

APPENDIX D-4
Beneficiary Eligible Mitigation Action Certification

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary Blue Lake Rancheria

Lead Agency Authorized to Act on Behalf of the Beneficiary Blue Lake Rancheria
 (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:	Class 4 Shuttle Bus Replacement
Beneficiary's Project ID:	VW2
Funding Request No.	(sequential) 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>Class 4-8 eligible shuttle bus replacement 2.e.4</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 attached addendum	
Estimate of Anticipated NOx Reductions (5.2.3): This action will result in 99.95% NOx reductions, or 1.56 tons/yr. See attached addendum for further detail.	
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): Blue Lake Rancheria Fiscal Department	
Describe how the Beneficiary will make documentation publicly available (5.2.7.2). see attached addendum	
Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8). not applicable	
Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9). Blue Lake Rancheria was not contacted by any federal agencies within the specified time frame.	

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).
Not applicable

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 Blue Lake Rancheria, 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: 8/29/2019

Stephen Kullmann Community Development Director

[NAME]

[TITLE]

Blue Lake Rancheria

SIGNATURE:  _____

[LEAD AGENCY]

for

Blue Lake Rancheria

[BENEFICIARY]

**Beneficiary: Blue Lake Rancheria
Beneficiary Eligible Mitigation Action Certification
Second Funding Cycle
Appendix D-4**

Addendums and Attachments

5.2.2 Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits

This action will replace a Class 4 diesel shuttle bus, an Eldo on a Chevrolet C5550 chassis, VIN 1GBG5V1255F514531 with a 23-person capacity (title below). This vehicle will be decommissioned and scrapped as per the consent decree and replaced with a comparable electric model.



The replacement of the vehicle will significantly improve air quality by reducing emissions from the older diesel model to a zero-emission electric model, as noted:

With electric vehicles, tailpipe emissions are not the only concern; emissions from the generation of electricity must also be considered. Blue Lake Rancheria, which has won numerous recognitions for its leadership in clean energy, currently has two solar plus storage microgrids on its property. The primary microgrid, which supplies energy to the main campus including the Tribal Administration Building, Tribally-owned Casino and Hotel, and Facilities and Maintenance Buildings, consists of 420 W of solar power and 2 mWh of battery storage, supplies about one third of the Tribe's electricity needs. The second smaller micro grid supplies

the electricity needs for the Tribe's gas station and convenience store. The remainder of the Tribe's electricity needs are met through Humboldt County's Community Choice Aggregate supplier, Redwood Coast Energy Authority, which has prioritized clean, renewable energy. Currently the energy mix supplied to the Rancheria is 42% renewable, 40% large hydroelectric, and 18% unspecified purchased on the day market. RCEA has commitments to increase its renewable portfolio, and wind and solar projects are planned for the area. 12% of the total electricity mix comes from the regions biomass plants, which use feedstock from the area sawmills and forest thinning projects. There is much debate on the renewable quality of this fuel, and local emissions are of concern. Even with the biomass emissions accounted for in BLR's electricity mix, the electric shuttle bus produces a tiny fraction of the emissions from the replaced diesel bus. Calculations based on outputs from the EPA DEQ tool and kWh/mile for the Zenith electric shuttle van and emission factors for electricity generation yield reductions in emissions of NOX 99.95% , PM2.5 98.47%, HC 99.53%, CO 98.92% and CO2 97.77%. More details can be found in the next section, 5.2.3

Blue Lake Rancheria, located in rural Northern California, operates a regional transit system between the City of Blue Lake and Arcata, also serving Humboldt State University. Furthermore, BLR also provides a valuable service to the local community providing transportation for local day camps, schools, seniors, and other groups on an as-needed basis. Transitioning to an electric vehicle for these activities will help reduce this vulnerable population's exposure to harmful emissions, as well as encouraging the adoption of cleaner transportation.

As of the submission of this D-4, BLR is considering at least two options for an electric shuttle bus, from Motiv and Phoenix Motorcars. Quotes from dealers representing both manufacturers are included with this submission. Final vehicle cost will be negotiated after the selection of the preferred vehicle. Any costs above the Trust allocation will be covered by Blue Lake Rancheria. A California HVIP incentive is included in the final pricing, which can be stacked with the Tribal VW Mitigation allocation. As per conversations with dealer representatives, the incentive is acquired by the dealer and reduces the final cost to the purchaser. Upon receipt of the allocation, BLR will convene a selection committee to evaluate different options for electric transit vehicles and present a preferred alternative to the BLR Tribal Council for final decision.

Administrative costs reflecting 20 hours of time for the Project Manager at a fully loaded rate of \$50.47/hr have been added. This reflects 6.7 % of the total budget.

Estimate of Anticipated NOx Reductions (5.2.3):

Output from the EPA Diesel Emissions Quantifier (DEQ) tool for the existing diesel bus reflects a 100% NOx reduction, as indicated in these tables. This reduction does not account for emissions resulting from electricity generation. Also shown are calculations for the emissions per kWh for the specific energy generation mix at Blue Lake Rancheria. The next table estimates the mile/kWh of an electric shuttle bus, based on assumptions from manufacturer material. Annual projected emissions from the electric shuttle bus are based on the same annual miles as used

for the existing diesel bus in the DEQ tool. With electricity generation emissions factored in, net NOx emissions are still 99.95%.

Emission Results and Health Benefits for Project: Shuttle Bus

Emission Results

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

<i>Annual Results (short tons)</i> ²	NO_x	PM2.5	HC	CO	CO₂	Fuel ³
Baseline for Upgraded Vehicles/Engines	1.558	0.011	0.053	0.216	69.0	6,131
Amount Reduced After Upgrades	1.558	0.011	0.053	0.216	69.0	6,131
Percent Reduced After Upgrades	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

<i>Lifetime Results (short tons)</i> ²	NO_x	PM2.5	HC	CO	CO₂	Fuel ³
Baseline for Upgraded Vehicles/Engines	9.348	0.064	0.318	1.294	413.8	36,786
Amount Reduced After Upgrades	9.348	0.064	0.318	1.294	413.8	36,786
Percent Reduced After Upgrades	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

<i>Lifetime Cost Effectiveness (\$/short ton reduced)</i>	NO_x	PM2.5	HC	CO	CO₂
Capital Cost Effectiveness ⁴ (unit & labor costs only)	\$16,046	\$2,326,403	\$471,849	\$115,903	\$362
Total Cost Effectiveness ⁴ (includes all project costs)	\$15,832	\$2,295,385	\$465,558	\$114,357	\$358

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>	Transit Bus: Transit Bus Transit Buses	6 years
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The DEQ does not account for emission resulting from electricity generation, so all emission reductions are show at 100%. Estimates of actual per mile emissions resulting from BLR's mix of electricity generation are presented here:

Emission Calculations for BLR's Electricity Generation

		NOx	PM2.5	HC	CO	CO2
Fuel Type	Percentage BLR	tons/kWh	lb/kWh	tons/kWh	tons/kWh	tons/ kWh
Solar	0.36					
Biomass	0.08	3.75E-07	0.00017	1.2E-07	1.02E-06	0.00035280
Wind	0.15					4.14603E-11
Large Hydro	0.28					0.00002865
Natural Gas	0.13	3.76E-10	1.67E-09	3.76E-09	9.9E-08	0.00019957
Total		3.01E-08	1.36E-05	1.01E-08	9.48E-08	6.21914E-05

Sources:

<https://ucanr.edu/sites/WoodyBiomass/files/79012.pdf>

<https://www.energy.gov/sites/prod/files/2017/01/f34/Environment%20Baseline%20Vol.%201--Greenhouse%20Gas%20Emissions%20from%20the%20U.S.%20Power%20Sector.pdf>

<https://www.sciencedaily.com/releases/2018/03/180305093731.htm>

<https://www.epa.gov/air-emissions-inventories/2014-national-emissions-inventory-nei-data>

Estimated Electric Shuttle Bus Efficiency*

mile/kWh	0.96
miles/yr	44782
kWh/yr	46538

Emission Comparison between Existing Diesel Bus and Replacement Electric Bus

		tons/yr				
	kwh/year	Nox	PM2.5	HC	CO	CO2
Electric *	46538	0.0014	0.000318	0.000471	0.00441	2.8943
Diesel	EPA DEQ	1.558	0.011	0.053	0.216	69
tons/yr reduction		1.56	0.01	0.05	0.21	66.11
% Reduction		99.95%	98.47%	99.53%	98.92%	97.77%

* estimates based on 106 kWh battery with reported 102 mile range



PG&E – RCEA Comparison



Electric Power Generation Mix*

Specific Purchases	Percent of Total Retail Sales (kWh)			
	PG&E	PG&E Solar Choice	Redwood Coast Energy Authority	
			REpower	Repower+
Renewable	34%	100%	42%	100%
• Biomass & Biowaste	4%	0%	12%	12%
• Geothermal	4%	0%	0%	0%
• Eligible hydroelectric	3%	0%	0%	0%
• Solar electric	18%	100%	9%	44%
• Wind	10%	0%	21%	44%
Coal	0%	0%	0%	0%
Large Hydroelectric	13%	0%	40%	0%
Natural Gas	15%	0%	0%	0%
Nuclear	34%	0%	0%	0%
Other	0%	0%	0%	0%
Unspecified Sources of Power **	0%	0%	18%	0%
Total	100%	100%	100%	100%

* As reported to the California Energy Commission's Power Source Disclosure Program excluding voluntary unbundled renewable energy credits. PG&E data is subject to an independent audit and verification that will not be completed until October 1, 2019. RCEA's generation data is a forecast for 2018 and may be subject to change. Actual 2018 generation data will be reported to the California Energy Commission in 2019. The figures above may not sum up to 100 percent due to rounding.

**Unspecified sources of power refers to electricity that is not traceable to a specific generating facility, such as electricity traded through open market transactions. Unspecified sources of power are typically a mix of all resource types, and may include renewables.

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

The Blue Lake Rancheria, California, will publish a notice on its webpage

<http://www.bluelakerancheria-nsn.gov/> informing members of the public of the availability of information and documents related to the funding request, funding received, and expenditure of funds from the VW Settlement Trust. Documentation will be available at the Tribal Administration Office during regular business hours, or through written or electronic request.

The Blue Lake Rancheria will follow all applicable laws governing the access and distribution of information and publication of confidential business and personally identifiable information.

The Blue Lake Rancheria will endeavor to respond to any such requests for information within ten (10) business days and, when documents are requested, and will advise the individual within that timeframe of the procedure for reviewing such documents.

**ATTACHMENT B
PROJECT MANAGEMENT PLAN**

PROJECT SCHEDULE AND MILESTONES

Milestone	Date
Lead Agency Provides Notice of Availability Round 2 Mitigation Funds	7/1/2019
Project Sponsor Submits Proposal to Lead Agency	8/30/2019
Trustee Acknowledges Receipt of Project Certification and Funding Direction	10/29/2019
Trustee Allocates Share of Funds for Approved Project	11/13/2019
Lead Agency Directs Funding	11/30/2019
Preferred Vehicle purchased	5/1/2020
Old Vehicle Decommissioned and Documentation Provided	6/30/2020
All certifications, invoices, and documentation provided to Lead Agency	8/30/2020
Project Completion.	12/31/2020

PROJECT BUDGET

Based on current quote from National Bus Sales

Category	Total Approved Budget
Equipment	
Electric Shuttle Bus	\$148,892
Administrative Costs (6.7%)	\$10,094
Administrative cost is 200 hours at \$50.47/hr for project manager	
Total Project Budget	\$158,986

PROJECTED TRUST ALLOCATIONS:

	2017	2018	2019	2020	2021
1. Anticipated Annual Project Funding Request to be paid through the Trust	\$	\$	\$ 158,986 +	\$	\$
2. Anticipated Annual Cost Share	\$	\$	\$ 0 +	\$	\$
3. Anticipated Total Project Funding by Year (line 1 plus line 2)	\$	\$	\$ 158,986 +	\$	\$
4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation	\$	\$	\$ 0 +	\$	\$
5. Current Beneficiary Project Funding to be paid through the Trust (line 1)	\$	\$	\$ 158,986 +	\$	\$
6. Total Funding Allocated to for Beneficiary, inclusive of Current Action by Year (line 4 plus line 5)	\$	\$	\$ 158,986 +	\$	\$
7. Beneficiary Share of Estimated Funds Remaining in Trust	\$	\$	\$ 158,986 +	\$	\$
8. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 7 minus line 6)	\$	\$	\$ 0 +	\$	\$

ATTACHMENT C

Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11)

The Project Lead is Stephen Kullmann, Community Development Director. He has over ten years successfully managing Tribal infrastructure and environmental projects, including completing all reporting in a timely matter. He will facilitate a Project Working Group to select preferred replacement vehicle alternatives and report to the Blue Lake Tribal Council for final decision.

Reporting will occur beginning 6 months from the original disbursement date. Since the disbursement date is scheduled for November 13, 2019, the first report will be due May 13, 2020. Subsequent reports will follow at 6 month interval until the project completion. .

After project completion, a detailed report on expenditures, vehicle replacement, new vehicle commissioning, old vehicle decommissioning, and emission savings will be prepared and submitted to the Tribal Council for approval. Once the final report is approved, it will be submitted through Intralinks, and publically available at the Blue Lake Rancheria Tribal Administration office.

Attachment D
Vehicle Quotes

Attached are quotes from the following vendors for a Class 4 electric bus

1. Nations Bus Sales/Motiv Power
Total cost: \$148,892

Note: includes CA HVIP for CA electric E450.

2. Creative Bus Sales/Phoenix Motorcars
Total Cost \$235,000

Note: This quote does not include the HVIP incentive, for which Blue Lake Rancheria is eligible.



NATIONS BUS SALES

TRUSTED COAST TO COAST

July 10, 2019

Stephen Kullmann
Community Development and Resilience Director
Blue Lake Rancheria
428 Chartin Road
Blue Lake, CA 95525
707-668-5101 xt 1048

Mr. Kullmann,

Nations Bus is pleased to offer the following price quotation for a 2019 Champion Bus/Motive Power fully electric shuttle bus. It is built on a 2019 Ford E-450 190" wheelbases, 14,500 lb. GVWR chassis, with seating for 14 ambulatory passengers, plus two wheelchairs, equipped as follows:

Champion all steel roll cage construction, meets or exceeds all applicable FMVSS and ADA requirements
Speed control/tilt wheel
AM/FM/CD with 4 speakers
Electric entry door
Braun wheelchair lift, 800 lb. capacity, ADA interlock, Q'Straint wheelchair and occupant securement systems for two, with belt storage
Roof mount 70K BTU ac system, 65K BU interior heater
Interior/exterior/ADA lighting all LED, with exception of Ford OEM lights
Rear door, overhead grab rails, ADA signage, safety equipment
Mid-high feather weight bucket seating for 14 passengers, with lap belts and aisle top mounted grab rails
All other standard features listed on attached Champion Challenger brochure, and Motiv Power brochure

Total cost fob Sacramento	\$ 226,784.00
Registration	\$ 2,108.00
HVIP for CA electric E450*	(\$80,000.00)
Net cost	\$148,892.00

The voucher credits are subject to program eligibility requirements and availability.

BUS SALES & LEASING

nationsbus.com

o 877.389.6060
f 904.347.2299

HAWAII CALIFORNIA FLORIDA

555 Outlet Mall Boulevard
St. Augustine, FL 32084



NATIONS BUS SALES

TRUSTED COAST TO COAST

Thanks for the opportunity to provide this quotation. Please feel free to respond with questions/comments or discussion at your convenience.

Respectfully,



David Morris
Transit Sales Manager, Nations Bus

p: 904.930.4465 | **m:** 352.584.0044
e: dmorris@nationsbus.com | **w:** www.nationsbus.com
a: 555 Outlet Mall Blvd. St. Augustine, FL 32084



BUS SALES & LEASING

nationsbus.com

o 877.389.6060
f 904.347.2299

HAWAII CALIFORNIA FLORIDA

555 Outlet Mall Boulevard
St. Augustine, FL 32084



Creative Bus Sales

Locations In:

California • Arizona • New Mexico • Las Vegas • Texas • Oklahoma • Indiana • Florida

Thursday, August 15, 2019
Proposal For: Blue Lake Rancheria
Attention: Stephen Kullmann

New Starcraft Allstar 20 – 7 passengers with 2 Wheel chairs or 9 passengers



*Picture for illustration purposes of a Starcraft Allstar

Allstar 20' 158" WB E-450 with Phoenix Motorcars Zero Emission Zeus Upfit
SIDEWALL / REARWALL / CEILING
Sidewall: Grey FRP
Rearwall: Grey Seaspray Fabric
Ceiling: Grey Seaspray Fabric
Driver Area: Grey Padded Vinyl
FLOORING - WHITE NOSING IS STANDARD
Aisle: Gerflor Sirius NT BLACK
Under Seats: Gerflor Sirius NT BLACK
Raised Floor 3 Step Flat Floor
TRANS/AIR AIR CONDITIONING SYSTEMS
DUAL COMPRESSOR SYSTEMS CEILING MOUNT EVAPORATOR
TA73R60 SUPER 70K - TA73 EVAP - R60 RM COND - 10 C.I.D. COMP
TA73R60 SUPER 10
EXTERIOR LIGHTS
Surface Mount LED Entry Door Exterior Light
INTERIOR LIGHTS
Door Activated Interior Lights
AUDIO / VISUAL
Deluxe AM/FM/CD With Clock & 4 Speakers
DOORS / HATCH / WINDOWS
Passenger Door Electric
Passenger Door 36"

Prepared By:

Jon Fink, Creative Bus Sales – 909-465-5528 – JonF@creativeBusSales.com



Creative Bus Sales

Locations In:

California • Arizona • New Mexico • Las Vegas • Texas • Oklahoma • Indiana • Florida

PARATRANSIT OPTIONS	
Double W.C. Doors w/ Windows, Interior Light, Leaf Spring, LED Exterior Lighting	
Lift Location	REAR
Braun Century NCL917-2 800# Lift (33"x51")	
LIFT FAST IDLE WITH 403 INTERLOCK	
Intermotive Gateway 505 Fast Idle with Lift Interlock	
Q Straint W.C. Securement Kits, Accessories	
2 - Q-8201-L Std Retrctr Tie Down, Q8-6326-A1 Combo Lap/Shldr, L Trk	
Miscellaneous Accessories	
Priority Seating Sign	
Wheelchair Decal	
SAFETY OPTIONS	
Back-Up Alarm	
Back-Up Camera & Monitor	
GRAB RAIL / STANCHION / PANELS	
2 - Ceiling Grab Rail	BOTH
1 1/4" Dual Entry Grab Rails Parallel to Entrance Steps (both sides)	
Stanchion and Modesty Panel Behind Driver	
SEATING - DRIVER	
SHIELD FC Recliner	
FREEDMAN SHIELD & LO CAM DRIVER SEAT FABRICS	
Driver Seat Cover - Level 4	
SEATING - PASSENGER	
STD RIGID SEATS	
3 - Low Back Double Seat	
1 - Low Back Single Seat	
1 - Handi Flip - Double	
PASSENGER SEAT FABRICS	
7 - Seat Cover - Level 4	
SEAT OPTIONS	
4 - Anti-Vandal Grab Handle, Black	AISLE SEATS
7 - Seat Belt Loop	
SEAT BELTS	
9 - Seat Belt, Non-Retractable	

Ford Upfit Rebate
 Ford Mobility Rebate
 Ford Fleet Rebate

Prepared By:

Jon Fink, Creative Bus Sales – 909-465-5528 – JonF@creativeBusSales.com



Creative Bus Sales

Locations In:

California • Arizona • New Mexico • Las Vegas • Texas • Oklahoma • Indiana • Florida

Phoenix Motorcars All Electric ZEUS Upfit

105kWh Battery System

Dual Mode Regenerative Braking

J1772 Lvl II Charge Capable

DC Lvl III Charge Capable

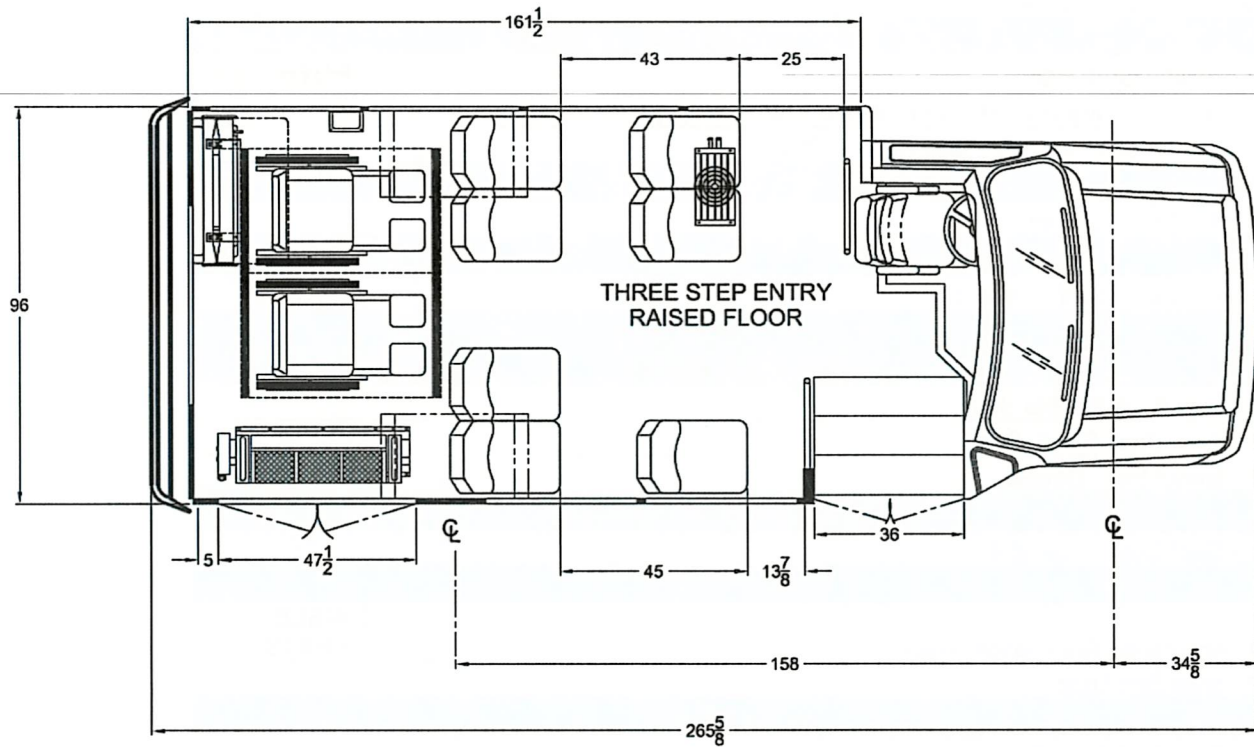
Phoenix Connect Telematics**

Pricing FOB Blue Lake, CA

\$235,000*

*Pricing does not include tax/title or DMV. Pricing is before any funding incentives

**Customer telematics access may require subscription



** Double Flip Seat will be mounted in the center

Prepared By:

Jon Fink, Creative Bus Sales – 909-465-5528 – JonF@creativeBusSales.com