

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

State of Nebraska  
Funding Request #9

**BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION**

Beneficiary State of Nebraska

Lead Agency Authorized to Act on Behalf of the Beneficiary Nebraska Department of Environment and Energy  
*(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>	Nebraska 2020 DERA Program Projects
<b>Beneficiary's Project ID:</b>	VWT2021-09
<b>Funding Request No.</b>	<i>(sequential)</i> 9
<b>Request Type: (select one or more)</b>	<input type="checkbox"/> Reimbursement <input checked="" type="checkbox"/> Advance <input type="checkbox"/> Other (specify): _____
<b>Payment to be made to: (select one or more)</b>	<input checked="" type="checkbox"/> Beneficiary <input type="checkbox"/> Other (specify): _____
<b>Funding Request &amp; Direction (Attachment A)</b>	<input checked="" type="checkbox"/> Attached to this Certification <input type="checkbox"/> To be Provided Separately

**SUMMARY**

<b>Eligible Mitigation Action</b>	<input type="checkbox"/> Appendix D-2 item (specify): _____
<b>Action Type</b>	<input checked="" type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal): Attach. E
<b>Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):</b> See attached SUMMARY Supplement (page 5).	
<b>Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):</b>  See attached SUMMARY Supplement (page 5).	
<b>Estimate of Anticipated NOx Reductions (5.2.3):</b> See attached SUMMARY Supplement (page 6).	
<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> Nebraska Auditor of Public Accounts	
<b>Describe how the Beneficiary will make documentation publicly available (5.2.7.2).</b> See attached SUMMARY Supplement (page 6).	
<b>Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8).</b> See attached SUMMARY Supplement (page 6).	
<b>Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9).</b> On 26 February 2018 NDEQ sent e-mail notices of availability of funds to representatives of the U.S. Department of Interior and the U.S. Department of Agriculture listed in subparagraph 4.2.8 of the Trust Agreement.	

**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 attached SUMMARY Supplement (page 6).

**ATTACHMENTS**  
**(CHECK BOX IF ATTACHED)**

- Attachment A**      **Funding Request and Direction.**
- Attachment B**      **Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline (5.2.4).**
- Attachment C**      **Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11).**
- Attachment D**      **Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding \$25,000 (5.2.6). [Attach only if project involves vendor expenditures exceeding \$25,000.]**
- Attachment E**      **DERA Option (5.2.12). [Attach only if using DERA option.]**
- Attachment F**      **Attachment specifying amount of requested funding to be debited against each beneficiary's allocation (5.2.13). [Attach only if this is a joint application involving multiple beneficiaries.]**

**CERTIFICATIONS**

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

- 1. This application is submitted on behalf of Beneficiary State of Nebraska, 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:** March 8, 2021

Kara L. Valentine  
Deputy Director

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[NAME]

[TITLE]

Nebraska Department of Environment and Energy

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[LEAD AGENCY]

**for**

State of Nebraska

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[BENEFICIARY]

  
Signature

**SUMMARY SUPPLEMENT**

**Explanation of how funding request fits into Beneficiary’s Mitigation Plan (5.2.1):**

Nebraska’s Beneficiary Mitigation Plan posted in January 2018 proposed to use 25% of Nebraska’s initial allocation, or approximately \$3 million, to supplement federal funding of the Nebraska Clean Diesel Program under the U.S. Environmental Protection Agency (EPA) DERA State Grant Program, consistent with Eligible Mitigation Action 10 (DERA Option) of the State Trust Agreement. This request will provide funding for the state’s 2020 Clean Diesel Rebate Program under DERA.

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

The Nebraska Dept. of Environment and Energy (NDEE) elected to fund DERA rebates to individual Clean Diesel Rebate recipients using either federal funds or voluntary state matching funds obtained through the Volkswagen Diesel Emission Environmental Mitigation Trust for States (VW State Trust). The subprojects in this funding request are those DERA rebates being funded entirely by the voluntary state matching funds from the VW State Trust.

Two types of DERA rebate projects will be funded through this request:

**1) Replacement of Medium and Heavy-Duty Diesel Trucks (refuse trucks and local freight/delivery/construction/maintenance trucks)**

Under DERA Eligible Diesel Emission Reduction Solution 7 (Vehicle and Equipment Replacements), NDEE is providing rebates for replacement of eligible diesel refuse trucks and local medium and heavy duty diesel freight, delivery, construction, and maintenance trucks by a:

- a) New diesel-fueled truck certified to meet EPA emissions standards (25% reimbursement up to a maximum set by NDEE of \$70,000).
- b) New Compressed Natural Gas (CNG)-fueled truck certified to meet California Air Resources Board Optional Low-NOx Standards (35% reimbursement up to a maximum set by NDEE of \$120,000).

Ten diesel trucks will be replaced under this funding request, five with CNG-fueled trucks and five with new diesel trucks. Recipients are listed in Attachment B.

**2) Non-Road Agricultural Diesel Engine Replacement with All-Electric Equipment**

Under DERA Eligible Diesel Emission Reduction Solution 6a (Certified Engine Replacement; Locomotive, Marine, and Nonroad Diesel Vehicles and Equipment), NDEE is providing rebates for:

- a) Replacement of a diesel engine powering a surface agricultural irrigation pump by an electric motor
- b) Replacement of a diesel engine and generator supplying power to a submersible agricultural irrigation pump by direct connection of the subsurface pump to the electric grid.

Following the DERA Program Guide, NDEE is providing reimbursement of 60% of the cost of equipment and labor for these replacement projects, including the cost of extending electrical service to the well site. After examining previous project costs, NDEE set a maximum rebate amount of \$20,000.

NDEE chose to fund a larger number of irrigation engine projects than anticipated in the 2020 DERA Workplan by providing a larger Voluntary State Match using VW State Trust funds. A total of 6 diesel irrigation engine replacement projects are expected to be funded under this request. Recipients are listed in Attachment B.

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During residential trash pickup and other local operations, diesel trucks operate at low speed with frequent stops with the engine idling. Diesel engine emission controls are not very effective under these conditions, so the trucks expose nearby residents to the harmful effects of these emissions. Replacement of diesel trucks with new, cleaner vehicles will reduce emissions and reduce adverse health effects on local residents due to exposure to these pollutants. Replacement of six diesel irrigation engines with all-electric equipment will completely remove the diesel pollutants currently being emitted by these engines.

### **Estimate of Anticipated NOx Reductions (5.2.3):**

Nebraska DEE estimated diesel emission reductions using the EPA on-line Diesel Emissions Quantifier. We calculated reductions for 1) each diesel truck applicant using the provided engine model year, annual mileage, fuel use, replacement fuel, and estimated remaining lifetime of the current truck; and 2) each diesel irrigation engine applicant using the provided annual operating hours, fuel use, and estimated remaining lifetime of the diesel engine.

We estimate that the six diesel irrigation engine and ten diesel truck replacement projects funded by this request will result in lifetime reductions in NOx emissions of 25.96 tons and reduction in particulate emissions of 1.68 tons.

### **Describe how the Beneficiary will make documentation publically available (5.2.7.2):**

NDEE maintains a series of webpages describing the Nebraska Clean Diesel Program, with the main page at <http://deq.ne.gov/NDEQProg.nsf/OnWeb/NCDGP>. Separate pages are provided for applicants and rebate recipients for each type of project under the program.

All application materials, reimbursement requests, and required documentation submitted by applicants and rebate recipients for the Clean Diesel Program are archived in Nebraska's Enterprise Content Management (ECM) system and are available to the public through a Public Records Search web page accessed through the NDEE website. Also see Attachment C.

### **Describe any cost-share requirement to be placed on each NOx source proposed to be mitigated (5.2.8):**

Diesel Truck rebate recipients are subject to a minimum 75% cost-share for the purchase of a new diesel truck or 65% cost-share for purchase of a new CNG-fueled truck meeting stricter emissions standards. Recipients of Diesel Irrigation Engine Rebates are subject to a minimum 40% cost-share for the purchase and installation of new all-electric equipment. Cost-share percentages for individual projects may exceed these minimum percentages if the dollar amount corresponding to the maximum reimbursement percentage exceeds the rebate limit imposed by NDEE based on typical project costs. See Attachment B for listings of recipients, expected rebates, and expected cost-share amounts.

### **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)**

Residents of urban areas in eastern Nebraska have historically borne a disproportionate share of the adverse effects of NOx emissions. The replacement of diesel refuse trucks that operate in the metropolitan areas of Omaha and Lincoln will directly reduce NOx emissions and their impact on the health of residents in these communities.

Diesel irrigation engines operate during warmer months of the year when NOx emissions act as a chemical feedstock for the formation of low-level ozone. This transformation occurs over a period of hours as pollutants are transported in the atmosphere. The replacement of 15 rural diesel irrigation engines that are upwind of the urban areas of eastern Nebraska will eliminate their NOx emissions and should reduce the production of ozone that would otherwise impact the downwind urban areas.

**ATTACHMENT B**

**PROJECT MANAGEMENT PLAN INCLUDING DETAILED BUDGET AND IMPLEMENTATION AND EXPENDITURES TIMELINE (5.2.4)**

**PROJECT SCHEDULE AND TIMELINE,  
2020 NEBRASKA CLEAN DIESEL REBATE PROGRAM**

<b>Project Milestone</b>	<b>Date</b>
NDEE posts program information and application materials on agency website; e-mail notification to Natural Resource Districts, electric utilities, waste management associations, and landfills.	6 October 2020
Deadline for submission of applications	22 January 2021
Selection and notification of rebate recipients	2 February 2021
Finalization of agreements with rebate recipients	February 2021
Submission of Project Certification and Funding Direction	March 2021
Trustee Allocates Advanced Funding to NDEE	By 15 June 2021
NDEE reviews reimbursement requests from recipients and provides payment for projects as completed	2021 Quarter 3-4 2022 Quarter 1-2
NDEE reports on project progress	July 2021, January 2022, July 2022
NDEE reports project completion	December 2022

**EXPECTED COSTS OF INDIVIDUAL PROJECTS FUNDED THROUGH THIS REQUEST**

Two types of DERA rebate projects will be funded through this request:

**1) Non-Road Agricultural Diesel Engine Replacements with All-Electric Equipment**

Applications for this program were required to include price quotes for the new equipment, electrical contracting work, and utility service line extension. The expected rebate recipients are listed below.

<b>Rebate Recipient</b>	<b>Nebraska County</b>	<b>Rebate Amount</b>	<b>Recipient Cost-Share</b>	<b>Total Project Cost</b>
Larson, John	Boone	\$ 12,801	\$ 8,534	\$ 21,334
Nelson, Ross	Madison	\$ 17,263	\$ 11,509	\$ 28,772
Pankowicz, John	Hall	\$ 16,664	\$ 11,109	\$ 27,773
Sunderman, Randy	Madison	\$ 15,289	\$ 10,193	\$ 25,482
Trambly, Nelson	Franklin	\$ 14,453	\$ 9,635	\$ 24,088
Werkmeister, Neil	Antelope	\$ 14,237	\$ 9,491	\$ 23,728
<b>TOTAL</b>		<b>\$ 90,706</b>	<b>\$ 60,471</b>	<b>\$ 151,177</b>

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**2) Replacement of Medium and Heavy-Duty Diesel Trucks (refuse and local freight/delivery/construction/maintenance)**

Applicants were required to submit price quotes for specific new replacement trucks with their applications. Recipients of the diesel truck replacement rebates that will be funded by this request are:

<b>Rebate Recipient</b>	<b>Location</b>	<b>Rebates</b>	<b>Recipient Cost-Share</b>	<b>Project Cost</b>
<u>City of Lincoln Fleet Services</u> 2 diesel-fueled replacement trucks	Lincoln	\$ 133,049	\$ 399,146	\$ 532,194
<u>Gretna Sanitation</u> 1 CNG-fueled replacement truck	Gretna	\$ 120,000	\$ 255,752	\$ 375,752
<u>Metropolitan Utilities District</u> 2 CNG-fueled replacement trucks	Omaha	\$ 144,395	\$ 268,161	\$ 412,556
<u>S2 Rolloffs LLC</u> 2 diesel-fueled replacement trucks	Fremont	\$ 54,312	\$ 162,936	\$ 217,248
<u>Soil Dynamics Composting Farm</u> 1 diesel-fueled replacement truck	Ashland	\$ 69,120	\$ 207,361	\$ 276,482
<u>Uribe Refuse Services</u> 2 CNG-fueled replacement trucks	Lincoln	\$ 207,578	\$ 385,502	\$ 593,080
<b>TOTAL</b>		\$ 728,454	\$ 1,678,858	\$ 2,407,312

**PROJECT BUDGET**

<b>Period of Performance: October 2020 – December 2022</b>			
<b>Budget Category</b>	<b>Share of Total Budget to be Funded by the Trust</b>	<b>Cost-Share to be Paid by Project Recipients</b>	<b>Total Budget Amount</b>
<u>Equipment:</u>			
Diesel Truck Rebates	\$ 728,454	\$ 1,678,858	\$ 2,407,123
Irrigation Engine Rebates	\$ <u>90,706</u>	\$ <u>60,471</u>	\$ <u>151,177</u>
<b>EQUIPMENT TOTAL</b>	\$ 819,160	\$ 1,739,329	\$ 2,558,489
Contractor Support	\$ 0	\$ 0	\$ 0
Subrecipient Support	\$ 0	\$ 0	\$ 0
<u>Administrative Costs (5%)</u> Program planning, development, outreach, and administration	\$ 24,575	\$ 0	\$ 24,575
<b>Project Totals</b>	\$ 843,735	\$ 1,739,329	\$ 2,583,064
<b>Percentage</b>	32.7%	67.3%	100%



**Beneficiary Eligible Mitigation Action Certification – Nebraska Funding Request #9**

**FUNDING REQUESTS: PREVIOUS, CURRENT, AND PLANNED**

<b>Funding Request</b>	<b>Received from Trust</b>	<b>Trust Funds Expended</b>	<b>Recipient Cost-Share</b>	<b>Total Project Funding</b>	<b>Status</b>	<b>Amount Remaining</b>
<u>Previous Requests</u>						
1. 2017 DERA Program Projects	\$ 287,243	\$ 287,243	\$ 713,968	\$ 1,001,211	Complete	\$ 0
2. 2018 School Bus Rebates	\$ 1,891,527	\$ 1,746,840	\$ 2,526,044	\$ 4,417,571	Complete	\$ 144,687
3. 2018 Transit Bus Rebates	\$ 1,255,206	\$ 1,241,426	\$ 2,235,165	\$ 3,490,371	Complete	\$ 13,780
4. 2018 DERA Program	\$ 775,212	\$ 720,177	\$ 932,659	\$ 1,707,871	Complete	\$ 55,035
5. 2019 School Bus Rebates	\$ 2,758,981	\$ 2,652,775	\$ 3,392,200	\$ 6,151,181	Complete	\$ 106,206
6. Electric Vehicle Charging Rebates	\$ 1,909,134	\$ 266,958	\$ 742,010	\$ 2,651,144	Active	\$ 1,642,176
7. 2019 DERA Program Projects	\$ 525,784	\$ 191,621	\$ 722,484	\$ 1,248,268	Active	\$ 334,163
8. 2020 School Bus Rebates	\$ 2,033,476	\$ 126,660	\$ 2,664,495	\$ 4,697,971	Active	\$ 1,906,816
<u>Current Request:</u>						
9. 2020 DERA Program Projects	\$ 843,735		\$ 1,739,329	\$ 2,583,064		
<b>TOTALS</b>	<b>\$ 12, 280,298</b>	<b>\$ 7,233,700</b>	<b>\$ 15,642,266</b>	<b>\$ 27,922,564</b>		<b>\$ 4,202,863</b>

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**PROJECTED ANNUAL TRUST ALLOCATIONS**

	<b>2021</b>	<b>2022</b>
1. Anticipated Annual Project Funding Request to be paid through the Trust	\$ 843,735	\$ 526,027
2. Anticipated Annual Cost Share	\$ 1,739,329	\$ 683,835
3. Anticipated Total Project Funding by Year (line 1 plus line 2)	\$ 2,583,064	\$ 1,209,862
4. Cumulative Trustee Payments Made in Previous Years Against Cumulative Approved Beneficiary Allocation	\$ 11,436,563	\$ 12,280,298
5. Current Beneficiary Project Funding to be paid through the Trust (line 1)	\$ 843,735	\$ 526,027
6. Total Funding Allocated to Beneficiary, inclusive of Current Action by Year (line 4 plus line 5)	\$ 12,280,298	\$ 12,806,325
7. Beneficiary Share of Estimated Funds Remaining in Trust at Start of Year	\$ 811,785	\$ 287,758
8. Unspent Beneficiary Funds Returned to the Trust	\$ 319,708	\$ 0
9. Beneficiary Net Income on Trust Assets		\$ 238,269
10. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (sum of lines 7 through 9 minus line 5)	\$ 287,758	\$ 0

**ATTACHMENT C**

**DETAILED PLAN FOR REPORTING ON  
ELIGIBLE MITIGATION ACTION IMPLEMENTATION (5.2.11)**

The Nebraska Department of Environment and Energy (NDEE) will provide detailed reporting on this funding request under Eligible Mitigation Action 10 (DERA Option) in two ways: 1) timely updates to NDEE’s Volkswagen Environmental Mitigation Trust – Nebraska Diesel Emission Mitigation Program web pages; and 2) semi-annual reports to the Trustee as required by subparagraph 5.3 of the Environmental Mitigation Trust Agreement for State Beneficiaries.

**NDEE Website**

NDEE maintains a series of webpages describing the Nebraska Diesel Emission Mitigation Program under the Volkswagen Diesel Emissions Environmental Mitigation Trust for State Beneficiaries. The main Volkswagen Trust webpage, which outlines the mitigation actions eligible for funding and their status, can be found at <http://dee.ne.gov/NDEQProg.nsf/OnWeb/AirVW>. Copies of funding request certifications to the Trustee will be available through this web page. Separate web pages for individual project categories are developed and posted as funding programs open; these pages track the status, progress, and results for projects under these funding categories.

All application materials, reimbursement requests, and required documentation submitted by applicants and rebate recipients for Nebraska’s Diesel Emission Mitigation program are archived electronically in Nebraska’s Enterprise Content Management (ECM) system and are available to the public through a Public Records Search web page accessed through the NDEE website.

**Semi-Annual Reports to the Trustee**

As required by subparagraph 5.3 of the Environmental Mitigation Trust Agreement for State Beneficiaries, NDEE will submit a report to the Trustee no later than January 30 and July 30 each year for the preceding 6-month periods. These reports will describe the progress implementing this and any other Eligible Mitigation Action ongoing during the reporting period. These reports will include a summary of all costs expended and a complete description of the status (including the actual or projected termination date), development, implementation, and any modification of the Eligible Mitigation Action. These semi-annual reports to the Trustee will be available for public access through links on the main Volkswagen Trust page on the NDEE website.

**ATTACHMENT D**

**DETAILED COST ESTIMATES FROM SELECTED VENDORS  
FOR EACH PROPOSED EXPENDITURE EXCEEDING \$25,000 (5.2.6)**

**DIESEL TRUCK REPLACEMENTS**

Each applicant for the 2020 Nebraska Clean Diesel Truck Rebate Program was required to seek at least one price quote for a replacement truck and submit it with their application. The table below lists the quotes for the diesel truck replacement projects covered by this funding request. These quotes include the cost of the truck cab and chassis along with the cost of body and equipment to be mounted on the chassis, such as a trash packer-loader for refuse trucks or sand spreader for maintenance/plow trucks. Copies of price quotes provided for these projects are attached.

<b>Recipient</b>	<b>Fuel</b>	<b>Vendors &amp; Unit Costs</b>	<b># Units</b>	<b>Cost</b>	<b>Rebate</b>	<b>Cost-Share</b>
City of Lincoln	Diesel	<b>Maintenance/Plow Trucks</b> <u>Truck Center Companies:</u> Freightliner 108SD (cab/chassis): \$104,097 <u>Monroe Truck Equipment:</u> Duz Mor Spreader: \$162,000	2	\$532,194	\$133,049	\$399,146
Gretna Sanitation	CNG	<b>Front-loading Refuse Truck</b> <u>RDO Truck Center:</u> Mack LR 64R G (cab/chassis): \$188,681 <u>McNeilus:</u> Meridian Front Loader body: \$187,071	1	\$375,752	\$120,000	\$255,752
Metropolitan Utilities District	CNG	<b>Gas Utility Maintenance Trucks</b> <u>Truck Center Companies:</u> Freightliner M2 112 (cab/chassis): \$134,455 <u>ProTech:</u> Truck body, compressor: \$71,823	2	\$412,556	\$144,395	\$268,161
S2 Rolloffs LLC	Diesel	<b>Rolloff Truck</b> <u>Elliott Equipment Co.</u> Western Star 4700SB (cab/chassis): \$79,000 Stellar hydraulic hook: \$30,375	1	\$109,375	\$27,344	\$82,031
		<b>Toilet Tank Truck</b> <u>Satellite Industries</u> Freightliner M2 (cab/chassis): \$68,146 Tank system & equipment: \$39,727	1	\$107,873	\$26,968	\$80,905
Soil Dynamics Composting Farm	Diesel	<b>Concrete Mixing Truck</b> <u>RDO Truck Center</u> Mack Granite 84FR (cab/chassis): \$167,435 ZIM Mixer 10 cu. Yard: \$109,047	1	\$276,482	\$69,120	\$207,362
Uribe Refuse Services	CNG	<b>Rolloff Truck</b> <u>RDO Truck Center</u> Mack Terrapro 64G: \$269,333	1	\$269,333	\$94,266	\$175,067
		<b>Refuse Truck</b> <u>McNeilus</u> Mack Terrapro 64G: (cab/chassis) McNeilus rear-load packer-loader	1	\$323,747	\$113,311	\$210,436

**Beneficiary Eligible Mitigation Action Certification – Nebraska Funding Request #9**

**DIESEL IRRIGATION ENGINE REPLACEMENTS WITH ALL-ELECTRIC EQUIPMENT**

Each applicant for the 2020 Nebraska Clean Diesel Irrigation Engine Rebate Program was required to provide price quotes for a new electric motor (if needed), other required electrical equipment (conduit, panels, etc.) and labor, and for the cost of extending electric service to the irrigation well site. Quoted cost ranges from the six recipients to be funded through this request are shown below. Costs are quite variable depending on the equipment to be installed and the length of utility service line needed to connect the well site to the electric grid.

	<b>Equipment &amp; Installation</b>	<b>Service Line Extension</b>	<b>Total Project Cost</b>	<b>Rebate</b>	<b>Cost-Share</b>
Minimum	\$ 12,221	\$ 2,485	\$ 21,334	\$ 12,801	\$ 8,534
Maximum	\$ 22,997	\$ 15,552	\$ 28,772	\$ 17,263	\$ 11,509

Total project costs and rebate amounts for the six individual projects covered by this funding request are listed in Attachment B.

**CITY OF LINCOLN FLEET SERVICES  
PRICE QUOTES**

**Prepared for:**  
Bill Fleisher  
LINCOLN CITY OF  
440 S 8TH ST  
LINCOLN, NE 68508  
Phone: 402-441-4941

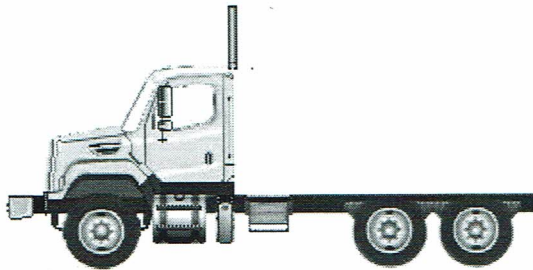
**Prepared by:**  
Bill Collier  
TRUCK CENTER COMPANIES  
5701 ARBOR RD.  
LINCOLN, NE 68517  
Phone: 402-464-2444

*A proposal for*  
**LINCOLN CITY OF**

*Prepared by*  
**TRUCK CENTER COMPANIES**  
*Bill Collier*

*Jan 12, 2021*

## **Freightliner 108SD**



Components shown may not reflect all spec'd options and are not to scale

Application Version 11.4.006  
Data Version PRL-23D.046  
City of Lincoln 12 ft 58K Dump Plow  
Chassis



01/12/2021 9:25 AM

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**Prepared for:**  
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 440 S 8TH ST  
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 Phone: 402-464-2444

## QUOTATION

### 108SD CONVENTIONAL CHASSIS

SET BACK AXLE - TRUCK CUM L9 360 HP @ 2200 RPM; 2200 GOV RPM, 1150 LB-FT @ 1200 RPM ALLISON 3000 RDS AUTOMATIC TRANSMISSION WITH PTO PROVISION MT-40-14X 40,000# R-SERIES TANDEM REAR AXLE HENDRICKSON HAULMAAX @40,000# REAR SUSPENSION DETROIT DA-F-18.0-5 18,000# FL1 71.0 KPI/3.74 DROP SINGLE FRONT AXLE	18,000# TAPERLEAF FRONT SUSPENSION 108 INCH BBC FLAT ROOF ALUMINUM CONVENTIONAL CAB 4625MM (182 INCH) WHEELBASE 7/16X3-9/16X11-1/8 INCH STEEL FRAME (11.11MMX282.6MM/0.437X11.13 INCH) 120KSI 1775MM (70 INCH) REAR FRAME OVERHANG BODY COMPANY INSTALLED ADDITIONAL FRONT FRAME REINFORCEMENT FOR SNOW PLOW
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		PER UNIT		TOTAL
VEHICLE PRICE	<b>TOTAL # OF UNITS (2)</b>	\$ 100,307	\$	200,614
EXTENDED WARRANTY		\$ 3,790	\$	7,580
DEALER INSTALLED OPTIONS		\$ 0	\$	0
<b>CUSTOMER PRICE BEFORE TAX</b>		<b>\$ 104,097</b>	<b>\$</b>	<b>208,194</b>

### TAXES AND FEES

TAXES AND FEES	\$	0	\$	0
OTHER CHARGES	\$	0	\$	0

### TRADE-IN

TRADE-IN ALLOWANCE	\$	(0)	\$	(0)
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<b>BALANCE DUE</b>		<b>(LOCAL CURRENCY) \$</b>	<b>104,097</b>	<b>\$</b>	<b>208,194</b>
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**COMMENTS:**

Projected delivery on \_\_\_ / \_\_\_ / \_\_\_ provided the order is received before \_\_\_ / \_\_\_ / \_\_\_.

**APPROVAL:**

Please indicate your acceptance of this quotation by signing below:

Customer: X \_\_\_\_\_ Date: \_\_\_ / \_\_\_ / \_\_\_.

**Daimler Truck Financial**

  
 Financing that works for you.

See your local dealer for a competitive quote from Daimler Truck Financial, or contact us at [Information@dtoffers.com](mailto:Information@dtoffers.com).  
 Daimler Truck Financial offers a variety of finance, lease and insurance solutions to fit your business needs. For more information about our products and services, visit our website at [www.daimler-truckfinancial.com](http://www.daimler-truckfinancial.com).





WE ARE PLEASED TO QUOTE FOR ACCEPTANCE WITHIN 30 DAYS FROM THE DATE OF QUOTE PRICES & TERMS IN ACCORDANCE WITH SPECIFICATIONS DESCRIBED IN QUOTE. STATE AND FEDERAL TAXES WILL BE ADDED WHERE APPLICABLE.

REF: CITY OF LINCOLN, 12' DUZ-MOR

MONROE DUZ MOR

- DM 144-86-48, STAINLESS STEEL, BOC, SPD SNSR
- 6" SIDE EXTENSION
- 9.4 YARD CAPACITY (Water level full)
- STANDARD FULL LENGTH STAINLESS STEEL CATWALKS
- HI-TEMP / BELT OVER CHAIN CONVEYOR, 1/2" BAR CHAIN
- BARS @ 4.5" CENTERS
- 8-TOOTH CAST GRAY IRON DRIVE AND IDLER SPROCKETS
- 2" DRIVE AND IDLER SHAFTS
- DUAL 6:1 GEAR BOXES, (SPEED SENSOR IN ONE OF THE CONVEYOR DRIVE MOTORS)
- AIR TAILGATE
- BI-DIRECTIONAL SPINNER ASSEMBLY FABRICATED IN SS WITH POLY SPINNER DISC
- REAR MOUNT/CONVEYOR CONTROL SWITCH, ELECT/HYDRAULIC
- SERIES PARALLEL VALVE INSTALLED (INCLUDES THE BODY SIDE MOUNT HYD. LINE/TUBES INSTALLED AND PLUMBED AT THE REAR
- SIDE MOUNT/FOLD-UP LADDERS INSTALLED ONTO EACH SIDE OF THE BODY
- TOP GRATES (FABRICATED IN MILD STEEL AND PAINTED POWDER COAT BLACK PAINT)
- CUSTOM BUILT CABSHIELD TO INCORPORATE ELECTRIC TARP AND WHELEN STROBES
- MINIMIZER POLY FENDERS KIT; TANDEM AXLE; 22.5 WHEEL; 54" SPREAD MAX
- 5/8" FRAME CAP

AERO EASY COVER TARP SYSTEM PER SPECS

- MESH COVER W/GRAVITY "WEIGHT-DOWN SYSTEM
- INSTALLED IN UPRIGHT BULKHEAD CABSHIELD ASSY

FLAT PLATE STYLE TRUCK PORTION HITCH WITH SPRING LOADED LEVER LATCH

- FACTORY MIRROR BRACKET ON FENDER;STAINLESS STEEL
- PLOW LIGHTS; ABL L.E.D. WITH HEATED LENS
- FASTER COUPLERS FOR FRONT PLOW - 4-PORT MALE & FEMALE WITH DOCKING

MONROE MIJW MID-MOUNT JUNIOR PATROL WING, LESS MOLDBOARD

- MID-MOUNT PARA-GLIDE FRONT POST
- CROSS TUBE ASSEMBLY WITH MOUNTING PLATES
- HYDRAULIC EXTENDABLE REAR PUSH ARM W/BUILT IN ACCUMULATOR
- REAR CROSS TUBE - HEAVY DUTY WING STOPS - HEEL & TOE
- 4 BANK MANIFOLD PLATE FOR WING

WHELEN STROBE SYSTEM PER SPEC

CERTIFIED/CIRUS CUSTOM HYDRAULIC SYSTEM

- PTO, HOTSHIFT, 890 SERIES
- PTO, SHAFT EXTENSION KIT, 3000 & 4000 SERIES; NEW WORLD TRANSMISSION; INSTL
- DANFOSS SERIES S45 HYDRAULIC PUMP
- 6.0 CUBIC INCH LOAD SENSE
- CIRUS 420M20 MULTI-JOYSTICK CONTROLS
- CIRUS 10" CAMERA READY DISPLAY
- ELECTRIC VALVE ASSEMBLY
- TOUCH GUARD SWITCH PACKAGE
- CIRUS 4-CAMERA SYSTEM WITH CAMERA WASH SYSTEM
- CONTROL STAND KIT, POWER CENTER
- MANIFOLD, PINTLE PLATE MOUNTED; INSTL
- ACCUMULATOR FOR FRONT PLOW

STAND-ALONE CAB GUARD

- 201 STAINLESS STEEL
- 50 GALLON OIL RESERVOIR & VALVE ENCLOSURE
- VAISALIA ROAD/TEMP SENSOR
- GATES HYDRAULIC HOSE & FITTINGS

9' BERMING CHUTE

TOTAL QUOTE ..... 162,000.00

\*\*\*\*\*  
CHASSIS MUST BE DROP SHIPPED TO: MTE MONROE, WI.

CHASSIS MUST HAVE FACTORY FULL FRONT FRAME EXTENSIONS  
\*\*\*\*\*

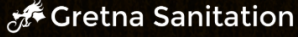
Quote Accepted By: X \_\_\_\_\_ Date: \_\_\_\_\_ P.O.: \_\_\_\_\_

Submitted By: JEFF SCHWAB for MONROE TRUCK EQUIPMENT

**GREYNA SANITATION  
PRICE QUOTES**



**MACK**<sup>®</sup>



Gretna Sanitation



**RDO**<sup>®</sup>  
TRUCK CENTERS

## PRICING SUMMARY

### LR 64R G

#### VEHICLE PRICE

\$164,542.00

#### FET EXEMPT ITEMS

5yr Allison Transmission Warranty

\$1,052.00

5yr/200,000 mile Cummins Engine warranty

\$3,700.00

#### TOTAL FET EXEMPT ITEMS

\$4,752.00

#### TAX SUMMARY

##### AMT. SUBJECT TO TAX

FET (12%)

\$164,542.00

\$19,745.04

Tire Tax Credit

N/A

\$(357.98)

#### TOTAL TAX

\$19,387.06

#### TOTAL SELLING PRICE (PER UNIT)

\$188,681.06

GRETNA SANITATION

DATE

RDO TRUCK CENTER CO.

DATE

The above quote includes spec and chassis and warranties as listed as well as the addition of a tag axle. Final spec and chassis may change depending on final body requirements and vendor warranty pricing.

Total chassis price with listed warranty:

\$188,681.06

Total Meridian Front Loader body quote per McNeilus with FET:

\$187,071.00

Total unit price:

\$375,752.06

**METROPOLITAN UTILITIES DISTRICT  
PRICE QUOTES**

**METROPOLITAN UTILITIES DISTRICT**  
**OMAHA, NEBRASKA**  
**QUOTATIONS RECEIVED**

COMMODITY      FOUR (4) CREW CAB & CHASSIS FOR UTILITY CREW TRUCK (CNG) 100088000771

12/9/2020

ITEMS		BIDDERS			
		Truck Center Companies Omaha			
Make		Freightliner			
Model:		M2-112			
Warranty		Attached			
Delivery		180 days			
Total Bid Price (One (1) unit)		\$134,445.00			
Total Bid Price (Four (4) units)		\$537,820.00			
<u>Option Prices for Extended Warranty</u>					
Three (3) year 150,000 miles		\$1,650 GEI			
		\$1,150 GE2			
Four (4) year 150,000 miles		\$1,900 GEI			
		\$1,450 GE2			
Five (5) year 150,000 miles		\$2,450 GEI			
		\$1,850 GE2			
Employee Classification Act Affidavit		Yes			
Exception		Yes			

**SECTION 4  
 BID SHEET  
 JOB NO. 100088000771  
 FOUR (4) CREW CAB & CHASSIS FOR UTILITY CREW TRUCK (CNG)**

We propose to furnish the following in full accordance with the specifications and conditions.

Quantity: FOUR (4)

Items: Crew Cab & Chassis for Utility Crew Truck

Make: Freightliner Model: M2-112 Warranty: Attached Delivery: 180 Days

F.O.B. Metropolitan Utilities District  
 Construction Center  
 Transportation Division  
 3100 South 61<sup>st</sup> Avenue  
 Omaha, Nebraska 68106

Bid Price (One (1) unit) \$ 134,455

Total Bid Price (Four (4) units) \$ 537,820

Option Prices for Extended Warranty

Three (3) year 150,000 miles \$ 1650 GE1 \$ 1150 GE2

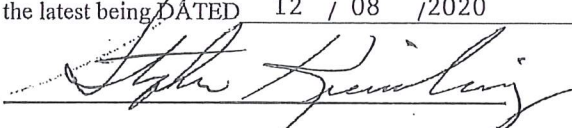
Four (4) year 150,000 miles \$ 1900 GE1 \$ 1450 GE2

Five (5) year 150,000 miles \$ 2450 GE1 \$ 1850 GE2

Bid prices are good for at least 60day from the date of bid SK Initials

The undersigned has examined the written specification and all other matters which can affect the work to be done under the specification, and acknowledge receipt of any and all addendums the latest being DATED 12 / 08 / 2020

SIGNATURE OF BIDDER



Name of Bidder Steve Kreinbring

Name of Company Truck Center Companies-Omaha

Title Sales Representative

Address 14321 Cornhusker Road Omaha, NE 68138

Work Phone 402-592-2440

Cell Phone 402-679-3926

Work Email skreinbring@tcctrucks.com

Fax 402-339-4567

Date 12/08/20

**METROPOLITAN UTILITIES DISTRICT**  
 OMAHA, NEBRASKA

**QUOTATIONS RECEIVED**

COMMODITY      FOUR (4) FIBERGLASS CREW TRUCK BODY WITH AIR COMPRESSOR AND POWER INVERTER 10008800772

12/9/2020

ITEMS		BIDDERS	
	ProTech	AITec Ind	
Fiberglass Body make	Brand FX	AITec	
Model:	84T Line Body	EB132 Fiberglass	
Air Compressor make	Van Air	VanAir	
Model:	125/160/195/200 UDSM	160UDSM	
Power Inverter make	Air Pax Dimension	Sensata	
Model:	ADI 12/3000N	12/3000N	
Delivery	365 days - sooner if possible	390-420 ARO	
Terms	Net/30		
Total Bid Price (One (1) unit)	\$71,823.00	\$78,871.00	
Total Bid Price (Four (4) unit)	\$287,292.00	\$315,484.00	
Employee Classification Act Affidavit	Yes	Yes	
Exceptions	Yes	Yes	

**SECTION 4**  
**BID SHEET**  
**JOB NO. 100088000772**  
**FOUR (4) FIBERGLASS CREW TRUCK BODY WITH AIR**  
**COMPRESSOR AND POWER INVERTER**

We propose to furnish the following in full accordance with the specifications and conditions.

Quantity: FOUR (4)

Item (s): Fiberglass Crew Truck Body with Air Compressor and Power Inverter.

Fiberglass Body make: Branco FX Model 84T Line Body  
 Air Compressor make: Van Air Model 125/100/195/200 upsm  
 Power Inverter make: Air Pak Dimensions Model ATI 12/3000W  
 Delivery: 365 days - sooner if possible  
 Terms: net/30

**\*\* Bidders are required to submit the original bid and one (1) full copy of the bid (both) in one (1) enclosed (sealed) envelope to Purchasing before the bid opening\*\***

**\*\*NOTE BID PRICES ARE NOT TO INCLUDE STATE OR LOCAL SALES TAXES OR FEDERAL EXCISE TAXES\*\***

Total Bid Price (One (1) unit)           \$ 71,823  
 Total Bid Price (FOUR (4) units)       \$ 287,292

Bid prices are good for at least 75 days from the date of bid opening BDC Initials

The undersigned has examined the written specification and all other matters which can affect the work to be done under the specification, and acknowledge receipt of any and all addendums the latest being DATED 12/9/2020

SIGNATURE OF BIDDER 

Name of Bidder Brent Glenn

Name of Company Protectum

Title sales manager

Address 4343 S. 19th Street

Work Phone 712-329-1310

Cell Phone 402-611-3184

Work Email brentglenn@protectum.com

Fax 712-328-1320

Date 12/9/2020



**S2 ROLLOFFS LLC  
PRICE QUOTES**

17000 + 34 replacement



3100 West 76th Street  
Davenport, IA 52806  
Ph: 563-391-4840

Elliott Sanitation Equip. Co.  
1245 Dawes Avenue  
Lincoln, NE 68521  
Ph: 402-474-4840

4000 SE Beisser Drive  
Grimes, IA 50111  
Ph: 515-986-4840  
Fx: 515-986-9530

14001 Botts Rd.  
Grandview, MO 64030  
Ph: 816-761-4840

4400 E 60th Ave  
Commerce City, CO 80022  
Ph: 303-853-4840

# Quote

Date	Quote #
1/18/2021	14871
Proposed Shipping Date	
Terms	
Due on receipt	
Rep	
SD	

S-2 Roll-Offs, LLC  
550 N. Main St  
Fremont, NE 68025

**Here is our quotation on the goods named, subject to the conditions noted:**

*CONDITIONS: The prices and terms on this quotation are not subject to verbal changes or other agreements unless approved in writing by the Home Office of the Seller. Prices are based on costs and conditions existing on date of quotation and are subject to change by the Seller before final acceptance. All quotations and agreements are contingent upon strikes, accidents, fires, availability of materials and all other causes beyond our control.*

*Typographical and stenographic errors subject to correction. Purchaser agrees to accept either overage or shortage not in excess of ten percent to be charged for pro-rata. Purchaser assumes liability for patent and copyright infringement when goods are made to Purchaser's specifications. When quotation specifies material to be furnished by the purchaser, ample allowance must be made for reasonable spoilage and material must be of suitable quality to facilitate efficient production.*

*Conditions not specifically stated herein shall be governed by established trade customs. Terms inconsistent with those stated herein which may appear on Purchaser's formal order will not be binding on the Seller.*

*TERMS: Equipment is due on receipt. Carts, Containers, Parts, & Service are Net 30 unless otherwise noted on your account. Balances over 30 days from date of invoice are subject to finance charges up to 1½% per month.*

Qty	Item	Description	Price	Total
1	Western Star	Western Star model 4700SB with Cummins ISL 300 hp, Eaton Fuller 10 speed transmission, Allison Transmission 3500RDS	78,000.00	78,000.00T
1	Stellar	Slider 20HH54 with a fixed 54" Hook height, Hydraulics Reservoir and valve band with 2-section air controls for any cab configuration with or without tarper, includes 10 gallon frame mounted reservoir, tower assembly, control levers and valve bank, Pump and Poly Fenders, heavy duty Rectangular tubing bumper with LED Light Kit. Back up alarm	30,375.00	30,375.00T
1	Freight	Shipping & Handling	1,000.00	1,000.00
		sales tax is paid when you register the truck Customers Exempt From Sales Tax	0.00%	0.00

**\*\*Administrative Fee of \$150.00 will be added to all vehicle purchase transactions.\*\***

**Total**

**\$109,375.00**

TO CONFIRM ORDER, SIGN AND RETURN

X \_\_\_\_\_

Truck #50  
Replacement



**QUOTATION**

Satellite Industries Inc  
2530 Xenium Ln N  
Minneapolis MN 554413627  
USA  
Phone: 763-553-1900  
Fax: 800-328-3334  
Federal ID No. : 41-0854413

Quote number QTE010184  
Quote date 01/14/2021  
Validity date 01/29/2021

Customer SII010660

Customer SII010660

Sold to  
S2 Roll Offs LLC  
dba S2 Restrooms  
550 N Main St  
Fremont, NE, 68025-5062  
USA

Ship to  
S2 Roll Offs LLC  
C/O Satellite Industries Inc  
2530 Xenium Lane North  
Minneapolis, MN, 55441  
USA

Buyer David Poe  
Tel. 4027276806  
Fax. 4027042019

Shipping from 101US  
Shipping via Customer Pick Up  
Freight terms Not Applicable  
Payment terms Cash In Advance

TERMS: 10% DOWN AT THE TIME OF THE ORDER AND THE REMAINING BALANCE IS DUE BEFORE PICKUP OF THE TRUCK

Thank you for your interest in our products. We are pleased to quote you as follows:

Product	Description	Quantity	Price each	Discount	Assembly	Net price	Ext. Price
	MD 1600						
	CARBON STEEL (MD) / 1600 (1100 GAL WASTE, 500 GAL FRESH) - 1				0.00		
	MD 1600 CHASSIS						
CHASS	Chassis- Special Order	1.00	68,146.00		0.00	68,146.00	68,146.00
	2022 FREIGHTLINER M2 106 26000 GVW (SEE ATTACHED SPEC)						
	MD 1600 MODULE TYPE						
M1600	Toilet Mod- Mfg 1600 Gal	1.00	27,177.00		0.00	27,177.00	27,177.00
	STANDARD FEATURES OF COATED FRESH MD1600 - 1100 GALLON WASTE TANK / 500 GALLON REAR EPOXY POWDER COATED FRESH TANK W/20" MANWAY / DROP DOWN WORK CENTER /STAINLESS STEEL BOLT TOGETHER SKIRTING FLOOR, SIDE AND REAR PANELS AND CABINETS / (5) SIGHTGLASSES / WORK LIGHT IN WORK ZONE/ IN-TANK PRIMARY OVERFLOW VALVE / BALLCHECK VALVE / DOCK EDGING / WAND HOLSTER / BACKUP ALARM / MUDFLAPS /BEDLINER COATING IN TANK ZONE /BUMPER AND SELF SUPPORTING UNIT HAULER ZINC PLATED - NO INSERT						
	TARIFF MATERIAL SURCHARGE	1.00	750.00		0.00	750.00	750.00
	TARIFF MATERIAL SURCHARGE						
	MD 1600 INSTALLATION OF MODULE ONTO CHASSIS						
	INSTALLATION ON SATELLITE CHASSIS	1.00	498.00		0.00	498.00	498.00
	INSTALL ON SATELLITE CHASSIS/ INSTALL ON SATELLITE SPECIFICATION CHASSIS.						
	TRUCK SAFETY EQUIPMENT						
	SERVICE TRUCK SAFETY KIT (REQUIRED)	1.00	85.00		0.00	85.00	85.00
	CONTAINS REFLECTOR / FIRE EXTINGUISHER / FIRST AID KIT (13608)						

MD 1600 VACUUM SYSTEM

MASPORT HXL75V	1.00	7,195.00	0.00	7,195.00	7,195.00
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MASPORT HXL75V - MASPORT HX75V PUMP ON RIGHT ANGLE BRACKET WITH RIGHT ANGLE GEAR BOX / SECONDARY SCRUBBER / REXNORD COUPLER TORQUE PROTECTION / VACUUM SYSTEM PLUMBING AND HOSES / MOUNTING SYSTEM AND HARDWARE / 30/30 GAUGE / VACUUM AND PRESSURE RELIEFS / FULL INSTALLATION AND TESTING

MD 1600 SERVICE HOSE

30' SERVICE HOSE	1.00	197.00	0.00	197.00	197.00
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30' SERVICE HOSE - HOSE / HOSE HANGER / 2 HOSE STANDOFF BARS / PART C COUPLER BOTH ENDS (11687)

MD 1250 - MD 1600 SERVICE HOSE EXTENSION

NO SERVICE HOSE EXTENSION - 1			0.00		
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MD 1600 SERVICE WAND

SERVICE WAND PVC	1.00	107.00	0.00	107.00	107.00
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SERVICE WAND PVC SCHEDULE 80 2" PVC PIPE 2" BALL VALVE AND 2" PART F COUPLER (13219)

MD 1600 PRESSURE WASH

PRESSURE WASH BURKS	1.00	1,535.00	0.00	1,535.00	1,535.00
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MED PRESSURE WASH (ELEC DRIVE) - GARDEN HOSE PRESSURE WASH SYSTEM WITH BURKS DC-10 PUMP / 35' HOSE / SPRAY NOZZLE / SOLENOID AND PRESSURE SWITCH / 150 AMP CIRCUIT BREAKER / HOSE HANGER / HOSES / FITTINGS (22083)

MD 1600 DUMP HOSE

NO DUMP HOSE - 1			0.00		
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MD 1600 ADD-ON FEATURES

FRESH BASKET	1.00	500.00	0.00	500.00	500.00
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FRESH BASKET - MADE FROM PLATED EXPANDED METAL AND SHEET DESIGNED TO HOLD A 5 GALLON PAIL FOR RECHARGING THE TOILET TANK. THE BASKET GETS MOUNTED DIRECTLY UNDER THE VALVE FOR THE FRESH DUMP (19170)

HOSE REEL FOR BURKS PRESSURE WASH	1.00	463.00	0.00	463.00	463.00
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HOSE REEL FOR PRESURE WASH - 35' HOSE ON RETRACTABLE STEEL HOSE REEL MOUNTED ON BRACKET PLUMBED TO WATER PUMP (19703)

KIT- 8 SURFACE MOUNT LED MINI	1.00	1,200.00	0.00	1,200.00	1,200.00
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KIT- 8 SURFACE MOUNT LED MINI (23233)

TRANSTX	Minnesota Transit Tax	1.00	20.00	0.00	20.00	20.00
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<b>Subtotal</b>	<b>107,873.00 USD</b>
<b>Total:</b>	<b>107,873.00 USD</b>

Applicable sales tax to be added at time of order

Prepared by : Jeff Sprenger  
 Area Manager : Jeff Sprenger  
 E-mail: jsprenger@satelliteindustries.com  
 Tel. : 763-519-6527  
 Fax. : 800-328-3334

**SOIL DYNAMICS COMPOSTING FARM  
PRICE QUOTES**



 Soil Dynamics



## PRICING SUMMARY

### GRANITE 84FR

#### VEHICLE PRICE

\$132,083.00

#### EXTERNAL LOCALS

ZIM-Mixer 10 cu. yard

\$109,047.00

#### TOTAL VEHICLE PRICE

\$241,130.00

#### FET EXEMPT ITEMS

7yr/250,000 mile engine plan 2 with aftertreatment

\$6,833.00

#### TOTAL FET EXEMPT ITEMS

\$6,833.00

#### TAX SUMMARY

#### AMT. SUBJECT TO TAX

FET (12%)

\$241,130.00

\$28,935.60

Tire Tax Credit

N/A

\$(416.76)

#### TOTAL TAX

\$28,518.84

#### TOTAL SELLING PRICE (PER UNIT)

\$276,481.84

SOIL DYNAMICS COMPOSTING FARM INC

DATE

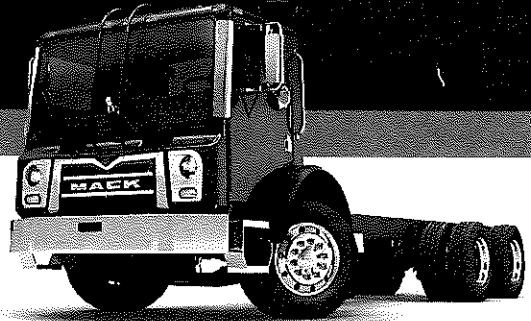
RDO TRUCK CENTER CO.

DATE

Price above includes chassis and warranty as listed with the body as quoted to you through the body company. Truck price is good for builds through the 1st quarter so long as the body price does not change.

**URIBE REFUSE SERVICES  
PRICE QUOTES**

**MAEK**



## PRICING SUMMARY

### TERRAPRO 64R G

VEHICLE PRICE

\$240,766.00

#### TAX SUMMARY

AMT. SUBJECT TO TAX

FET (12%)

\$240,766.00

\$28,891.92

Tire Tax Credit

N/A

\$(325.10)

TOTAL TAX

\$28,566.82

TOTAL SELLING PRICE (PER UNIT)

\$269,332.82

URIBE REFUSE SERVICE

DATE

RDO TRUCK CENTER CO.

DATE





**Rear Load 3.5/YD Tailgate**

Model 2516: 3.5HD 25 yd Rear Loader

**Quote Number:** 107202007160744 **Rev:** 0  
**Printed:** 12/07/2020

**Catalog:** 19.04.17

**Quoted/Sold To:**

Uribe Refuse Service  
4600 North 48th St.  
Lincoln, NE 68507\_USA  
Attn: Trieu Huynh

Price per Unit \$ 323,747  
Quantity 1

**Unit Price Includes:**

FET 34,596  
Freight 850  
Surcharge -  
Extended Warranties 0

Delivery Point: Uribe Refuse Service

**Quantity Discount**

Pricing includes all applicable discounts for quantity quoted. Change of quantity ordered may result in revision of price.

**Freight Charges**

Freight charge is estimated based upon fuel cost at the time of quotation. The charge is subject to change at the time of delivery. Shipping arrangements (when applicable) are made for the convenience of the customer. Seller assumes no

**Specifications**

All specifications are subject to change without notice. Several factors beyond the control of the chassis OEM or McNeilus may result in the substitution of components of equal or greater quality.

**Special Options**

Special options are subject to Engineering application approval.

**Taxes**

No state or local taxes are included in the prices quoted herein. Any applicable state and local taxes must be added to these prices and paid directly by the purchaser.

**Terms & Conditions**

This quotation assumes and is subject to the standard terms and conditions of McNeilus Truck and Manufacturing Co., LMI, and Oshkosh Truck Corporation, including limitations of warranty.

**Cancellation**

See Terms and Conditions referenced above.

**Payment Terms**

Due upon receipt

**This quotation is valid until 02/28/2021.**

**Any order is contingent upon acceptance by McNeilus Truck and Manufacturing Inc..**

**By signing and returning this document, you are indicating that you have read and approved the above specification.**

**Please return this signed quotation and a 10% down payment to your McNeilus representative.**

**THIS QUOTE MAY BE SUBJECT TO THE IMPOSITION OF A SURCHARGE BASED ON PRICE INCREASES ON STEEL. WE WILL PROVIDE EXACT AMOUNT OF SURCHARGE AS SOON AS**



\_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
Date

**ATTACHMENT E**

**2020 Diesel Emissions Reduction Act (DERA) State Grants**

**Work Plan and Budget Narrative**

**NEBRASKA DEPARTMENT OF ENVIRONMENT AND ENERGY**

**MARCH 2020**

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\*\*\*\*\*

**SUMMARY PAGE**

**Project Title: 2020 Nebraska Clean Diesel Rebate Program**

**Project Manager and Contact Information**

**Organization Name: Nebraska Department of Environment and Energy**

**Project Manager: Randy Smith**

**Mailing Address: Nebraska Department of Environment and Energy  
P.O. Box 98922  
Lincoln, NE 68509**

**Phone: 402-471-4272**

**Fax: 402-471-2909**

**Email: [randy.smith@nebraska.gov](mailto:randy.smith@nebraska.gov)**

**Project Budget Overview:**

	<b>2019*</b>	<b>2020</b>
EPA Base Allocation	\$ 317,200	\$ 331,342
EPA Match Bonus (if applicable)	\$ 158,600	\$ 165,671
State or Territory Voluntary Matching Funds (if applicable)	\$ 543,761	\$ 359,535
Mandatory Cost-Share	\$ 2,109,000	\$ 1,458,700
<b>TOTAL Project Cost</b>	<b>\$ 3,128,561</b>	<b>\$ 2,315,248</b>

\*If state participated in 2019

**Project Period**

October 1, 2019 – September 30, 2021

**Summary Statement**

The Nebraska Department of Environment and Energy (NDEE) proposes to award rebates in two subprograms: 1) replacement of local diesel trucks, and 2) electric replacements of diesel engines powering agricultural irrigation pumps. Utilizing both EPA and State Voluntary Matching Funds, NDEE anticipates awarding five rebates for replacement of local medium and heavy-duty diesel trucks and 20 rebates for electric replacements of diesel irrigation engines.

\*\*\*\*\*

## **SCOPE OF WORK**

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

According to the 2014 National Emissions Inventory, diesel vehicles and equipment in Nebraska were responsible for 124,481 tons of annual NO<sub>x</sub> emissions, 5,510 tons of PM<sub>10</sub>, and 5,177 tons of PM<sub>2.5</sub>, primarily from heavy-duty diesel highway vehicles, locomotives, and non-road diesel equipment. Diesel sources are responsible for two-thirds of the NO<sub>x</sub> emissions in the state, which can contribute to the production of ground-level ozone.

Although all areas of Nebraska are currently in attainment with the National Ambient Air Quality Standards (NAAQS) for all criteria pollutants, ozone levels approaching the ozone NAAQS (0.70 ppm) have been experienced at times in the Omaha metropolitan area and at Santee in northeastern Nebraska. Ozone levels in both urban and rural areas in Nebraska and surrounding states have been slowly rising over the past several years.

The public transit agencies in the two largest Nebraska cities have taken action over the last decade to reduce diesel emissions. StarTran, the transit bus agency in Lincoln, has introduced 24 compressed natural gas (CNG) buses and 13 CNG Handy-Vans to its fleet, replacing older diesel and gasoline vehicles. CNG vehicles now make up over one-third of the StarTran fleet. StarTran has also purchased 10 battery-electric transit buses, the first of which was delivered in February 2020. The initial order of four electric buses was partially supported by NDEE using funds from the *Volkswagen Diesel Emissions Environmental Mitigation Trust for States* (VW State Trust).

Omaha Metro Transit is also moving to replace diesel transit buses with CNG vehicles. The agency currently operates 11 full-size CNG buses and 9 CNG-fueled handy vans. In addition, Omaha Metro is in the process of launching the Omaha Rapid Bus Transit project, which is expected to be in operation in fall of 2020. This project will utilize CNG-fueled articulated buses replacing older diesel buses. (Purchase of two ORBT buses has also been partially supported by NDEE utilizing Volkswagen State Trust funds.) Beginning in the fall of 2014, the Omaha and Millard (suburban Omaha) public school districts began using 435 new propane-powered buses to transport students, providing significant emissions reductions and reducing health impacts on the students.

However, many diesel transit and school buses continue to operate in Nebraska, and the vast majority of heavy-duty trucks operate with diesel fuel. Older diesel refuse trucks operate in residential and commercial areas, at low speeds, with frequent starts and stops, and with a high proportion of time spent idling; all of these factors lead to poor control of diesel emissions. Many medium- and heavy-duty diesel trucks are also used in delivery, construction, and maintenance activities in urban areas. Diesel trucks therefore make a significant contribution to diesel emissions in urban areas and have the potential to impact large populations.

New trucks with engines that meet EPA emissions standards drastically reduce these harmful emissions. Replacement of diesel trucks with new cleaner diesel or alternative-fueled vehicles is thus a priority of the Nebraska Clean Diesel Program. Under the 2020 Nebraska Clean Diesel

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Program, NDEE plans to continue the 2018 and 2019 programs to replace diesel refuse trucks and medium- and heavy-duty local diesel freight, delivery, construction, and maintenance trucks.

As of October 2016, Nebraska had over 99,000 active agricultural irrigation wells, many of which have pumps powered by diesel engines. Although these engines are in rural areas, they operate during the warmer months of the year when formation of ozone from diesel exhaust is at a maximum. Exhaust from this large number of diesel engines is a significant contributor to air pollution in rural areas.

### **VEHICLES AND TECHNOLOGIES:**

NDEE will award rebates in two subprograms: 1) replacement of urban diesel trucks, eligible under Section VIII.B.2 of the DERA State Grants Program Guide; and 2) electric replacements of diesel engines powering agricultural irrigation pumps or generators, eligible under Section VIII.B.5.b of the Program Guide.

#### **Replacement of Medium- and Heavy-Duty Diesel Trucks:**

NDEE will offer rebates to assist eligible applicants with partial reimbursement for the replacement of older diesel trucks with trucks powered by:

- a 2016 model year or newer, diesel or alternative-fueled engine certified to meet EPA emission standards (25% rebate up to a \$70,000 limit set by NDEE);
- a 2016 model year or newer engine certified to meet CARB's Optional Low-NOx Standards (35% rebate up to a \$120,000 limit set by NDEE).

Eligible applicants will be public entities and private owners operating diesel refuse trucks and local medium- and heavy-duty diesel trucks (GVWR Class 5-8) used in delivery, construction, and maintenance operations in Nebraska communities. Eligible trucks will have engine model years from 1996 to 2009 (or newer for low-NOx replacement). Priority will be given to projects in urban areas and to replacement vehicles with Low-NOx Compressed Natural Gas (CNG) engines (35% rebate).

The number of vehicle replacements to be funded under this program will depend upon the size and type of trucks that applicants propose to replace. In developing the program budget NDEE anticipates funding two CNG refuse trucks, three diesel refuse trucks or heavy-duty straight trucks. However, the number of CNG replacements may be lower due to the limited availability of CNG fueling facilities (Lincoln, North Platte, Columbus, and the Omaha metropolitan area). If the number of eligible applicants is higher than anticipated, a larger number of replacement projects may be undertaken by increasing the use of Voluntary State Matching funds from the Volkswagen State Trust.

All entities that receive a rebate will be required to follow the scrappage requirements outlined in the FY2020 State Clean Diesel Grant Program Information Guide.

#### **Non-Road Agricultural Diesel Engine Replacement:**

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NDEE will offer rebates to assist eligible applicants with 1) purchase of an electric motor and associated electrical infrastructure needed to replace a non-road diesel engine powering a surface agricultural irrigation pump; or 2) costs of supplying the infrastructure needed to connect a submersible irrigation pump to the electric grid as a replacement of a diesel engine powering a generator. These projects will be eligible for a 60% rebate of equipment, labor, and electric power infrastructure costs, including electric line extension, up to a limit of \$20,000 set by NDEE.

Eligible applicants for replacement of an off-road diesel engine will be active farming operations in the state of Nebraska. Eligible engines must operate at least 250 hours annually and fall within the following horsepower (HP) and engine model year guidelines:

- 0 to 50 HP: 2006 and newer, Unregulated – Tier 2;
- 51 to 300 HP: 1996 and Newer, Tier 0 – Tier 3;
- 301-750 HP: 1986 and Newer, Tier 0 – Tier 3;
- 751+ HP: 1986 and Newer, Tier 0 – Tier 2.

NDEE anticipates funding 20 diesel irrigation engine replacement projects in this program with an average rebate of \$18,000. This program could be expanded using additional Voluntary State Match funds if a high number of eligible applications are received. All entities that receive a rebate will be required to follow the scrappage requirements outlined in the FY2020 State Clean Diesel Grant Program Information Guide.

### **ROLES AND RESPONSIBILITIES:**

NDEE will use 2020 State Clean Diesel Grant funds to support two rebate programs to replace diesel vehicles and engines in Nebraska. NDEE has successfully administered rebate programs with funding from EPA's Clean Diesel Program to reduce diesel emissions since 2008, including funding from the American Recovery and Reinvestment Act from 2009 to 2012. Projects funded prior to 2013 included diesel emission control retrofits, auxiliary power units and aerodynamic equipment for long-haul trucks, diesel engine replacements, and vehicle replacements. Rebate recipients in these projects included both government and private-sector entities. From 2013 to 2016 NDEE administered an annual Clean Diesel School Bus Rebate Program. Beginning in 2017 rebate programs for local diesel truck replacements and diesel irrigation engine replacements were added to the Nebraska Clean Diesel Program, with 12 truck replacement projects and 67 irrigation engine replacement projects completed or underway. This experience demonstrates NDEE's ability to successfully carry out varied diesel emissions reduction rebate programs.

### **Replacement of Medium- and Heavy-Duty Diesel Trucks:**

NDEE will provide notice of the Local Medium- and Heavy-Duty Diesel Truck Rebate Program to the public in Nebraska via the agency website, press release, and notices to trade and associations and municipalities. We will develop application materials, instructions, and selection criteria specific to this program and will make them available on the agency website, and we will work with public agencies and private companies as they develop their applications. NDEE will select the successful applicants and provide rebates directly to the recipients. The recipients will be

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expected to provide mandatory matching funds to complete the financial commitments required for their projects.

### **Non-Road Agricultural Diesel Engine Replacement:**

NDEE will provide notice of the 2020 Irrigation Engine Rebate program via the agency website and a press release. A number of public power districts in Nebraska provide financial incentives to farmers for converting irrigation equipment from diesel to electric power. Applicants for agricultural diesel engine replacement rebates will need to work with their electric service provider to determine the costs of electric line extension and other required infrastructure as well as the availability of incentives. NDEE therefore will directly notify all public power districts in Nebraska of the availability of Clean Diesel rebates for irrigation engine replacements. NDEE will also notify farm associations and the Natural Resource Districts (NRDs) in Nebraska, which manage surface and groundwater and work with irrigators in their districts.

NDEE has developed application materials, instructions, and selection criteria specific to this program and will make them available on the agency website. NDEE will assist applicants during the application process, select the successful applicants for rebates, and provide rebates directly to the recipients. Recipients will be expected to provide mandatory matching funds to complete the financial commitments required for their projects.

### **General Administration and Disbursement Procedures**

The replacement vehicle or engine will be required to perform the same or similar function and operation as the unit being replaced. Replacement vehicles must be of similar type and gross vehicle weight rating or horsepower as the vehicle being replaced.

The replaced engine or vehicle plus engine will be required to be scrapped or rendered permanently disabled within 90 days of being replaced unless additional time is approved by EPA. Diesel engines will be scrapped by cutting a 3-in by 3-in hole in the engine block, or an equivalent scrapping method approved by EPA. A vehicle will be disabled by cutting the frame rails between the front and rear axles.

NDEE will maintain frequent contact with the successful applicants and provide assistance as needed to ensure that they stay on track to complete their projects within the specified time frame. After the new vehicle or engine has been delivered or installed, and prior to receiving reimbursement, applicants will be required to submit extensive documentation of the purchase along with documentation of scrapping of the old vehicle or engine:

1. Completed “Request for Reimbursement” form
2. Completed “Final Report” form
3. Photocopy of the purchase order for the new vehicle/engine and/or photocopy of the invoice for the new vehicle/engine and photo of the new engine label with the following information:
  - a. VIN number (for vehicle) or engine serial number (for replacement engine)
  - b. Engine model year
  - c. Engine manufacturer

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- d. EPA engine family if available
- e. Vehicle/engine cost
4. Proof of Payment, such as a paid invoice or receipt, photocopy of the canceled check, bank statement showing the check has cleared, or credit card statement showing the payment has cleared
5. Proof of scrappage of the old engine via the EPA Certificate of Engine/Chassis Destruction and:
  - a. Photo of the engine label that includes the engine serial number and EPA engine family
  - b. Photo of the engine block prior to scrappage
  - c. Photo of the engine block after scrappage, showing the hole cut in the block
6. Proof of scrappage of the old vehicle (if applicable) via the EPA Certificate of Engine/Chassis Destruction and:
  - a. Side profile photo of the vehicle
  - b. Photo of vehicle label with Vehicle Identification Number (VIN)
  - c. Photos of chassis rails prior to scrappage
  - d. Photos of chassis rails after cutting

### **TIMELINE AND MILESTONES:**

NDEE's 2020 Nebraska Clean Diesel Rebate Program will begin as soon as the grant award is made. Public notice and outreach of the program may begin in advance of the October 1 start of the 2020 grant year. During the first and second quarters of the grant year, NDEE will complete the solicitation and processing of rebate applications, will select rebate recipients, and prepare project agreements. Recipients will be notified during the second quarter to commence work on their project. NDEE will monitor project progress closely to encourage timely performance by the selected applicants. In particular, we will encourage participants in the irrigation engine replacement program to take early action to initiate their projects so that work can be completed prior to the start of the 2021 crop season. We anticipate that most recipients will complete their projects and receive reimbursements during the third and fourth quarters. NDEE will follow the timeline below, assuming receipt of the EPA award in August:

Mid-September 2020: NDEE posts program information and application materials on the agency website and begins outreach to the target sectors.

October 1, 2020: NDEE begins accepting rebate applications.

January 22, 2021: Deadline for submission of rebate applications to NDEE.

January 25-29, 2021: Review of rebate applications and selection of rebate recipients.

January 29, 2021: Notification of rebate recipients.

February 5, 2021: Agreements mailed to rebate recipients. Public notification of rebate projects posted on NDEE website.



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March 1, 2021: Deadline for rebate recipients to return signed agreements to NDEE.

February-March, 2021: Commence Work Notifications sent to recipients.

March 2021 –August 2021: Monitoring of rebate recipients for project progress, and issuance of rebates as projects are completed.

August 31, 2021: Deadline for recipients to complete their project and submit complete reimbursement requests with documentation of scrappage.

### **DERA PROGRAMMATIC PRIORITIES:**

NDEE’s 2020 DERA Clean Diesel Rebate Programs will be targeted to achieve significant reductions in diesel emissions in areas designated as poor air-quality areas and/or emissions that lead to exposure of especially vulnerable populations.

#### **Replacement of Medium- and Heavy-Duty Diesel Trucks:**

Diesel refuse trucks and local delivery/construction/maintenance trucks operate in all cities and towns in Nebraska. NDEE will give preference to applicants operating in larger urban areas. Providing rebates to replace older diesel trucks with newer and cleaner trucks will produce significant reductions in diesel emissions in these priority areas.

#### **Non-Road Agricultural Diesel Engine Replacement:**

NDEE will give preference to projects that are in close proximity to population centers that might be affected by these diesel emissions.

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

**Linkage:** The actions outlined in this workplan support Goal 1, Objective 1.1, “Improve Air Quality”, of EPA’s 2018-2022 Strategic Plan. Reducing emissions from diesel engines is an important component of the reduction of local and regional air pollution, thereby supporting EPA’s goal of “continued progress in reducing public health risks and improving the quality of the environment.” Replacement of older, more polluting diesel engines and buses with new, less polluting units reduces diesel emissions, thus directly reducing the local and regional risk from criteria pollutants (particulate matter, NOx, and ozone), air toxics, and greenhouse gases.

**Outputs:** The primary output of this program will be the replacement of older, more polluting diesel vehicles and engines with new, cleaner units. This output will be measurable in terms of the number of replacements funded and completed, which will depend upon the mix of replacement applications received and the replacement technologies proposed.

NDEE will disseminate information about the program or programs and the available technologies via the agency website, mail, and e-mail. These public outreach efforts will raise community awareness of the importance of reducing diesel emissions.

NDEE will track and measure the progress made by the rebate recipients and provide quarterly reports to EPA summarizing this progress. NDEE will also provide a final report on the program to EPA.

**Outcomes:** Nebraska’s proposed 2020 Clean Diesel Rebate Program will produce significant reductions in diesel emissions and thereby reduce the exposure of vulnerable populations to these emissions. In addition, NDEE’s outreach efforts will lead to increased community awareness of the importance and health benefits of emissions reductions and will promote institutional behavioral changes to reduce diesel vehicle idling where possible.

**Replacement of Medium- and Heavy Duty-Diesel Trucks**

Reducing truck diesel emissions would have immediate impact in densely populated urban areas that include a number of vulnerable populations, including the elderly, children, and people with respiratory conditions. Over the long term, these emissions reductions should lead to reduced respiratory disease and complications in these populations.

Table 1 below shows estimated annual reductions in emissions that would result from the budgeted replacement of five heavy-duty diesel trucks, with three diesel replacements and two CNG replacements. All original trucks are assumed to have a 2005 diesel engine, annual fuel use of 7,000 gallons, 20,000 annual miles, and 500 hours idling (approximate average values from past truck replacement projects).

*Table 1: Estimated annual aggregate emission reductions for replacement of five local heavy-duty diesel trucks from the EPA Diesel Emissions Quantifier (which now includes estimates for alternative fuels, including CNG). The increase in carbon monoxide emissions shown in the is attributed to higher emissions from CNG-fueled engines in comparison to diesel engines.*

<b>Annual Results (short tons)</b>	<b>NOx</b>	<b>PM2.5</b>	<b>HC</b>	<b>CO</b>
Baseline	1.167	0.102	0.098	0.385
Amount Reduced	1.051	0.098	0.088	-0.247
Percent Reduced	90.4%	97.2%	89.7%	-102.3%

Assuming the replaced trucks would have operated for another five years, the lifetime reductions from these projects would be 5.26 tons of NOx, 0.492 ton of PM<sub>2.5</sub>, and 0.44 tons of hydrocarbons.

**Non-Road Agricultural Diesel Engine Replacements**

Table 2 on the next page shows estimated annual reductions in emissions that would result from replacement of 20 diesel irrigation engines (1999 model year) with all-electric replacements. Assuming that the replaced engines would have operated for another 10 years, lifetime emissions reductions would be approximately 77.7 tons of NOx, 6.0 tons of PM<sub>2.5</sub>, 4.8 tons of hydrocarbons, and 13.6 tons of carbon monoxide.

*Table 2: Estimated aggregate annual emission reductions from replacing 20 diesel irrigation engines (1999 model year) with all-electric replacements. Results from Diesel Emissions Quantifier using*

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*input values that are approximate averages from previous irrigation engine projects: fuel use = 5,125 gal/yr, 125 horsepower engine, usage rate = 1025 hr/yr.*

<b>Annual Results (short tons)</b>	<b>NOx</b>	<b>PM2.5</b>	<b>HC</b>	<b>CO</b>
Baseline	7.767	0.602	0.476	1.365
Amount Reduced	7.767	0.602	0.476	1.365
Percent Reduced	100%	100%	100%	100%

NDEE will give preference to projects close to population centers to maximize the health benefits to people residing in those areas.

**SUSTAINABILITY OF THE PROGRAM:**

NDEE will continue to promote (and assist stakeholders in finding) reasonable and practical solutions to reduce diesel emissions and consumption of diesel fuel. These efforts will include promoting behavioral changes to reduce idling of diesel engines at schools and educational efforts on the health benefits of replacing older diesel vehicles and engines. NDEE will promote these ideas and practices on the agency website and through distribution of informational brochures.

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**BUDGET NARRATIVE**

**2020 Itemized Project Budget**

<b>Budget Category</b>	<b>EPA Allocation</b>	<b>Mandatory Cost-Share</b>	<b>Voluntary Match (if applicable)</b>		<b>Line Total</b>
			<b>VW Mitigation Trust Funds</b>	<b>Other Funds</b>	
1. Personnel	\$ 14,880		\$ 10,680		\$ 25,560
2. Fringe Benefits	\$ 4,464		\$ 3,204		\$ 7,668
3. Travel	\$ 492				\$ 492
4. Equipment					
5. Supplies			\$ 250		\$ 250
6. Contractual					
7. Other (Includes Participant Support Costs)	\$ 470,000	\$ 1,458,700	\$ 340,250		\$ 2,268,950
<b>8. Total Direct Charges (sum 1-7)</b>	\$ 489,836	\$ 1,458,700	\$ 354,384		\$ 2,302,920
9. Indirect Charges	\$ 7,177		\$ 5,151		\$ 12,328
<b>10. Total (Indirect + Direct)</b>	\$ 497,013	\$ 1,458,700	\$ 359,535		\$ 2,315,248
11. Program Income	\$ 0	\$ 0	\$ 0		\$ 0

**Detailed Project Budget, 2020 DERA Grant Year**

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<b>Budget Category</b>	<b>EPA Funds \$ 497,013</b>	<b>Voluntary State Match \$359,499</b>	<b>Mandatory Cost-Share</b>	<b>Total 2020 Project Cost</b>
<b>1. Personnel</b>	<b>\$ 14,880</b>	<b>\$ 10,680</b>		<b>\$ 25,560</b>
Project Manager: \$24/hr x 620 hours (30% time)	\$ 14,880			
Project Manager: \$24/hr x 200 hours (9.4% time)		\$ 4,680		
Supervisor: \$50/hr x 120 hours (6% time)		\$ 6,000		
<b>2. Fringe Benefits (30% of personnel costs)</b>	<b>\$ 4,464</b>	<b>\$ 3,204</b>		<b>\$ 7,668</b>
<b>3. Travel:</b> Equipment inspection mileage: 800 miles @ \$0.545 per mile	<b>\$ 492</b>			<b>\$ 492</b>
<b>4. Equipment</b>				
<b>5. Supplies</b>		<b>\$ 250</b>		<b>\$ 250</b>
<b>6. Contractual</b>				
<b>7. Other</b>		<b>\$ 250</b>		<b>\$ 250</b>
<b>Other - Participant Support Costs</b>	<b>\$ 470,000</b>	<b>\$ 340,000</b>	<b>\$ 1,458,700</b>	<b>\$ 2,268,700</b>
3 Heavy-Duty Diesel Trucks @ \$280,000 (25% rebate = \$70,000)	\$ 140,000	\$ 70,000	\$ 630,000	\$ 840,000
2 CNG Refuse Trucks @ \$62,000 (35% rebate, maximum \$120,000)	\$ 240,000		\$ 484,000	\$ 724,000
20 Diesel Irrigation Engine Electric Replacements @ \$35,235 (60% rebate = \$18,000; max \$20,000)	\$ 90,000	\$ 270,000	\$ 344,700	\$ 704,700
<b>8. Total Direct Charges</b>	<b>\$ 489,836</b>	<b>\$ 354,384</b>	<b>\$ 1,458,700</b>	<b>\$ 2,302,920</b>
<b>9. Indirect Charges (48.23% of personnel)</b>	<b>\$ 7,177</b>	<b>\$ 5,151</b>		<b>\$ 12,328</b>
<b>GRAND TOTAL</b>	<b>\$ 497,013</b>	<b>\$ 359,535</b>	<b>\$ 1,458,700</b>	<b>\$ 2,315,248</b>

**Explanation of Budget Framework**

- **Personnel**  
Salaries for NDEE Project Manager (39.6% time, 820 hours @ \$24/hour) and NDEE Supervisor (6% time, 120 hours @ \$50/hour).
- **Fringe Benefits**  
30% of Personnel Cost, covering health insurance, retirement, unemployment, leave.
- **Travel**

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One inspection trip by NDEE personnel for a selected group of rebate recipients to verify project completion. Estimated mileage is 800 miles at 54.5 cents per mile.

- **Supplies**  
Identification stickers for replacement vehicles and irrigation motors.
- **Equipment**  
None.
- **Contractual**  
None.
- **Other**  
Postage; Participant Support Costs (rebates paid to applicants for vehicle and engine replacements).
- **Indirect Charges**  
48.23% of Personnel Costs.

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

Voluntary state matching funds will be provided via a funding request to the Volkswagen Diesel Emissions Mitigation Trust for States. Rebate recipients will be expected to provide mandatory cost-share funds for their projects.