP:	Cost share requirement:
\$ 2,738,973.60	\$ 274,971.00	\$ 384,145.00	\$ 2,079,857.60
<b>Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9).</b>			
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).

**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 \_\_\_\_\_, 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:** 3/18/19

Danilo Dragoni, PhD

**[NAME]**

**[SIGNATURE]**

Chief, Bureau of Air Quality Planning

**[TITLE]**

Nevada Division of Environmental Protection

**[LEAD AGENCY]**

**for**

Nevada

**[BENEFICIARY]**

**DETAILED DESCRIPTION OF MITIGATION ACTION ITEM INCLUDING  
COMMUNITY AND AIR QUALITY BENEFITS (5.2.2)**

The Nevada Division of Environmental Protection (NDEP) is submitting this Eligible Mitigation Action Category 10 – DERA Option school bus replacement project to support the early retirement and replacement of 18 diesel-powered school buses owned and operated by the Clark County School District (CCSD) located in Clark County, Nevada. Upon completion of the project, the permanent scrapping of these Government owned school buses for brand new, diesel-powered replacements will provide a direct benefit to air quality.

The details regarding the individual units being replaced through this project as well as the replacement units are included on pages 5-8 of this submission. The NDEP will work with CCSD on the scrapping of the program eligible school buses and will coordinate with their staff for routine updates and possible site visits to ensure a timely and efficient completion of this project. The NDEP will not seek to have CCSD reimbursed for this project until they have provided sufficient scrapping evidence to the NDEP.

The total, expected lifetime emissions reductions are provided in the table below. Emissions reductions were quantified using the EPA’s Diesel Emission Quantifier.<sup>1</sup>

<b>Pollutant</b>	<b>Emissions Reductions (tons)</b>
NO <sub>x</sub>	8.2119
PM <sub>2.5</sub>	0.6527
CO	3.5669
HC	0.9817
CO <sub>2</sub>	97.2

<sup>1</sup> The EPA’s Diesel Emission Quantifier can be found online at <https://cfpub.epa.gov/quantifier/index.cfm?action=main.home>.

Instructions / Units	Fleet Information	Group 1	Group 2
	Fiscal Year of EPA Funds Used:	2018	2018
	Fleet Owner:	Clark County School District	Clark County School District
	Vehicle or Engine Group Type:	On Highway	On Highway
	Primary Place of Performance		
	- State(s):	Nevada	Nevada
	- County:	Clark	Clark
	- City:	Las Vegas	Las Vegas
	- Zip Code:	89102	89102
	Target:	School Bus	School Bus
	Vehicle Class or Equipment Type:	Class 8	Class 8
	Quantity:	1	1
	Vehicle Identification Number(s):	1T7YU3C2171286647	1T7YU3C2271287015
	Vehicle Make:	Thomas	Thomas
	Vehicle Model:	Saf-T-Liner	Saf-T-Liner
	Vehicle Model Year:	2007	2007
	Engine Serial Number(s) :	WAX28220	WAX32585
	Engine Make:	Caterpillar	Caterpillar
	Engine Model:	C7	C7
	Engine Model Year:	2006	2006
	Engine Horsepower:	250	250
Liters per cylinder	Engine Cylinder Displacement:	7.2	7.2
Number of Cylinders per engine	Engine Number of Cylinders:	6	6
If unregulated, then NA	Engine Family Name:	6CPXH0442HBK	6CPXH0442HBK
	Engine Fuel Type:	Biodiesel B20	Biodiesel B20
Gallons per year per engine	Annual Amount of Fuel Used:	2,214.79	2,419.00
Miles per vehicle; On-Highway only	Annual Miles Traveled:	12,452.00	11,813.00
Hours per engine; On-Highway only	Annual Idling Hours:	187	177
Years per engine; Total number of years of engine life remaining at time of upgrade action	Remaining Life:	5 to 10 years	5 to 10 years
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant	Normal Attrition Year:	2021	2021
	Year of Upgrade Action:	2019	2019
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement
	Upgrade:	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel
	Upgrade Cost Per Unit:	\$ 152,165.20	\$ 152,165.20
	New Engine Model Year:	2019	2019
	New Engine Horsepower:	300	300
Liters per cylinder per engine	New Engine Cylinder Displacement:	9	9
Per engine	New Engine Number of Cylinders:	6	6
	New Engine Family Name:	ISL	ISL
	New Engine Fuel Type:	Biodiesel B20	Biodiesel B20
Hours per vehicle; On-Highway only	Annual Idling Hours Reduced:	0	0
Gallons per year per engine	Annual Diesel Gallons Reduced:	87	82

Group 3 2018	Group 4 2018	Group 5 2018	Group 6 2018	Group 7 2018	Group 8 2018
Clark County School District	Clark County School District	Clark County School District	Clark County School District	Clark County School District	Clark County School District
On Highway	On Highway	On Highway	On Highway	On Highway	On Highway
Nevada	Nevada	Nevada	Nevada	Nevada	Nevada
Clark	Clark	Clark	Clark	Clark	Clark
Las Vegas	Las Vegas	Las Vegas	Las Vegas	Las Vegas	Las Vegas
89102	89102	89102	89102	89102	89102
School Bus	School Bus	School Bus	School Bus	School Bus	School Bus
Class 8	Class 8	Class 8	Class 8	Class 8	Class 8
1	1	1	1	1	1
1T7YU3C2X71287022	1T7YU3C2771287012	1T7YU3C2871287018	1T7YU3C2071287014	1T7YU3C2771287009	1T7YU3C2671287017
Thomas	Thomas	Thomas	Thomas	Thomas	Thomas
Saf-T-Liner	Saf-T-Liner	Saf-T-Liner	Saf-T-Liner	Saf-T-Liner	Saf-T-Liner
2007	2007	2007	2007	2007	2007
WAX33586	WAX32191	WAX32646	WAX33494	WAX32717	WAX32469
Caterpillar	Caterpillar	Caterpillar	Caterpillar	Caterpillar	Caterpillar
C7	C7	C7	C7	C7	C7
2006	2006	2006	2006	2006	2006
250	250	250	250	250	250
7.2	7.2	7.2	7.2	7.2	7.2
6	6	6	6	6	6
6CPXH0442HBK	6CPXH0442HBK	6CPXH0442HBK	6CPXH0442HBK	6CPXH0442HBK	6CPXH0442HBK
Biodiesel B20	Biodiesel B20	Biodiesel B20	Biodiesel B20	Biodiesel B20	Biodiesel B20
2,626.88	3,150.20	2,267.90	3,011.80	2,147.70	2,321.00
15,684.00	15,927.00	12,043.00	17,376.00	11,546.00	11,875.00
235	238	180	260	173	178
5 to 10 years	5 to 10 years	5 to 10 years	5 to 10 years	5 to 10 years	5 to 10 years
2021	2021	2021	2021	2021	2021
2019	2019	2019	2019	2019	2019
Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel
\$ 152,165.20	\$ 152,165.20	\$ 152,165.20	\$ 152,165.20	\$ 152,165.20	\$ 152,165.20
2019	2019	2019	2019	2019	2019
300	300	300	300	300	300
9	9	9	9	9	9
6	6	6	6	6	6
ISL	ISL	ISL	ISL	ISL	ISL
Biodiesel B20	Biodiesel B20	Biodiesel B20	Biodiesel B20	Biodiesel B20	Biodiesel B20
0	0	0	0	0	0
110	111	84	121	81	83

Group 9 2018	Group 10 2018	Group 11 2018	Group 12 2018	Group 13 2018	Group 14 2018
Clark County School District	Clark County School District	Clark County School District	Clark County School District	Clark County School District	Clark County School District
On Highway	On Highway	On Highway	On Highway	On Highway	On Highway
Nevada	Nevada	Nevada	Nevada	Nevada	Nevada
Clark	Clark	Clark	Clark	Clark	Clark
Las Vegas	Las Vegas	Las Vegas	Las Vegas	Las Vegas	Las Vegas
89102	89102	89102	89102	89102	89102
School Bus	School Bus	School Bus	School Bus	School Bus	School Bus
Class 8	Class 8	Class 8	Class 8	Class 8	Class 8
1	1	1	1	1	1
1T7YU3C2X71287019	1T7YU3C2171287006	1T7YU3C2671287003	1T7YU3C2371287024	1T7YU3C2571287025	1T7YU3C2271287001
Thomas	Thomas	Thomas	Thomas	Thomas	Thomas
Saf-T-Liner	Saf-T-Liner	Saf-T-Liner	Saf-T-Liner	Saf-T-Liner	Saf-T-Liner
2007	2007	2007	2007	2007	2007
WAX33483	WAX32605	WAX32341	WAX33542	WAX33512	WAX32234
Caterpillar	Caterpillar	Caterpillar	Caterpillar	Caterpillar	Caterpillar
C7	C7	C7	C7	C7	C7
2006	2006	2006	2006	2006	2006
250	250	250	250	250	250
7.2	7.2	7.2	7.2	7.2	7.2
6	6	6	6	6	6
6CPXH0442HBK	6CPXH0442HBK	6CPXH0442HBK	6CPXH0442HBK	6CPXH0442HBK	6CPXH0442HBK
Biodiesel B20	Biodiesel B20	Biodiesel B20	Biodiesel B20	Biodiesel B20	Biodiesel B20
2,441.57	2,539.98	2,694.44	2,463.23	2,569.99	2,635.30
13,385.00	14,502.00	14,969.00	13,495.00	14,875.00	13,608.00
201	217	224	202	223	204
5 to 10 years	5 to 10 years	5 to 10 years	5 to 10 years	5 to 10 years	5 to 10 years
2021	2021	2021	2021	2021	2021
2019	2019	2019	2019	2019	2019
Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel
\$ 152,165.20	\$ 152,165.20	\$ 152,165.20	\$ 152,165.20	\$ 152,165.20	\$ 152,165.20
2019	2019	2019	2019	2019	2019
300	300	300	300	300	300
9	9	9	9	9	9
6	6	6	6	6	6
ISL	ISL	ISL	ISL	ISL	ISL
Biodiesel B20	Biodiesel B20	Biodiesel B20	Biodiesel B20	Biodiesel B20	Biodiesel B20
0	0	0	0	0	0
93	101	105	94	104	95

Group 15	Group 16	Group 17	Group 18
2018	2018	2018	2018
Clark County School District	Clark County School District	Clark County School District	Clark County School District
On Highway	On Highway	On Highway	On Highway
Nevada	Nevada	Nevada	Nevada
Clark	Clark	Clark	Clark
Las Vegas	Las Vegas	Las Vegas	Las Vegas
89102	89102	89102	89102
School Bus	School Bus	School Bus	School Bus
Class 8	Class 8	Class 8	Class 8
1	1	1	1
1T7YU3C2471287016	1T7YU3C2971287027	1T7YU3C2671287020	1T7YU3C2971287013
Thomas	Thomas	Thomas	Thomas
Saf-T-Liner	Saf-T-Liner	Saf-T-Liner	Saf-T-Liner
2007	2007	2007	2007
WAX32266	WAX33516	WAX33534	WAX32645
Caterpillar	Caterpillar	Caterpillar	Caterpillar
C7	C7	C7	C7
2006	2006	2006	2006
250	250	250	250
7.2	7.2	7.2	7.2
6	6	6	6
6CPXH0442HBK	6CPXH0442HBK	6CPXH0442HBK	6CPXH0442HBK
Biodiesel B20	Biodiesel B20	Biodiesel B20	Biodiesel B20
2,492.40	2,841.50	2,191.20	2,459.00
14,512.00	14,420.00	11,833.00	12,718.00
217	216	178	190
5 to 10 years	5 to 10 years	5 to 10 years	5 to 10 years
2021	2021	2021	2021
2019	2019	2019	2019
Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel
\$ 152,165.20	\$ 152,165.20	\$ 152,165.20	\$ 152,165.20
2019	2019	2019	2019
300	300	300	300
9	9	9	9
6	6	6	6
ISL	ISL	ISL	ISL
Biodiesel B20	Biodiesel B20	Biodiesel B20	Biodiesel B20
0	0	0	0
101	101	83	88



## 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 requested<sup>1</sup> "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*.

<sup>1</sup> 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*<sup>2</sup>; 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 Commission<sup>3</sup>, the Director<sup>4</sup> 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.**

<sup>2</sup> Nevada Department of Conservation and Natural Resources (DCNR)

<sup>3</sup> Nevada State Environmental Commission

<sup>4</sup> 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**

<b>Milestone</b>	<b>Date</b>
NDEP begins solicitation for projects	CY 2018, Q1
EPA grants award	CY 2018, Q2
Project partner submits application to NDEP	CY 2018, Q3
Project partner enters into Contracts, Purchase Orders, etc.	CY 2018, Q4
NDEP enters into Subgrant Agreement with project partner	CY 2019, Q1
NDEP Submits and Trustee acknowledges receipt of project certification and funding direction	CY 2019, Q1
Project partner begins receiving new equipment	CY 2019, Q2
Project Partner begins scrapping old transit buses as new buses are received	CY 2019, Q2
Project partner provides final invoice for equipment replacement to NDEP	CY 2019, Q3
NDEP completes review and certifies payment direction to Trustee (Reimbursement)	CY 2019, Q3
Trustee acknowledges receipt of direction for payment (Reimbursement)	CY 2019, Q3
NDEP reports project completion	CY 2019, Q3

**PROJECT BUDGET**

<b>Budget Category</b>	<b>Share of Replacement Budget Funded by the Trust</b>	<b>Share of Replacement Budget Funded by the NDEP</b>	<b>Cost Share (Paid by Project Partner)</b>	<b>Subtotal</b>
<b>Equipment Expenditures</b>				
1 School Bus	\$ 15,216.52	\$ 21,303.13	\$ 115,645.55	\$ 152,165.20
<b>Subtotal for 18 School Buses</b>	<b>\$ 274,971.00</b>	<b>\$ 384,145.00</b>	<b>\$ 2,079,857.60</b>	<b>\$ 2,738,973.60</b>
<b>Project Totals</b>	<b>\$ 274,971.00</b>	<b>\$ 384,145.00</b>	<b>\$ 2,079,857.60</b>	<b>\$ 2,738,973.60</b>
Associated Percentages	10% of Total Trust Project Cost	14% of Replacement Cost	76% of Replacement Cost	

**PROJECTED TRUST ALLOCATIONS**

<b>ANNUAL PROJECTIONS</b>	<b>2019</b>
1. Anticipated annual project funding request to be paid through the Trust	\$ 274,971.00
2. Portion of anticipated project funding request to be paid through the Trust to cover Eligible Mitigation Action Administrative Expenditures	\$ 0.00
3. Portion of anticipated project funding request to be paid through the Trust to cover Eligible Mitigation Action Expenditures	\$ 274,971.00
4. Anticipated annual cost share	\$ 2,464,002.60
5. Anticipated total project funding by year (line 1 plus line 4)	\$ 2,738,973.60
<b>CUMULATIVE PROJECTIONS</b>	
6. Cumulative outstanding Trustee payments requested against cumulative approved Beneficiary allocation	\$ 7,756,793.27
7. Cumulative Trustee payments made to date against cumulative approved Beneficiary allocation	\$ 684,068.10
8. Beneficiary funding to be paid through the Trust for this project (sum of line 1)	\$ 274,971.00
9. Total funding approved for Beneficiary Eligible Mitigation Actions, inclusive of current Action (sum of lines 6, 7, and 8)	\$ 8,715,832.37
10. Beneficiary share of estimated funds remaining in Trust	\$ 24,189,956.38
11. Estimated Beneficiary funds remaining in Trust after project completion (line 10 minus lines 6 and 8)	\$ 16,158,192.11



**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 2017/2018 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**

**Purchase Order 3000641433**

<b>Supplier Address</b> Buswest LLC  10150 Cherry Avenue Fontana CA 92335 Ph: 909-770-5189 Fax: 562-447-1465	<b>Document Date</b> 11/29/2018 <b>Buyer</b> Adele A Prusa <b>Buyer Phone</b> 702-799-5225 x5466 <b>Email</b> prusaaa@nv.ccsd.net <b>Delivery Date</b> <b>05/30/2019</b> <b>Payment Terms</b> Within 30 days Due net. <b>Shopping Cart Desc.</b> THOMAS BUS HDX 87 PASSENGER <b>Goods Recipient</b> MICHAEL MOORE
<b>Bill To</b> CCSD Accounts Payable 2832 E. Flamingo Rd. Las Vegas, NV 89121 AP Clerk: Virginia Delgado AP Clerk Phone: 702-799-5360 x5331 AP Clerk Fax: (702) 799-5482	

**Ship To**  
 MATHEW B. WALLACE TRANSPORTATION CENTER (0389)  
 975 WEST WELPMAN WAY  
 HENDERSON NV 89044

**Delivery Instructions:**

Item	Material/Description	Quantity	UM	Unit Price	Total
1	Bus, Thomas HDX 87 Passenger, \$147,056.52	10.0	Each	\$156,435.20 /Each	\$1,564,352.00
	Less:				
	Credit Removal of 1 Left Emergency Window			-132.00	
	Credit Removal of 1 Right Emergency Window			-132.00	
	Credit Supplying 2-Way Radio			-500.00	
	Base Price Per Bus: \$146,292.52				
	Buses Numbers: 208001-208010				
	Bus number above entrance door 2"				
	Seat 2" L 1-14 & R 1-15 \$50.00				
	2 Year Warranty \$1,760.00				
	Video Camera Gatekeeper/Wifi/Forward				
	Camera/No SD Card \$3,002.68				
	Back-Up Camera Roscoe \$600.00				
	Add Right Side Emergency Door \$830.00				
	Yellow Wheels (4 + Spare) \$100.00				
	Storage, Additional Drivers (N/C)				
	Brake Engine (N/C)				
	Barrier Pouch (N/C)				

Purchase Order 3000641433

Item	Material/Description	Quantity	UM	Unit Price	Total
	Pneumatic Stop Arms w/LED Lights & Crossing Arm (N/C) Vandal Locks \$200.00 Underfloor Pass Through Storage \$2,600.00 Roof Mount Condensor \$1,000.00 Fogmaker Fire Suppression (N/C)				
2	Bid Number: 16048TCG S  Bus, Thomas HDX 87 Passenger, \$147,056.52  Less: Credit Removal of 1 Left Emergency Window -132.00 Credit Removal of 1 Right Emergency Window -132.00 Credit Supplying 2-Way Radio -500.00 Credit Removal of Spare Tire Carrier -470.00  Base Price for Bus: \$145,822.52 Bus Numbers: 208011 - 208020  Bus # Above Entrance Door 2" (N/C) Seat 2" L 1-14 & R 1-15 \$50.00 2 Year Warranty \$1,760.00 Video Observation System Safety Vision \$4,674.11 Add Right Side Emergency Door \$830.00 Yellow Wheels (4 + Spare) \$100.00 Fogmaker Fire Suppression System (N/C) Storage, Additional Drivers (N/C) Brake Engine (N/C) Barrier Pouch (N/C) Pneumatic Stop Arms w/LED Lights & Crossing Arm (N/C)	10.0	Each	\$153,236.63 /Each	\$1,532,366.30
3	Bid Number: 16048TCG S  Bus HDX 87 Passenger configuration 147,056.52  Less: Credit Removal of 1 Left Emergency Window -132.00	83.0	Each	\$152,165.20 /Each	\$12,629,711.60

Purchase Order 3000641433

Item	Material/Description	Quantity	UM	Unit Price	Total
	Credit Removal of 1 Right Emergency Window -132.00				
	Credit Supplying 2-Way Radio -500.00				
	Credit Removal of Spare Tire carrier -470.00				
	Base Price for Bus: \$145,822.52				
	Bus Numbers: 208021 - 208103				
	Bus # above entrance door 2"				
	Seat 2" L 1-14 & R 1-15 \$50.00				
	2 Year Warranty \$1,760.00				
	Video Camera Gatekeeper/Wifi/Forward				
	Camera/No SD Card \$3,002.68				
	Back-Up Camera Roscoe \$600.00				
	Add Right Side Emergency Door \$830.00				
	Yellow Wheels (4 + Spare) \$100.00				
	Fogmaker Fire Suppression System (N/C)				
	Storage, Additional Drivers (N/C)				
	Brake Engine (N/C)				
	Barrier Pouch (N/C)				
	Pneumatic Stop Arms w/LED Lights & Crossing				
	Arm (N/C)				
	Bid Number: 16048TCG S				
	Document Total			USD\$	15,726,429.90

This Purchase Order is subject to the Terms and Conditions incorporated herein by this reference. For a copy of the Terms and Conditions, please log on to <http://pur.ccsd.net>.

**Approved By: CARL STAGGS**

**ATTACHMENT E**

**DERA OPTION**



**FISCAL YEAR 2018**

**STATE CLEAN DIESEL GRANT PROGRAM**

**WORK PLAN AND BUDGET NARRATIVE TEMPLATE**

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INSTRUCTIONS: States and territories applying for FY 2018 DERA State Clean Diesel Grant Program funding must use this template to prepare their Work Plan and Budget Narrative.

Please refer to the FY 2017-2018 STATE CLEAN DIESEL PROGRAM INFORMATION GUIDE for full Program details, eligibility criteria and funding restrictions, and application instructions.

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## SUMMARY PAGE

**Project Title:** Nevada State Clean Diesel Program – Clark County School District Vehicle Replacement Project

### Project Manager and Contact Information

**Organization Name:** Nevada Division of Environmental Protection

**Project Manager:** Joe Perreira (program contact) and 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](mailto:jperreira@ndep.nv.gov) and [mgower@ndep.nv.gov](mailto:mgower@ndep.nv.gov)

### Project Budget Overview:

	<b>FY 2017*</b>	<b>FY 2018</b>
EPA Base Allocation	\$ 232,001	\$ 274,971
State or Territory Matching Funds (if applicable)	\$ 232,001	\$ 274,971
EPA Match Incentive (if applicable)	\$ 116,001	\$ 137,486
Mandatory Cost-Share	\$ 1,945,171.50	\$ 2,040,000
Voluntary Cost-Share		\$ 20,884
<b>TOTAL Project</b>	<b>\$ 2,525,174.50</b>	<b>\$ 2,748,312</b>

\*FY 2017 budget is only for states and territories with open FY 2017 State DERA grants

### Project Period

October 1, 2018 – September 30, 2019

### Summary Statement

The Nevada Division of Environmental Protection (NDEP) will use the FY 2018 DERA funds to effectively and permanently reduce NO<sub>x</sub> and PM<sub>2.5</sub> in Clark County, Nevada. The NDEP will provide pass-through funding to Clark County School District to support the early retirement and replacement of program eligible school buses in Nevada. The project, when successfully completed, will early-retire seventeen program-eligible diesel-powered school buses with new diesel-powered replacements.

The selection of on-road diesel vehicles for the FY 2018 DERA program is based on supporting the efforts of the fifth largest school district in the United States to more rapidly transition their fleet to school buses meeting the current emission standard.

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

\*\*\*\*

## **SCOPE OF WORK**

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

The Nevada State Clean Diesel Program complements 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 PM<sub>10</sub>, CO, and the 1997 O<sub>3</sub> standard. Areas of Clark County also recently went into nonattainment for the 2015 O<sub>3</sub> 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 PM<sub>10</sub> levels. Washoe County is a maintenance area for CO and PM<sub>10</sub>. According to the 2014 National Emissions Inventory, diesel-based mobile source NO<sub>x</sub> emissions accounted for more than 28.9 percent of the State's total NO<sub>x</sub> emissions. When comparing Nevada's counties, mobile source NO<sub>x</sub> 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 strives to utilize funds in a manner that achieves significant reductions in diesel emissions and support efforts of state and municipal fleets to transition to zero- and near zero-emission vehicles. 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 O<sub>3</sub> and O<sub>3</sub> precursors such as NO<sub>x</sub> 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 program-eligible highway diesel vehicles. Nevada is planning to match the Base Allocation with funds from the Volkswagen Environmental Mitigation Trust Agreement for State Beneficiaries 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 \$687,428 (ignoring the Mandatory Cost-Share), Nevada estimates that up to seventeen heavy-duty on-highway diesel vehicle replacements will be possible with FY 2018 DERA Program funds.

Nevada is planning to partner with the Clark County School District (CCSD) to early-retire seventeen program-eligible diesel-powered school buses with new diesel-powered replacements. This project is located in Clark County, Nevada, parts of which are now in nonattainment for the 2015 O<sub>3</sub> standard. Supporting CCSD's efforts to more rapidly transition their fleet to school buses meeting the current emission standard will hopefully spur/encourage other fleets in the marginal nonattainment area and throughout the state to transition to vehicles with lower tailpipe emissions. This translates into helping Clark County get back into attainment for the 2015 O<sub>3</sub> NAAQS.

Project success will be measured in terms of emissions reductions, which will be calculated using the Diesel Emission Qualifier (DEQ). Estimates for emissions 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 the qualifying project partner (the project partner being CCSD). The NDEP will develop a funding agreement with our project partner, 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.

Generally, participating fleets are required to contribute the mandatory matching funds for replacement projects. As in past program years, 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.

## 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 2018, Quarter 3
EPA grants award	FY 2018, Quarter 4
Project partner application submission and review	FY 2019, Quarter 1
Agency subgrant selection and agreements signed	FY 2019, Quarter 1
EPA Quarterly Report Due	FY 2019, Quarter 1
Project partners begin procurement of equipment for replacement	FY 2019, Quarter 2
EPA Quarterly Report Due	FY 2019, Quarter 2
Project partners complete equipment replacement	FY 2019, Quarter 3
EPA Quarterly Report Due	FY 2019, Quarter 3
Project completion and final funding drawdown	FY 2019, Quarter 4
EPA Quarterly Report Due	FY 2019, Quarter 4
Final Report due to EPA	FY 2020, Quarter 1

## DERA PROGRAMMATIC PRIORITIES:

The priorities of the Nevada State Clean Diesel Program 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 program is to reduce exposure to harmful diesel emissions across Nevada. Diesel emissions reductions are determined using the DEQ and will consider the emissions reductions associated with the early retirement of seventeen program-eligible diesel-powered school buses for new versions meeting MY 2017 engines certified to EPA emission standards.
2. The program will utilize equipment replacement and be implemented through a low-overhead programmatic structure to provide assistance in fleet turnover to reduce diesel emissions.
3. The program gives 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. This year's program focus is on the O<sub>3</sub> marginal nonattainment area within Clark County, Nevada.
4. The program focuses on public services fleets that operate their vehicles a substantial 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. This program will maximize the service life of the certified engine configuration through a subgrant agreement between the project partner 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.

6. 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 2018-2022 Strategic Plan Goals. That is, the Agency's "Back-to-Basic" agenda and its three over-arching goals which reflect the Administrator's core philosophies: 1, refocus the agency back to its core mission; 2, restore power to the states through cooperative federalism; and 3, lead the agency through improved processes and adhere to the rule of law.

The recipient fleet will scrap mid-2000's engine model year diesel-powered 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 the areas of Clark County that are in nonattainment for the 2015 O<sub>3</sub> NAAQS get back into attainment. Implementing this program will also mitigate regional air pollution.

### **ANTICIPATED OUTCOMES**

Anticipated outcomes of the Nevada State Clean Diesel Program can be expressed in short, medium, and long-term considerations. In the short-term, 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 both 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. The NDEP intends to post a summary of the project funded by FY 2018 program funding and expected outcomes on the Nevada State Clean Diesel Program webpage.

Medium-term outcomes are expected to include a continued reduction in fleet diesel emissions, instilling the program goals in other state and municipal fleets, and laying the groundwork for the continued replacement 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. The NDEP hopes that the Nevada State Clean Diesel Program will continue to foster an interest among all fleets using diesel-powered vehicles in Nevada in improving air quality voluntarily through use of retrofit technology, repowering work, or early attrition of their 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 Program. The NDEP is planning on Program funds (not including the mandatory cost-share) to be \$687,428. The NDEP anticipates the early retirement of up to seventeen fleet vehicles.

A second output is the reduction in emissions that will result from the expected service life of the new school bus over that of the older, replaced unit. The DEQ was used to calculate criteria pollutant reductions. Use of this calculation tool required that several assumptions be made concerning vehicle age, mileage, and other parameters. Results from the DEQ are in the table on the next page (a copy of the spreadsheet produced by the DEQ can be provided upon request). A third output is the reduction in cases of respiratory illness attributable to diesel emission exposure and the associated reduction in related healthcare costs. These benefits include costs associated with premature deaths, hospital visits, and time lost from work and school.

#### FY 2018 Vehicle Replacements – Criteria Pollutant Reductions

Project #1 – Diesel-Powered School Bus Replacements	Vehicle Class/Equipment	School Buses
	Number of Vehicles	17
	Model Year	2005
Pollutant	Annual Emissions (short tons)	Lifetime Emissions (short tons)
Nitrous Oxides (NO <sub>x</sub> )	1.5087	7.5435
Particulate Matter (PM <sub>2.5</sub> )	0.1113	0.5564
Hydrocarbons (HC)	0.171	0.8549
Carbon Monoxide (CO)	0.6313	3.1565
Carbon Dioxide (CO <sub>2</sub> )	0	0

Default values from the DEQ were used for quantifying the emissions reductions of the school bus replacements (assumed an upgrade year of 2019). A more accurate idea of expected emissions reductions will be calculated when CCSD has submitted actual vehicle data to the NDEP.

## **SUSTAINABILITY OF THE PROGRAM:**

The Nevada State Clean Diesel Program has been actively involved in supporting diesel-emission reduction solutions to state and municipal fleets in Nevada for more than a decade and shows no signs of slowing down. The NDEP actively promotes program successes, provides assistance to fleets (both public and private) in finding ways to reduce diesel emissions in their fleets, and attends conferences to both spread awareness about the Program's efforts and to learn more about cost-effective solutions to mitigating diesel emissions and transitioning Nevada's fleet of diesel-powered vehicles to zero- and near zero-emission solutions.

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## **BUDGET NARRATIVE**

This section of the work plan should include a detailed itemized budget proposal (in addition to the Standard Form 424A), using the table below. Justify the expenses for each of the categories being performed within the grant/project period. Indicate which costs will be paid by the state's or territory's allocation from EPA (which would include the bonus match, if applicable) and which costs will be paid by the state's or territory's voluntary matching funds, if applicable.

Applicants must **itemize** costs related to personnel, fringe benefits, travel, equipment, supplies, contractual costs, other direct costs, indirect costs, and total costs. If the project budget includes any cost-share, mandatory or voluntary, the budget detail portion of the work plan must include a detailed description of how the applicant will obtain the cost-share and how the cost-share funding will be used.

Mandatory cost-share funds must be in the form of cash contributions to the Equipment Category. If EPA accepts an offer for a voluntary cost-share, applicants must meet their sharing commitment in order to receive EPA funding. If the proposed cost-share is to be provided by a third-party, a letter of commitment is encouraged. Any form of cost-share included in the budget detail must also be included on the SF-424 and SF-424A.

Applicants should use the following instructions, budget category descriptions and example table to complete the budget detail section of the work plan. Detailed sample budgets representing various mandatory cost-share versus state voluntary match scenarios are available at: [www.epa.gov/cleandiesel/clean-diesel-state-allocations](http://www.epa.gov/cleandiesel/clean-diesel-state-allocations).

**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 (paid by Nevada)	Mandatory Cost-Share (paid by fleet owner)	Voluntary Cost-Share (paid by fleet owner)	
<b>1. Personnel</b>	\$ 10,003			\$ 20,517				\$ 30,520
<b>2. Fringe Benefits</b>				\$ 7,795				\$ 7,795
<b>3. Travel</b>								
<b>4. Supplies</b>								
<b>5. Equipment</b>								
<b>6. Contractual</b>								
<b>7. Program Income</b>								
<b>8. Other</b>	\$ 337,999	\$ 232,001	\$ 1,945,171.50	\$ 384,145	\$ 274,971	\$ 2,040,000	\$ 20,884	\$ 5,235,171.50
<b>9. Total Direct Charges</b>	\$ 348,002	\$ 232,001	\$ 1,945,171.50	\$ 412,457	\$ 274,971	\$ 2,040,000	\$ 20,884	\$ 5,273,486.50
<b>10. Indirect Charges</b>								
<b>Grand Total</b>	\$ 348,002	\$ 232,001	\$ 1,945,171.50	\$ 412,457	\$ 274,971	\$ 2,040,000	\$ 20,884	\$ 5,273,486.50

**Explanation of Budget Framework**

- **Personnel - List all staff positions by title. Give annual salary, percentage of time assigned to the project, and total cost for the budget period.**

Title	Annual Salary	Percent Time Commitment to Project	Total Cost to the Budget
Chief, Bureau of Air Quality Planning	\$ 87,700	5%	\$ 4,385.00
Management Analyst 1	\$ 45,643	5%	\$ 2,282.15
Supervisor, Environmental Scientist 4	\$ 74,647	5%	\$ 3,732.35
Staff 2, Associate Engineer	\$ 67,451	15%	\$ 10,117.65
<b>Grand Total</b>	<b>\$ 275,441</b>		<b>\$ 20,517</b>

- **Fringe Benefits - Identify the percentage used, the basis for its computation, and the types of benefits included.**

Title	Annual Fringe Benefits	Percent Time Commitment to Project	Total Cost to the Budget
Chief, Bureau of Air Quality Planning	\$ 26,433	5%	\$ 1,321.65
Management Analyst 1	\$ 27,451	5%	\$ 1,372.55
Supervisor, Environmental Scientist 4	\$ 34,077	5%	\$ 1,703.85
Staff 2, Associate Engineer	\$ 22,646	15%	\$ 3,396.90
<b>Grand Total</b>	<b>\$ 110,607</b>		<b>\$ 7,795</b>

The percentages used in the calculations for Fringe Benefits charges are the same percentages being used in the Personnel budget category. These percentages represent the time commitment of staff to ensure the project’s successful completion.

- **Travel - Specify the mileage, per diem, estimated number of trips in-State and out-of-State, number of travelers, and other costs for each type of travel.**

No travel costs have been budgeted.

- **Equipment - Identify each item to be purchased which has an estimated acquisition cost of \$5,000 or more per unit and a useful life of more than one year.**

No equipment costs have been budgeted.

- **Supplies - “Supplies” means all tangible personal property other than “equipment”.**

No supply costs have been budgeted.

- **Contractual - Identify each proposed contract and specify its purpose and estimated cost.**

No contractual costs have been budgeted.

- **Other - List each item in sufficient detail for EPA to determine the reasonableness and allowability of its cost.**

<b>Line Item and Itemized Cost</b>	<b>Federal Funds</b>	<b>Voluntary State Match (paid by Nevada)</b>	<b>Mandatory Cost-Share (paid by fleet owner)</b>	<b>Voluntary Cost-Share (paid by fleet owner)</b>	<b>TOTAL PROJECT COST</b>
Project #1 – Diesel-Powered School Bus Replacements					
Vehicle #1	\$ 24,000	\$ 16,000	\$ 120,000		\$ 160,000
Vehicle #2	\$ 24,000	\$ 16,000	\$ 120,000		\$ 160,000
Vehicle #3	\$ 24,000	\$ 16,000	\$ 120,000		\$ 160,000
Vehicle #4	\$ 24,000	\$ 16,000	\$ 120,000		\$ 160,000
Vehicle #5	\$ 24,000	\$ 16,000	\$ 120,000		\$ 160,000
Vehicle #6	\$ 24,000	\$ 16,000	\$ 120,000		\$ 160,000
Vehicle #7	\$ 24,000	\$ 16,000	\$ 120,000		\$ 160,000
Vehicle #8	\$ 24,000	\$ 16,000	\$ 120,000		\$ 160,000
Vehicle #9	\$ 24,000	\$ 16,000	\$ 120,000		\$ 160,000
Vehicle #10	\$ 24,000	\$ 16,000	\$ 120,000		\$ 160,000
Vehicle #11	\$ 24,000	\$ 16,000	\$ 120,000		\$ 160,000
Vehicle #12	\$ 24,000	\$ 16,000	\$ 120,000		\$ 160,000
Vehicle #13	\$ 24,000	\$ 16,000	\$ 120,000		\$ 160,000
Vehicle #14	\$ 24,000	\$ 16,000	\$ 120,000		\$ 160,000
Vehicle #15	\$ 24,000	\$ 16,000	\$ 120,000		\$ 160,000
Vehicle #16	\$ 24,000	\$ 16,000	\$ 120,000		\$ 160,000
Vehicle #17	\$ 145	\$ 18,971	\$ 120,000	\$ 20,884	\$ 160,000
<b>Project Subtotal</b>	<b>\$ 384,145</b>	<b>\$ 274,971</b>	<b>\$ 2,040,000</b>	<b>\$ 20,884</b>	<b>\$ 2,720,000</b>
<b>OTHER TOTAL</b>	<b>\$ 384,145</b>	<b>\$ 274,971</b>	<b>\$ 2,040,000</b>	<b>\$ 20,884</b>	<b>\$ 2,720,000</b>

- **Indirect Charges - If indirect charges are budgeted, indicate the approved rate and base.**

No indirect charges have been budgeted.

### **Administrative Costs Expense Cap**

The NDEP has budgeted \$28,312 from this program year to cover administrative expenses. These funds will go exclusively to help cover the personnel and fringe benefits costs associated with administering the Program. What is being requested is just more 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 Trust Fund for State Beneficiaries to meet the Program voluntary match. Nevada has already submitted and received approval on two funding requests to the Trustee relating directly to FY 2017 DERA projects (see <https://www.vwenvironmentalmitigationtrust.com/state-trust/nevada> for more information). Furthermore, Nevada is receiving more than \$24.8 million from the 2.0L and 3.0L Partial Settlements and the NDEP (Nevada's Lead Agency) already has access to one-third of those funds. Clark County School District, the NDEP's project partner this award year, will be meeting the mandatory cost-share through their fleet replacement budget. They will not be using any additional federal, or Volkswagen Settlement funds to support the purchases of these vehicles.

### **Funding Partnerships**

The NDEP will establish a Subgrant Agreement with the Clark County School District. This Agreement will only fund the replacement costs of the vehicles. Also, this Agreement will ensure that EPA grant terms and conditions are followed. The NDEP operates the Nevada State Clean Diesel Program on a reimbursement basis. That is, the NDEP will not be requesting a drawdown of funds until the scrapping of the vehicles (according to programmatic requirements) has been adequately demonstrated and the School District has taken hold of the replacements.