

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:	Medium Duty Truck Replacement
Beneficiary's Project ID:	VW 1
Funding Request No.	(sequential) 1
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 8 Local Freight Trucks and Port Drayage Truck (Eligible Large Trucks)</u>
Action Type	<input checked="" 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	
Estimate of Anticipated NOx Reductions (5.2.3): The EPA DEQ tool reported a NOx reduction of 95.5% or 1.07 short tons (Output Attached)	
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 Office of Emergency Services	
Describe how the Beneficiary will make documentation publicly available (5.2.7.2). See Attached	
Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8). US EPA DERA program contribution will be \$78,562. BLR will contribute remaining share of \$194,995 for a total project budget of \$389,989. See Project Budget in Attachment B.	
Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9). See Attached	

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 checked="" 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: 2/21/2019


[NAME] Arla Ramsey
[TITLE] Tribal Administrator/Vice Chair

Blue Lake Rancheria
[LEAD AGENCY]

for
Blue Lake Rancheria
[BENEFICIARY]

Appendix D-4
Beneficiary Eligible Mitigation Action Certification
Addendums and Attachments

Beneficiary: Blue Lake Rancheria

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

This action will replace one medium duty diesel truck, a 1992 Class 8 International Wildland Fire Truck (VIN: 1HTSENXRXNH390225), with a new, cleaner diesel model. The replacement of this vehicle will significantly improve air quality by reducing emissions from the older, more polluting model.

The Blue Lake Rancheria is located in rural Northern California. The Blue Lake Rancheria Office of Emergency Services utilizes its current fire truck to fight fires on its 100+ acre reservation, including residences, commercial buildings and brush. In addition, Wildland Fire crews use the vehicle to participate in mutual aid fire-fighting with the neighboring communities of Blue Lake and Humboldt County and throughout California as needed. As has become strikingly apparent this year, wildland fires in California are becoming more frequent and intense, which will increase the need to use the Rancheria Fire Truck. The older, 1992 model does not have the emission control technology of newer, post 2007 models, so every time it is used, harmful NO_x emissions are released. The Blue Lake Rancheria will purchase a new model with modern emissions control. An estimate for a comparable vehicle from REV Fire Group California is \$378,000 (email from REV sales representative attached). Blue Lake Rancheria was allocated \$116,432 in Round I funding, and will cover the remaining amount, either through direct Tribal funds or other grant opportunities.

The Blue Lake Rancheria is a Red Cross Certified Emergency Shelter. In the event of a major regional emergency, such as earthquake, tsunami, or wildfire, the Rancheria will become responsible for the well-being of not only its own residents, but also multiple evacuees from the surrounding area for an indefinite amount of time. Humboldt County is located on the infamous "Triple Junction" fault system, and the northern coast of California is overdue for a major Cascadia Zone event. In the case of such an event that would affect much of the Pacific North Coast, rural areas such as Humboldt County are estimated to be without outside assistance for weeks. Functional emergency equipment is essential to care for multiple displaced people, but that equipment should not make air quality concerns worse. Having modern emergency response equipment that does not worsen the local air quality is essential to providing emergency service to the community. The Blue Lake Rancheria has won multiple awards for its clean energy and emergency resilience initiatives. Upgrading its aging and polluting Fire and Water Trucks are an identified goal of the Tribal Council and Community, and will assist in improving local air quality and mitigating for NO_x emissions.

The project will be managed by the Blue Lake Rancheria's Community Development Director, who will assemble a Project Workgroup from the Tribe's Office of Emergency Services, Fiscal Department, and Facilities Management. This workgroup will select the preferred alternative vehicle, which will be presented to the Blue Lake Rancheria Tribal Council for final approval. The entire project is anticipated to take 6 months from the time funding is approved.

Estimate of Anticipated NOx Reductions (5.2.3):

The output from the EPA Diesel Emissions Quantifier (DEQ) tool is provided below:

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.

Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9).

The Blue Lake Rancheria will submit within 30 days a copy of the Tribe's mitigation plan, as well as the copy of the Indian Tribe Trust Agreement with Attachments to the United States Departments of the Interior and Agriculture, and any other Federal Agency that has custody, control, or management of land within or contiguous to the territorial boundaries of the Blue Lake Rancheria and has by then notified the Blue Lake Rancheria its interest hereunder, explaining that the Blue Lake Rancheria 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 Blue Lake Rancheria will review, consider, and make a written determination upon each such request. The Blue Lake Rancheria will provide notice as required to the following: Department of the Interior– National Park Service, Air Resources Division, VW Settlement, P.O. Box 25287, Denver, CO 80225-0287, vwsettlement@nps.gov. Fish and Wildlife Service, National Wildlife Refuge System, Branch of Air Quality, VW Settlement, 7333 West Jefferson Avenue, Suite 375, Lakewood, CO 80235-2017, VW_Settlement@fws.gov. Department of Agriculture– Linda Geiser, National Air Program Manager, lgeiser@fs.fed.us, 202-756-0068, or Bret Anderson, National Air Modeling Coordinator, baanderson02@fs.fed.us, 970-295-5981.

Stephen Kullmann		2/1/2018	Detailed Report from the Diesel Emissions Quantifier	
Blue Lake Rancheria				
Stephen		Kullmann		
skullmann@blueakerancheria-nsn.gov				
000-000-0000				
Type	Target Fleet	Class/Equipment		Number of Vehicles
Onroad	Short Haul - Single Unit	Class 8		1

Model Year	Retrofit Year	Technology Description	Fuel Type	Fuel Volume	Calculated Fuel Volume
1992	2018	Vehicle Replacement - Diesel	ULSD	1463	1463

Vehicle Miles Traveled/Year (VMT)	Idling Hours/Year	Horsepower	Usage Rate/Year	Number of Vehicles Retrofitted
1500	1500			1

New Model Year	Diesel Fuel Reduced (gallons)	Reduced Idling (hours)	Installation Cost	Unit Cost
2018	500	0	\$0	\$250,000
Annual Baseline of Vehicles (NOx, short tons)		Lifetime Baseline of Vehicles (NOx, short tons)		Percent Reduced (NOx, %)
0.280209039		1.120836156		95.50%

Baseline of Vehicles Retrofitted per year (NOx, short tons/year)	Amount Reduced per Year(NOx, short tons)	Lifetime Baseline of Vehicles Retrofitted (NOx, short tons)
0.2802	0.2676	1.1208

Lifetime Amount Reduced (NOx, short tons)	Lifetime Amount Emitted After Retrofit, Retrofitted Vehicles (NOx, short tons)	Capital Cost Effectiveness (\$/short ton), Retrofitted Vehicles (NOx)
1.0704	0.0504	233,557.87

Annual Baseline of Vehicles (PM2.5, short tons)	Lifetime Baseline of Vehicles (PM2.5, short tons)	Percent Reduced (PM2.5, %)
0.013557244	0.054228974	97.30%

Baseline of Vehicles Retrofitted per year (PM2.5, short tons/year)	Amount Reduced per Year(PM2.5, short tons)	Lifetime Baseline of Vehicles Retrofitted (PM2.5, short tons)
0.0136	0.0132	0.0542

Lifetime Amount Reduced (PM2.5, short tons)	Lifetime Amount Emitted After Retrofit, Retrofitted Vehicles (PM2.5, short tons)	Capital Cost Effectiveness (\$/short ton), Retrofitted Vehicles (PM2.5)
0.0528	0.0015	4,738,007.86

Annual Baseline of Vehicles (HC, short tons)	Lifetime Baseline of Vehicles (HC, short tons)	Percent Reduced (HC, %)
0.027899312	0.111597248	93.20%

Baseline of Vehicles Retrofitted per year (HC, short tons/year)	Amount Reduced per Year(HC, short tons)	Lifetime Baseline of Vehicles Retrofitted (HC, short tons)
0.0279	0.026	0.1116

Lifetime Amount Reduced (HC, short tons)	Lifetime Amount Emitted After Retrofit, Retrofitted Vehicles (HC, short tons)	Capital Cost Effectiveness (\$/short ton), Retrofitted Vehicles (HC)
0.104	0.0076	2,403,646.57

Annual Baseline of Vehicles (CO, short tons)	Lifetime Baseline of Vehicles (CO, short tons)	Percent Reduced (CO, %)
0.073140068	0.29256027	91.60%

Baseline of Vehicles Retrofitted per year (CO, short tons/year)	Amount Reduced per Year(CO, short tons)	Lifetime Baseline of Vehicles Retrofitted (CO, short tons)
0.0731	0.067	0.2926

Lifetime Amount Reduced (CO, short tons)	Lifetime Amount Emitted After Retrofit, Retrofitted Vehicles (CO, short tons)	Capital Cost Effectiveness (\$/short ton), Retrofitted Vehicles (CO)
0.268	0.0246	932,887.31

Annual Baseline of Vehicles (CO2, short tons)	Lifetime Baseline of Vehicles (CO2, short tons)	Percent Reduced (CO2, %)
16.45875	65.835	34.20%

Baseline of Vehicles Retrofitted per year (CO2, short tons/year)	Amount Reduced per Year(CO2, short tons)	Lifetime Baseline of Vehicles Retrofitted (CO2, short tons)
16.4588	5.625	65.835

Lifetime Amount Reduced (CO2, short tons)	Lifetime Amount Emitted After Retrofit, Retrofitted Vehicles (CO2, short tons)	Capital Cost Effectiveness (\$/short ton), Retrofitted Vehicles (CO2)
22.5	43.335	11,111.11

**ATTACHMENT B
PROJECT MANAGEMENT PLAN**

PROJECT SCHEDULE AND MILESTONES (Dependent on date of funding request approval)

Milestone	Date
Lead Agency Provides Notice of Mitigation action Funds	4/10/2018
Lead Agency Submits D-4 to Trustee	3/1/2019
Disbursement of Funds from Trustee	5/15/2019
Preferred Vehicle purchased	10/15/2019
First Semi Annual Report Submitted to Trustee	11/15/2019
Old Vehicles Decommissioned and Documentation Provided	2/15/2020
All certifications, invoices, and documentation provided to Lead Agency	3/1/2020
Project Completion.	3/1/2020

PROJECT BUDGET

Category	VW Trust Funds	EPA DERA	BLR Share	Total
Equipment				
Class 8 Wildland Fire Truck 2018 or newer with modern emission controls	\$116,432	66,573	\$194,995	\$378,000
Personnel (wages and fringe)		7,560		7,560
Travel		1,824		1,824
Indirect		2,605		2,605
Total	\$116,432	78,562	\$194,995	\$389,989

ATTACHMENT C
Detailed Plan for Reporting on Eligible Mitigation Action
Implementation

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.

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 Equipment Quote

From: Mike Doran <MikeD@ferrarafire.com>

Sent: Thursday, March 21, 2019 3:17 PM

To: Tim Sanderson <tsanderson@bluelakerancheria-nsn.gov>; Stephen Kullmann
<skullmann@bluelakerancheria-nsn.gov>

Subject: Type III Budget price

Good Afternoon Chief Sanderson: the estimated budget price for a current model Type III, International 4X4 with aluminum wheels, bumper mounted winch, customer supplied radio installation, LED emergency lighting, cab intercom system, cab console, 1000gpm mid-ship pump and aux pump, communication system, extruded aluminum fire body with upper coffin compartments, assorted shelf's and trays, etc. is \$378,000 excluding Use Tax. unless exempt.

This vehicle is a 2019 current year model or newer International 7400 4X4 that is EPA compliant in all 50 states

This is a budget figure only but is based on the features that are customary on similar California Type III. Engines.

Please let me know if you have any questions or need additional information.

Sincerely,

Mike

Michael Doran
314 Littlefield Ave.
South San Francisco CA. 94080
Office: 650-615-9602
Cell: 225-907-7101
Fax: 225-567-7722
Corporate Office: 800-443-9006
<https://www.revfire-california.com/>



Attachment E
DERA Project Narrative

Wildland Fire Engine Replacement

Blue Lake Rancheria
428 Chartin Road
Blue Lake CA 95525
707-668-5101
Fax 707-668-5601

Contact: Stephen Kullmann, Community Development and Resilience Director
Email: skullmann@bluelakerancheria-nsn.gov
DUNS: 1845676340000

Eligible Entity: Federally Recognized Indian Tribe

Total Project Cost: \$389,989
Amount Requested from EPA: \$78,562
Mandatory Cost Share: \$194,995
Voluntary Cost Share: \$116,432 (VW Mitigation Settlement)

Target Fleet: Short Haul

Type of Upgrade: Vehicle Replacement with model year 2018 or newer diesel

Short Project Description: This action will replace one medium duty diesel engine, a 1992 Class 8 International Wildland Fire Engine (VIN: 1HTSENXRNXH390225), with a new, cleaner diesel model. The replacement of this vehicle will significantly improve air quality by reducing emissions from the older, more polluting model.

Place of Performance: Blue Lake Rancheria, Humboldt County, will be the primary location for the vehicle. Use may occur throughout Northern California and beyond in response to wildland fires.



Work Plan:

Section 1. Project Summary and Approach

VEHICLES AND TECHNOLOGIES:

Blue Lake Rancheria will be replacing its 1992 Class 8 International Wildland Fire Engine (VIN: 1HTSENXRXNH390225), with a 2018 or newer, cleaner diesel model. The replacement of this vehicle will significantly improve air quality by reducing emissions from the older, more polluting model. A quote for a potential replacement model is included for budgeting purposes.

ROLES AND RESPONSIBILITIES:

This project will be managed by Stephen Kullmann, Community Development and Resilience Director. Stephen Kullmann has worked for BLR for over two years and has managed projects relating to water infrastructure, renewable energy, outreach and education, and more. In addition to his work at BLR, Stephen Kullmann has 12 years of experience working with Tribes on projects. He has an M.S. in Environmental Systems from Humboldt State University.

Selection of the replacement vehicle will be the responsibility of BLR’s Fire Chief, Tim Sanderson, who will convene a subcommittee composed of Tribal leadership and community members. Final selection of the replacement vehicle will be at the discretion of the Blue Lake Business Council, which is the elected leadership of the Tribe, following the recommendation of the subcommittee.

Fiscal management will be the responsibility of BLR’s Fiscal Manager, Kim Norton, under the direction of BLR’s Chief Financial Officer, Phillip Aycock. Phillip Aycock has been with BLR for 30 years, and has extensive knowledge and experience gained as an auditor, accountant, and now CFO for BLR. He has a proven, recent, relevant, and successful track record of working within tribal structures and federal accounting requirements. Since working for BLR, Phillip Aycock has successfully helped BLR plan, manage, and implement—on-time and on-budget—over \$45 million in project-related grant funding. Kim Norton has been with BLR for 17 years, and has developed extensive knowledge and experience helping to plan, manage, and implement the the recent, relevant, successful (on-time) projects noted in Table 1. With Phillip Aycock, Kim Norton has overseen the development of audits for the past 17 years.

TIMELINE AND MILESTONES:

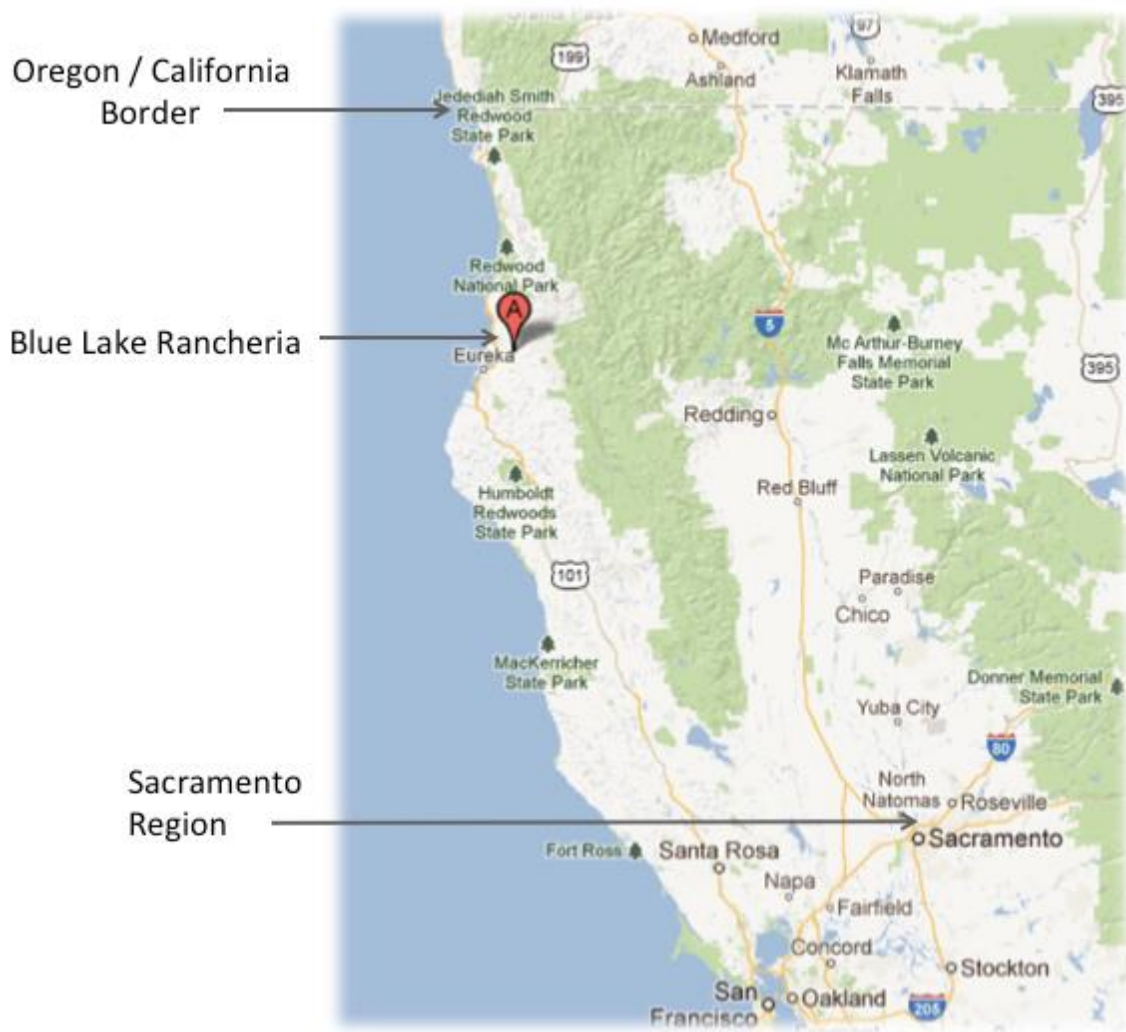
Milestone	Date of completion
Project Period Begins	October 1, 2019
Receive Volkswagen Settlement Round 1 Disbursement	May 15, 2019
Submit Requests for Vehicle Quotes	October 31, 2019
Subcommittee’s Selection of Preferred Alternative	December 1, 2019
Approval of Tribal Council	December 15, 2019
Order Selected Vehicle	January 15, 2020
Anticipated Delivery	June 1, 2020

Testing of Replacement Vehicle	August 1, 2020
Destruction of Replaced Vehicle	August 30, 2020
Final Report	December 31, 2020

Section 2. Project Location

A. PROJECT LOCATION:

The vehicle will be located at the Blue Lake Rancheria, Humboldt County, in coastal Northern California.



Primary use will be on BLR Tribal lands, but the vehicle will also be used for BLR’s Wildland Fire Response Crew, who will respond to wildland fires throughout the state of California, many of which could occur in areas listed with poor air quality. Even if a fire zone is not in an area currently

listed in non-compliance, temporary air quality conditions during a fire event generally far exceed standard for human health.

Humboldt County, California, is a non-attainment zone for particulate matter pollution. A nearby biomass power plant (less than ½ mile from Blue Lake Rancheria) and a major highway truck route impact the community with elevated NOx emissions. The replacement of the existing outdated diesel medium-duty trucks will help mitigate the impacts of NOx emissions on the community.

Section 3. Benefits to the Community

The Blue Lake Rancheria Office of Emergency Services utilizes its current fire engine to fight fires on its 100+ acre reservation, including residences, commercial buildings, and brush. In addition, Wildland Fire crews use the vehicle to participate in mutual aid firefighting with the neighboring communities of Blue Lake and Humboldt County, and throughout California as needed. As has become strikingly apparent in recent years, wildland fires in California are becoming more frequent and intense, which will increase the need to use the BLR Fire Engine. The older, 1992 model does not have the emission control technology of newer models, so every time it is used, harmful NOx emissions are released. Wildfires themselves are a large contributor to greenhouse gas emissions and poor air quality, so the equipment used to fight the fires should be as low polluting as possible without reducing their intended capacities. With firefighters and those living within a fire and smoke impacted area already experiencing adverse health effect from elevated contaminants and particulate matter pollution, it is a high priority to not add to the danger with polluting vehicles. The Blue Lake Rancheria will purchase a new model with modern emissions control.

The Blue Lake Rancheria is a Red Cross Certified Emergency Shelter. In the event of a major regional emergency, such as earthquake, tsunami, or wildfire, the Rancheria will become responsible for the well-being of not only its own residents, but also multiple evacuees from the surrounding area for an indefinite amount of time. Humboldt County is located on the infamous “Triple Junction” fault system, and the northern coast of California is overdue for a major Cascadia Zone seismic event. In the case of such an event that would affect much of the Pacific North Coast, rural areas such as Humboldt County are estimated to be without outside assistance for weeks. Functional emergency equipment is essential to care for multiple displaced people, but that equipment should not make air quality concerns worse. Having modern emergency response equipment that does not worsen the local air quality is essential to providing emergency service to the community. The Blue Lake Rancheria has won multiple awards for its clean energy and emergency resilience initiatives. Upgrading its aging and polluting fire engine is an identified goal of the Tribal Council and Community, and will assist in improving local air quality and mitigating for NOx emissions.

Section 4. Community Engagement and Partnerships

The Blue Lake Rancheria community will be engaged throughout the project, and community members will be selected to sit on the selection committee. The BLR Fire Department will also coordinate with other fire agencies in selection criteria.

Section 5. Project Sustainability

This project is for the replacement of a single vehicle which is anticipated of having a useful service life of 20 years or more, so emission reductions will be ongoing and sustained. The vehicle will be regularly maintained by BLR to insure ideal performance and efficiency, such as regular oil changes and proper tire inflation.

Section 6. Environmental Results—Outputs, Outcomes and Performance Measures

A. OUTPUTS AND OUTCOMES:

The DEQ results demonstrate a 95.6% reduction in NOX, 98.4% reduction in PM2.5, 95.4% reduction in HC, 92.6% reduction in CO, and a 34.2% reduction in CO2. Full DEQ output is provided in Other Attachments

B. PERFORMANCE MEASURES:

BLR will utilize the Milestone Table above to insure project is on schedule and completed successfully. As this is a single vehicle replacement project, performance measures will be uncomplicated to track and readily achievable.

C. PERFORMANCE PLAN:

BLR will work to stay on schedule for replacement of the vehicle. No delays are anticipated, but if the unexpected occurs, delays or other challenges will be recorded and addressed as quickly as possible.

Section 7. Programmatic Capability and Past Performance

A. PAST PERFORMANCE:

The BLR team has successfully managed many federal grant projects, achieving desired results and outcome in a timely manner and under budget. BLR has successfully met or exceeded benchmarks and timetables on all past projects. Table 1 below provides a list of recent (2014-2018) projects and past (< 2014) projects that the managerial, technical, and administrative staff has developed. In the past five years (2014-2018), \$9.6 million in construction and infrastructure projects have been successfully executed by BLR staff, on scope, on budget, and on schedule. (Additionally, BLR has \$12.9 million in projects in the queue for 2019-21.) Since 2002, BLR has successfully managed over \$58 million worth of projects.

Three example projects BLR has successfully managed are listed below:

Project Title	Agreement Number	Funding Agency	CFDA Number
EPA Performance Partnership Grant	BG9699318	US EPA	66.605
Development of Smart Water Grid on Tribal Land	R18AP00070	US Dept. of Interior Bureau of Reclamation	15.514
Feasibility Study for a Regional Resilience Innovation Center	07-79-07393	US Dept. of Commerce	11.307

B. REPORTING REQUIREMENTS:

The BLR Project team has met all reporting requirements for both fiscal and performance reports, and for multiple grant projects. BLR is not delinquent in any of its reporting requirements.

C. ORGANIZATIONAL EXPERIENCE:

BLR has a record of successfully completing projects and a commitment to environmental stewardship. A flyer *Green Resilience at Blue Lake Rancheria*, included as an attachment, highlights some of the innovative initiatives accomplished at BLR. BLR was recognized as a “Climate Action Champion” in 2015-16, and its state of the art solar + storage microgrid has garnered international attention and awards. BLR successfully partners with the greater community, from the local university and research lab and national labs, and from grassroots local environmental organizations to federal agencies. BLR staff hold local elected offices and sit on numerous agency working groups. In addition, BLR manages successful enterprise endeavors, manages a regional bus transportation system, and supports K-12 education and other community organizations. In short, BLR has the organizational capacity to achieve the desired results in this project and bring the benefit of a new, lower emission fire engine not only to the immediate BLR community but to the greater region as well.

D. STAFF AND RESOURCES:

This project will be managed by Stephen Kullmann, Community Development and Resilience Director (resume attached). Stephen Kullmann has worked for BLR for over two years and has managed projects relating to water infrastructure, renewable energy, outreach and education, and more. In addition to his work at BLR, Stephen Kullmann has 15 years of experience working with Tribes on environmental and infrastructure projects and has an MS in Environmental Systems from Humboldt State University.

Selection of the replacement vehicle will be the responsibility of BLR’s Fire Chief, Tim Sanderson, who will convene a subcommittee comprised of Tribal leadership and community members. Final selection of the replacement vehicle will be at the discretion of the Blue Lake Business Council, which is the elected leadership of the Tribe, following the recommendation of the subcommittee.

Fiscal management will be the responsibility of BLR's Fiscal Manger, Kim Norton, under the direction of BLR's Chief Financial Officer, Phillip Aycock. Philip Aycock has been with BLR for 30 years, and has extensive knowledge and experience gained as an auditor, accountant, and now CFO for BLR. He has a proven, recent, relevant, and successful track record of working within tribal structures and federal accounting requirements. Since working for BLR, Philip Aycock has successfully helped BLR plan, manage, and implement—on-time and on-budget—over \$45 million in project-related grant funding. Kim Norton has been with BLR for 17 years, and has developed extensive knowledge and experience serving helping to plan, manage, and implement the recent, relevant, successful (on-time) projects noted in Table 1. With Philip Aycock, Kim Norton has overseen the development of audits for the past 17 years.

Section 8. Budget Narrative and Detail

A. EXPENDITURE OF AWARDED GRANT FUNDS:

Awarded grant funds will be expended in a timely matter to purchase the replacement vehicle. The action of this project is a single vehicle replacement and the destruction of the replaced vehicle, so it is highly unlikely any delay will occur in expenditure of the grant funds. The bulk of the cost of the replacement vehicle will be met with both the mandatory and voluntary cost share amounts. The voluntary cost share is already secured in the form of BLR's allocation of Round 1 of the VW Emissions Mitigation Indian Trust. BLR's procurement policies will be followed in the purchase of the replacement vehicle, and all expenditures will be managed by BLR's Fiscal team.

B. BUDGET NARRATIVE:

The total budget for the BLR Fire Engine Replacement Project is \$389,989. As per requirements for vehicle replacement, BLR will meet 50% of the total project cost, \$194,995 as a cost share from its own funds. An additional 30% of the total project cost, \$116,432, is included as a voluntary cost share and will be met through BLR's allocation from the VW Settlement Round One. The primary project cost is the actual equipment, \$378,000, arrived at through a quote from REV Fire Group, attached. The actual truck selected will be made by a working group assembled by BLR's Fire Chief with the final decision made by the BLR Business Council. Additional expenses are for personnel time for the Project Manager (60 hours) and Fire Chief (80 hours). BLR's fringe rate of 35%, which includes medical, dental, and retirement is included, as well as BLR's federally negotiated indirect cost rate of 27.76%, calculated on a base of modified direct costs excluding the equipment costs. The total federal amount requested is \$78,562.

C. BUDGET TABLE:

Line Item Budget						
Blue Lake Rancheria Fire Engine Replacement Project						
	Rate	Units	Federal Share	BLR Cost Share	VW Mitigation Trust	Total
Personnel						
Project Manager	\$40	60	\$2,400			\$2,400
Fire Chief	\$40	80	\$3,200			\$3,200
Total Personnel			\$5,600			\$5,600
Fringe (Medical, Dental, Retirement)	35%	\$5,600	\$1,960			\$1,960
Equipment						
2018 Wildlands Fire Engine			\$66,573	\$194,995	\$116,432	\$378,000
Travel (2 people to inspect truck) *						
airfare	2	\$600	\$1,200			\$1,200
lodging	2	\$180	\$360			\$360
per diem	2	\$132	\$264			\$264
Total Travel			\$1,824			\$1,824
Indirect modified Direct Costs	27.76%	\$9,384	\$2,605			\$2,605
Total			\$78,562	\$194,995	\$116,432	\$389,989
Percent of total project cost			20%	50%	30%	100%

* Based on 2019 GSA rates for Los Angeles CA