

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary Cheyenne River Sioux Tribe

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

| | |
|---|--|
| Action Title: | Cheyenne River Sioux Tribe Large Truck Replacement Project |
| Beneficiary's Project ID: | 2019-CRST-VW-001 |
| Funding Request No. | <i>(sequential)</i> 2 |
| Request Type: (select one or more) | <input type="checkbox"/> Reimbursement <input checked="" type="checkbox"/> Advance <input type="checkbox"/> Other (specify): _____ |
| Payment to be made to: (select one or more) | <input checked="" type="checkbox"/> Beneficiary <input type="checkbox"/> Other (specify): _____ |
| Funding Request & Direction (Attachment A) | <input checked="" type="checkbox"/> Attached to this Certification <input type="checkbox"/> To be Provided Separately |

SUMMARY

| | |
|--|--|
| Eligible Mitigation Action | <input checked="" type="checkbox"/> Appendix D-2 item (specify): <u>Item 1 (Large Truck Replacement)</u> |
| Action Type | <input type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal): |
| Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2): See addendum | |
| Estimate of Anticipated NOx Reductions (5.2.3): See addendum | |
| 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): See addendum | |
| Describe how the Beneficiary will make documentation publicly available (5.2.7.2). See addendum | |
| Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8). See addendum | |
| Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9). See addendum | |

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

ATTACHMENTS
(CHECK BOX IF ATTACHED)

- | | | |
|-------------------------------------|---------------------|---|
| <input checked="" type="checkbox"/> | Attachment A | Funding Request and Direction. |
| <input checked="" type="checkbox"/> | Attachment B | Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline (5.2.4). |
| <input checked="" type="checkbox"/> | Attachment C | Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11). |
| <input checked="" type="checkbox"/> | 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.] |
| <input type="checkbox"/> | Attachment E | DERA Option (5.2.12). [Attach only if using DERA option.] |
| <input type="checkbox"/> | 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 Cheyenne River Sioux Tribe, 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: 8/29/19

David Nelson

[NAME]

[TITLE] Director

Department of Environment and Natural Resources

SIGNATURE: 

[LEAD AGENCY]

for

Cheyenne River Sioux Tribe

[BENEFICIARY]

**CHEYENNE RIVER SIOUX TRIBE
ADDENDUM TO APPENDIX D-4**

August 29, 2019

Summary

5.2.2

During the second funding cycle of the Volkswagen Settlement Environmental Mitigation Trust for Indian Tribes, the Cheyenne River Sioux Tribe will replace two (2) government-owned Class 8 Eligible Large Trucks (Item 1) with two (2) low-emission new diesel trucks.

The Class 8 Eligible Large Trucks to be replaced will be two (2) of the following:

| <u>No.</u> | <u>Year</u> | <u>Make</u> | <u>Model</u> | <u>Description</u> | <u>VIN</u> |
|------------|-------------|------------------|--------------|--------------------|-------------------|
| 1 | 1999 | Navistar (Intl.) | 9400 | Truck-Tractor | 2HSFHAER1XC026374 |
| 2 | 2000 | Navistar (Intl.) | L9427 | Truck-Tractor | 2HSCNAMR9YC050663 |
| 3 | 2003 | Daimler | Columbia | Truck-Tractor | 1FUJA6AV53LK47394 |
| 4 | 2005 | Daimler | Columbia | Truck-Tractor | 1FUJA6DE65LN79651 |
| 5 | 2005 | Daimler | CST120 | Truck-Tractor | 1FUJBBDEX5LU66484 |
| 6 | 2005 | Daimler | CL120 | Truck-Tractor | 1FUJA6FR85LN79649 |

The Class 8 Eligible Large Trucks will be scrapped and replaced with low-emission new diesel trucks. The Cheyenne River Sioux Tribe understands the term “scrapped” to mean to render inoperable and available for recycle and, at a minimum, to specifically cut a 3-inch hole in the engine block for all engines and, for vehicles to be replaced as a part of this project, to disable the chassis by cutting the vehicle’s frame rails completely in half.

The low-emission replacement trucks that the Cheyenne River Sioux Tribe will acquire are as follows:

| <u>Year</u> | <u>Make</u> | <u>Model</u> | <u>Description</u> | <u>Qty.</u> | <u>Cost per Unit</u> |
|-------------|-------------|--------------|----------------------------------|-------------|----------------------|
| 2020 | Kenworth | W900 | W900 Series Conventional Tractor | 2 | \$163,900 |

The total cost of the replacement trucks will be \$327,800. This price includes delivery to Eagle Butte, South Dakota, on the Cheyenne River Indian Reservation. Aftermarket two-way radios will be installed at a cost of \$1,200 per vehicle.

The community and air quality benefits from the project will include reduced pollution, including reduced emissions of NOx, reduced emissions of noise, reduced fuel consumption, and reduced fuel costs.

5.2.3

The Eligible Mitigation Action will result in a significant reduction in NOx emissions, other pollutants, and fuel consumption. According to the U.S. Environmental Protection Agency's Diesel Emissions Quantifier (DEQ), the Eligible Mitigation Action will result in a 77.3% annual reduction in NOx emissions (based on average results for all eligible trucks), and annual reductions of PM2.5 of 96.9%; HC 51.3%; CO 72.8%; CO₂ 11.3%; and Fuel 11.3% (based on average results for all eligible trucks). The project will result in annual reduction of 1.836 NOx, short tons (based on results for the 2005 Daimler CST120 and 2005 Daimler CL120).

Lifetime reduction of NOx is 79.3%, and lifetime reductions of PM2.5 are 96.8%; HC 49.5%; CO 68.2%; CO₂ 11.3%; and Fuel 11.3% (based on average results for all eligible trucks). The project will result in a lifetime reduction of 7.343 NOx, short tons (based on results for the 2005 Daimler CST120 and 2005 Daimler CL120).

Detailed data are attached to this Addendum.

5.2.7.1

The governmental entities responsible for reviewing and auditing expenditures of eligible Mitigation Action Funds to ensure compliance with applicable law are the Department of Environment and Natural Resources and the Office of the Tribal Treasurer of the Cheyenne River Sioux Tribe.

5.2.7.2

The Cheyenne River Sioux Tribe is committed to maintaining and making 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.

The Cheyenne River Sioux Tribe shall publish public notices of availability for public review of the following documents and records through posted announcements in tribal government buildings, published announcements in one or more newspapers of general circulation on the Cheyenne River Indian Reservation, and radio public service announcements on the local radio station broadcasting on the Cheyenne River Indian Reservation:

1. Documents and records submitted by the Tribe in support of its Funding Requests;
2. Documents and records supporting all expenditures of Trust Funds by the Tribe; and
3. Documents and records supporting NOx emission reductions attributable to the Action.

The public notices shall instruct members of the public to contact the Treasurer of the Cheyenne River Sioux Tribe to arrange to inspect such records during normal business hours, which are Monday through Friday, 8:30 A.M. to 4:30 P.M., at the Office of the Tribal Treasurer in Eagle Butte, South Dakota. Documents shall be retained and made available until the date the Indian Tribe Trust terminates pursuant to Section 6.8 of the Indian Tribe Trust Agreement.

Release of information will be subject to the laws of the Cheyenne River Sioux Tribe.

5.2.8

The total cost of the project is \$344,322. It has been determined that the Cheyenne River Sioux Tribe is eligible for \$344,388 from the Environmental Mitigation Trust in the second funding cycle. No cost share is required.

5.2.9

The Cheyenne River Sioux Tribe has complied with Section 4.2.8 of the Indian Tribe Trust Agreement. Within thirty (30) days after being deemed a Beneficiary pursuant to subparagraph 4.0.2.1 of the Indian Tribe Trust Agreement, the Cheyenne River Sioux Tribe provided a copy of the Indian Tribe Trust Agreement with Attachments to the U.S. Department of the Interior, the U.S. Department of Agriculture, and any other Federal Agency that has custody, control, or management of land within or contiguous to the territorial boundaries of the Cheyenne River Sioux Tribe and has by then notified the Cheyenne River Sioux Tribe of its interest hereunder, explaining that the Cheyenne River Sioux Tribe may request Eligible Mitigation Action funds for use on lands within that Federal Agency's custody, control, or management (including, but not limited to, Clean Air Act Class I and II areas), and setting forth the procedures by which the Cheyenne River Sioux Tribe will review, consider, and make a written determination upon each such request.

5.2.10

The Cheyenne River Sioux Tribe has historically borne a disproportionate share of the adverse effects of NOx emissions. The Eligible Mitigation Action will mitigate the impacts of NOx emissions by reducing NOx emissions from large trucks. The Eligible Mitigation Action will also reduce emissions of other pollutants, reduce emissions of noise, reduce fuel consumption, and reduce fuel costs.

Emission Results and Health Benefits for Project: Large Truck Replacement Project (All Eligible Trucks)

Emission Results

Here are the combined results for all groups and upgrades entered for your project.¹

| <i>Annual Results (short tons)²</i> | NO_x | PM2.5 | HC | CO | CO₂ | Fuel³ |
|---|-----------------------|--------------|-----------|-----------|-----------------------|-------------------------|
| Baseline for Upgraded Vehicles/Engines | 9.777 | 0.512 | 0.885 | 3.122 | 1,171.1 | 104,094 |
| Amount Reduced After Upgrades | 7.558 | 0.496 | 0.454 | 2.272 | 131.8 | 11,712 |
| Percent Reduced After Upgrades | 77.3% | 96.9% | 51.3% | 72.8% | 11.3% | 11.3% |

| <i>Lifetime Results (short tons)²</i> | | | | | | |
|---|--------|-------|-------|-------|---------|---------|
| Baseline for Upgraded Vehicles/Engines | 22.650 | 1.335 | 2.278 | 7.135 | 3,122.8 | 277,584 |
| Amount Reduced After Upgrades | 16.737 | 1.293 | 1.128 | 4.868 | 351.4 | 31,232 |
| Percent Reduced After Upgrades | 73.9% | 96.8% | 49.5% | 68.2% | 11.3% | 11.3% |

| <i>Lifetime Cost Effectiveness (\$/short ton reduced)</i> | | | | | | |
|---|-----|-----|-----|-----|-----|--|
| Capital Cost Effectiveness⁴ (unit & labor costs only) | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Total Cost Effectiveness⁴ (includes all project costs) | \$0 | \$0 | \$0 | \$0 | \$0 | |

¹ Emissions from the electrical grid are not included in the results.

² 1 short ton = 2000 lbs.

³ In gallons; fuels other than ULSD have been converted to ULSD-equivalent gallons.

⁴ Cost effectiveness estimates include only the costs which you have entered.

| | | |
|----------------------------------|--|------------|
| <u>Remaining Life</u> | 1999 Navistar (Intl.): Long Haul - Combination Class 8 | 1 years |
| | 2000 Navistar: Long Haul - Combination Class 8 | 1 years |
| | 2003 Daimler: Long Haul - Combination Class 8 | 2 years |
| | 2005 Daimler Columbia: Long Haul - Combination Class 8 | 4 years |
| | 2005 Daimler CST120: Long Haul - Combination Class 8 | 4 years |
| | 2005 Daimler CL120: Long Haul - Combination Class 8 | 4 years |

Emission Results and Health Benefits for Project: Large Truck Replacement Project (2005 Daimler CST120 and 2005 Daimler CL120)

Emission Results

Here are the combined results for all groups and upgrades entered for your project.¹

| <i>Annual Results (short tons)²</i> | NO_x | PM2.5 | HC | CO | CO₂ | Fuel³ |
|---|-----------------------|--------------|-----------|-----------|-----------------------|-------------------------|
| Baseline for Upgraded Vehicles/Engines | 2,575 | 0.165 | 0.279 | 0.803 | 390.4 | 34,698 |
| Amount Reduced After Upgrades | 1,836 | 0.159 | 0.135 | 0.519 | 43.9 | 3,904 |
| Percent Reduced After Upgrades | 71.3% | 96.8% | 48.4% | 64.7% | 11.3% | 11.3% |

| <i>Lifetime Results (short tons)²</i> | | | | | | |
|---|--------|-------|-------|-------|---------|---------|
| Baseline for Upgraded Vehicles/Engines | 10,298 | 0.659 | 1.114 | 3.210 | 1,561.4 | 138,792 |
| Amount Reduced After Upgrades | 7,343 | 0.638 | 0.539 | 2.077 | 175.7 | 15,616 |
| Percent Reduced After Upgrades | 71.3% | 96.8% | 48.4% | 64.7% | 11.3% | 11.3% |

| <i>Lifetime Cost Effectiveness (\$/short ton reduced)</i> | | | | | | |
|---|-----|-----|-----|-----|-----|--|
| Capital Cost Effectiveness⁴ (unit & labor costs only) | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Total Cost Effectiveness⁴ (includes all project costs) | \$0 | \$0 | \$0 | \$0 | \$0 | |

¹ Emissions from the electrical grid are not included in the results.

² 1 short ton = 2000 lbs.

³ In gallons; fuels other than ULSD have been converted to ULSD-equivalent gallons.

⁴ Cost effectiveness estimates include only the costs which you have entered.

| | | |
|---|--|------------|
| <u>Remaining</u> <u>Life</u> | 2005 Daimler CST120: Long Haul - Combination Class 8 | 4 years |
| | 2005 Daimler CL120: Long Haul - Combination Class 8 | 4 years |

Group Name: 1999 Navistar (Intl.)

| | | |
|---|-------------------------------|-------------------------------------|
| Type Onroad | Engine Model Year 1999 | Fuel Type ULSD |
| Target Long Haul - Combination | Upgrade Year 2020 | Annual Fuel Gallons 17,349 |
| Class or Equipment Class 8 | Remaining Life 1 | Annual Miles Traveled 92,380 |
| Quantity 1 | | Annual Idling Hours 115 |
| | | Annual Hoteling Hours 1,110 |
| Edit Group Copy This Group Delete | | |

Upgrades to 1999 Navistar (Intl.)

| Action | Upgrade | New Model Year | New Fuel Volume | Cost per Unit | | Percent Reduction | | | | |
|---|------------------------------|----------------|-----------------|---------------|-------|-------------------|-------|------|------|-----------------|
| | | | | Upgrade | Labor | NO _x | PM2.5 | HC | CO | CO ₂ |
| Edit Delete | Vehicle Replacement - Diesel | 2020 | 15,397 | \$0 | \$0 | 84 | 97.1 | 56.1 | 81.3 | - |

Group Name: 2000 Navistar

| | | |
|---|-------------------------------|-------------------------------------|
| Type Onroad | Engine Model Year 2000 | Fuel Type ULSD |
| Target Long Haul - Combination | Upgrade Year 2020 | Annual Fuel Gallons 17,349 |
| Class or Equipment Class 8 | Remaining Life 1 | Annual Miles Traveled 92,380 |
| Quantity 1 | | Annual Idling Hours 115 |
| | | Annual Hoteling Hours 1,110 |
| Edit Group Copy This Group Delete | | |

Upgrades to 2000 Navistar

| Action | Upgrade | New Model Year | New Fuel Volume | Cost per Unit | | Percent Reduction | | | | |
|---|------------------------------|----------------|-----------------|---------------|-------|-------------------|-------|------|------|-----------------|
| | | | | Upgrade | Labor | NO _x | PM2.5 | HC | CO | CO ₂ |
| Edit Delete | Vehicle Replacement - Diesel | 2020 | 15,397 | \$0 | \$0 | 84 | 97.1 | 56.1 | 81.3 | - |

Group Name: 2003 Daimler

| | | |
|---|-------------------------------|-------------------------------------|
| Type Onroad | Engine Model Year 2003 | Fuel Type ULSD |
| Target Long Haul - Combination | Upgrade Year 2020 | Annual Fuel Gallons 17,349 |
| Class or Equipment Class 8 | Remaining Life 2 | Annual Miles Traveled 92,380 |
| Quantity 1 | | Annual Idling Hours 115 |
| | | Annual Hoteling Hours 1,110 |
| Edit Group Copy This Group Delete | | |

Upgrades to 2003 Daimler

| Action | Upgrade | New Model Year | New Fuel Volume | Cost per Unit | | Percent Reduction | | | | |
|---|------------------------------|----------------|-----------------|---------------|-------|-------------------|-------|------|------|-----------------|
| | | | | Upgrade | Labor | NO _x | PM2.5 | HC | CO | CO ₂ |
| Edit Delete | Vehicle Replacement - Diesel | 2020 | 15,397 | \$0 | \$0 | 71.3 | 96.8 | 48.4 | 64.7 | - |

Group Name: 2005 Daimler Columbia

| | | |
|---|-------------------------------|-------------------------------------|
| Type Onroad | Engine Model Year 2005 | Fuel Type ULSD |
| Target Long Haul - Combination | Upgrade Year 2020 | Annual Fuel Gallons 17,349 |
| Class or Equipment Class 8 | Remaining Life 4 | Annual Miles Traveled 92,380 |
| Quantity 1 | | Annual Idling Hours 115 |
| | | Annual Hoteling Hours 1,110 |
| Edit Group Copy This Group Delete | | |

Upgrades to 2005 Daimler Columbia

| Action | Upgrade | New Model Year | New Fuel Volume | Cost per Unit | | Percent Reduction | | | | |
|---|------------------------------|----------------|-----------------|---------------|-------|-------------------|-------|------|------|-----------------|
| | | | | Upgrade | Labor | NO _x | PM2.5 | HC | CO | CO ₂ |
| Edit Delete | Vehicle Replacement - Diesel | 2020 | 15,397 | \$0 | \$0 | 71.3 | 96.8 | 48.4 | 64.7 | - |

Group Name: 2005 Daimler CST120

| | | |
|---|-------------------------------|-------------------------------------|
| Type Onroad | Engine Model Year 2005 | Fuel Type ULSD |
| Target Long Haul - Combination | Upgrade Year 2020 | Annual Fuel Gallons 17,349 |
| Class or Equipment Class 8 | Remaining Life 4 | Annual Miles Traveled 92,380 |
| Quantity 1 | | Annual Idling Hours 115 |
| | | Annual Hoteling Hours 1,110 |
| Edit Group Copy This Group Delete | | |

Upgrades to 2005 Daimler CST120

| Action | Upgrade | New Model Year | New Fuel Volume | Cost per Unit | | Percent Reduction | | | | |
|---|------------------------------|----------------|-----------------|---------------|-------|-------------------|-------|------|------|-----------------|
| | | | | Upgrade | Labor | NO _x | PM2.5 | HC | CO | CO ₂ |
| Edit Delete | Vehicle Replacement - Diesel | 2020 | 15,397 | \$0 | \$0 | 71.3 | 96.8 | 48.4 | 64.7 | - |

Group Name: 2005 Daimler CL120

| | | |
|---|-------------------------------|-------------------------------------|
| Type Onroad | Engine Model Year 2005 | Fuel Type ULSD |
| Target Long Haul - Combination | Upgrade Year 2020 | Annual Fuel Gallons 17,349 |
| Class or Equipment Class 8 | Remaining Life 4 | Annual Miles Traveled 92,380 |
| Quantity 1 | | Annual Idling Hours 115 |
| | | Annual Hoteling Hours 1,110 |
| Edit Group Copy This Group Delete | | |

Upgrades to 2005 Daimler CL120

| Action | Upgrade | New Model Year | New Fuel Volume | Cost per Unit | | Percent Reduction | | | | |
|---|------------------------------|----------------|-----------------|---------------|-------|-------------------|-------|------|------|-----------------|
| | | | | Upgrade | Labor | NO _x | PM2.5 | HC | CO | CO ₂ |
| Edit Delete | Vehicle Replacement - Diesel | 2020 | 15,397 | \$0 | \$0 | 71.3 | 96.8 | 48.4 | 64.7 | - |

**CHEYENNE RIVER SIOUX TRIBE
ATTACHMENT B TO APPENDIX D-4**

Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline

5.2.4

Project Management Plan, Project Schedule and Milestones

| <u>Milestone</u> | <u>Date</u> |
|--|--------------------|
| Lead Agency Provides Project Certification and Funding Direction to Trustee | 8/30/2019 |
| Lead Agency Issues Request for Proposals to Vendors for Acquisition of Low-Emission New Class 8 Trucks | 10/1/2019 |
| Trustee Allocates Share of Funds for Approved Project | 11/15/2019 |
| Lead Agency Directs Funding and Enters into Contracts, Purchase Orders, etc., for Acquisition of Low-Emission New Class 8 Trucks | 1/1/2020 |
| Low-Emission New Class 8 Trucks Installed; Eligible Trucks Decommissioned and Scrapped | 4/1/2020 |
| Lead Agency Provides Detailed Invoices for All Claimed Project Costs, Documentation for Emission Reduction Estimates, Required Certification Documents to Trustee for Final Accounting | 5/1/2020 |
| Lead Agency Reports Project Completion | 5/1/2020 |

Project Budget

Period of Performance: Second Funding Cycle (2019-2020)

| <u>Budget Category</u> | <u>Total</u> |
|---|---------------------|
| Acquisition of 2 Low-Emission New Class 8 Trucks | \$327,800 |
| Two-Way Radios on Vehicles (~\$1,200 per vehicle) | \$2,400 |
| Cost to Disable and Dispose of 2 Eligible Vehicles (~\$2,500 per vehicle) | \$5,000 |
| Licensing and Registration (~\$500 per vehicle) | \$1,000 |
| Administrative Costs | \$8,122 |
| Project Total | \$344,322 |

Acquisition and administrative costs are broken down as follows:

| Acquisition Costs (2 Low-Emission Diesel Trucks) | | | | | | |
|---|-------------|--------------|----------------------------------|-------------|----------------------|-------------------|
| Year | Make | Model | Description | Qty. | Cost per Unit | Total Cost |
| 2020 | Kenworth | W900L | W900 Series Conventional Tractor | 2 | \$163,900 | \$327,800 |

| Administrative Costs (Rounded to Nearest Dollar) | | | | | |
|---|---------------|---------------|--------------|-------------------|-------------------|
| Personnel | Salary | Fringe | Total | Percentage | Total Cost |
| DENR Director | \$64,272.00 | \$23,781.00 | \$88,053.00 | 5% | \$4,403.00 |
| DENR Admin. Assistant | \$45,952.00 | \$15,892.00 | \$61,844.00 | 5% | \$3,092.00 |
| Mechanic | \$45,760.00 | \$16,931.00 | \$62,691.00 | 1% | \$627.00 |
| | | | | | |
| | | | | Total | \$8,122.00 |

All personnel listed are employees or officers of the Cheyenne River Sioux Tribe, not consultants. The percentage listed for each employee represents the amount of time the employee will devote to this project, expressed as a percentage of the employee's annual full time equivalent (FTE). The DENR Director and DENR Administrative Assistant will be responsible for the following activities to implement the Environmental Mitigation Action (EMA): issue requests for proposals (RFPs) for new vehicles; evaluate RFPs; enter into contracts, purchase orders, etc., to acquire new vehicles; install new vehicles; register, title, inventory, and account for new vehicles; implement all other aspects of the EMA, including providing detailed invoices for all claimed project costs, documentation for emission reduction estimates, required certification documents to Trustee for final accounting. The Mechanic will be responsible for disabling and disposing of all vehicles that will be replaced and assisting in the installation and operation of all new vehicles acquired under this EMA. Fringe benefits include costs of employee fringe benefits such as health insurance, FICA, retirement, life insurance, and payroll taxes.

The total cost of the project is \$344,322. It has been determined that the Cheyenne River Sioux Tribe is eligible for \$344,388 from the Environmental Mitigation Trust in the first funding cycle. No cost share is required.

Projected Trust Allocation

Second Funding Cycle: \$344,322

PROJECTED TRUST ALLOCATIONS:

| | 2017 | First Cycle 2018 | Second Cycle 2019 | 2020 | 2021 |
|--|-------------|-----------------------------|------------------------------|-------------|-------------|
| 1. Anticipated Annual Project Funding Request to be paid through the Trust | \$ | \$ 222,317 | \$ 344,322 | \$ | \$ |
| 2. Anticipated Annual Cost Share | \$ | \$ 1,373 | \$ 0 | \$ | \$ |
| 3. Anticipated Total Project Funding by Year (line 1 plus line 2) | \$ | \$ 223,690 | \$ 344,322 | \$ | \$ |
| 4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation | \$ | \$ | \$ 222,317 | \$ | \$ |
| 5. Current Beneficiary Project Funding to be paid through the Trust (line 1) | \$ | \$ | \$ 344,322 | \$ | \$ |
| 6. Total Funding Allocated to for Beneficiary, inclusive of Current Action by Year (line 4 plus line 5) | \$ | \$ | \$ 566,639 | \$ | \$ |
| 7. Beneficiary Share of Estimated Funds Remaining in Trust | \$ | \$ | \$ | \$ | \$ |
| 8. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 7 minus line 6) | \$ | \$ | \$ | \$ | \$ |

**CHEYENNE RIVER SIOUX TRIBE
ATTACHMENT C TO APPENDIX D-4**

Detailed Plan for Reporting on Eligible Mitigation Action Implementation

5.2.11

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, the Lead Agency for the Beneficiary will 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). The reports will include a complete description of the status (including actual or projected termination date), development, implementation, and any modification of each approved Eligible Mitigation Action. The reports will comply with Section 5.3 of the Modified Indian Tribe Trust Agreement.

**CHEYENNE RIVER SIOUX TRIBE
ATTACHMENT D TO APPENDIX D-4**

Detailed Cost Estimates from Potential Vendors

5.2.6

Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding \$25,000 are attached to this Attachment D.



SIOUX FALLS TRUCK & TRAILER, INC.
4500 N CLIFF AVE SIOUX FALLS, SD 57104

605-332-7112 800-657-8081
WWW.NORTHAMERICANTRUCKTRAILER.COM

BILL OF SALE

DATE: 08/30/2019

INVOICE NUMBER:

NAME: CHEYENNE RIVER TRIBE

P.O. Box 590
Eagle Butte SD 57625

| STOCK # | YEAR | MAKE | MODEL | VIN | AMOUNT |
|-----------|------|----------|-------|-----------|---------------|
| Order Out | 2020 | KENWORTH | W900 | Order Out | \$ 163,900.00 |

TOTAL SALES PRICE: \$ 163,900.00

TRADE-IN(S)

| YEAR | MAKE | MODEL | VIN | AMOUNT |
|--------------------------|------|-------|-----|--------|
| | | | | \$0.00 |
| LESS PAYOFF | | | | \$0.00 |
| NET TRADE IN | | | | \$0.00 |
| CASH DOWN PAYMENT | | | | |
| DEPOSIT ON ORDER | | | | \$0.00 |
| NET TRADE IN | | | | \$0.00 |
| TOTAL CASH | | | | |

TOTAL DOWN PAYMENT: \$ 0.00

SALES PERSON: Trevor Blaine

OTHER CHARGES: \$

FINANCE COMPANY:

BALANCE DUE: \$