

APPENDIX D-4
Beneficiary Eligible Mitigation Action Certification

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary Tennessee

Lead Agency Authorized to Act on Behalf of the Beneficiary Tennessee Department of Environment and Conservation
(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:	STATE OF TENNESSEE SCHOOL BUS REPLACEMENT GRANT
Beneficiary's Project ID:	ENVWSCHOOLBUS
Funding Request No.	<i>(sequential)</i> 21
Request Type: (select one or more)	<input checked="" type="checkbox"/> Reimbursement <input 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>Eligible Mitigation Action Category #2, Class 4-8 School Buses</u> <input type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal): _____
Action Type	
Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):	See attached.
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):	See 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):	Tennessee Department of Environment and Conservation
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):	See attached.
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).
See attached.

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 Tennessee, and the person executing this certification has authority to make this certification on behalf of the Lead Agency and Beneficiary, pursuant to the Certification for Beneficiary Status filed with the Court.
2. Beneficiary requests and directs that the Trustee make the payments described in this application and Attachment A to this Form.
3. This application contains all information and certifications required by Paragraph 5.2 of the Trust Agreement, and the Trustee may rely on this application, Attachment A, and related certifications in making disbursements of trust funds for the aforementioned Project ID.
4. Any vendors were or will be selected in accordance with a jurisdiction's public contracting law as applicable. (5.2.5)
5. Beneficiary will maintain and make publicly available all documentation submitted in

support of this funding request and all records supporting all expenditures of eligible mitigation action funds subject to applicable laws governing the publication of confidential business information and personally identifiable information. (5.2.7.2)

DATED: 8/22/2023

Molly R. Cripps, Director, Bureau of Environment Operations / Office of Energy Programs / Emergency Res

[NAME]

[TITLE]

Tennessee Department of Environment and Conservation

[LEAD AGENCY]

for

Tennessee

[BENEFICIARY]

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION SUMMARY ATTACHMENT

(All terms that are both bolded and italicized in this document are defined in Appendix D-2 of the State Trust Agreement.)

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

Section V.B.ii.b. of the State of Tennessee's Beneficiary Mitigation Plan states:¹

The State will allocate \$8,854,685.42 within the Bus category to *Class 4-8 School Bus* projects.

Eligible *School Buses* may be replaced with any new diesel, *Alternate Fueled*, or *All-Electric* vehicle. Due to expected NOx emissions reductions from *Alternate Fueled* and *All-Electric* projects being higher than expected NOx emissions reductions from new diesel projects, the State will prioritize funding for *Alternate Fueled* and *All-Electric* vehicle replacements under this Environmental Mitigation Action subcategory. For purposes of the State's Beneficiary Mitigation Plan, *Repowers* for *Class 4-8 School Buses* shall not be considered eligible, as these types of vehicle modifications were found to not be commercially viable. Furthermore, useful life restrictions on *School Buses*, as outlined in Tenn. Code Ann. § 49-6-2109 (b), further limit the viability of School Bus Repowers in Tennessee.²

As of June 30, 2023, the State has paid \$7,710,801.94 for a total of 35 project reimbursements.

Additionally, Section V.D. of the State of Tennessee's Beneficiary Mitigation Plan speaks to the intended use of allowable administrative expenditures for each Eligible Mitigation Action category.³

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

After conducting a comprehensive review of all grant applications, TDEC selected 35 grantees that will replace a total of 133 engine model year 2009 or older *School Buses* with 65 new diesel, one *All-Electric*, 64 propane, and three compressed natural gas *School Buses*.

The new *School Buses* will reduce NOx emissions associated with the older (pre-2009) diesel *School Buses* to be *Scrapped*. Of the School Buses to be funded, 27 will operate 70% or more of the time in former nonattainment areas for ozone and/or fine particulates (PM2.5) National Ambient Air Quality Standards;⁴ 42 will operate in economically Distressed Counties, defined by the Appalachian Regional Commission as those counties that rank among the 10 percent most economically distressed counties in

¹ State of Tennessee's Beneficiary Mitigation Plan. https://www.tn.gov/content/dam/tn/environment/energy/documents/vw-resources/TDEC_VW_EMT_BMP_Updated_7.19.22.pdf.

² Tenn. Code Ann. § 49-6-2109 (b) (1) states that conventional and Class D school buses "may be used until the buses reach the eighteenth year from the in-service date of the buses." Tenn. Code Ann. § 49-6-2109 (b) (2) states that "the Commissioner of Safety, through the inspection process, may approve additional years of service beyond the eighteenth year from the inservice date for conventional and Class D buses on a year-to-year basis," only if the school bus being operated has less than two hundred thousand (200,000) miles of recorded travel.

³ State of Tennessee's Beneficiary Mitigation Plan. https://www.tn.gov/content/dam/tn/environment/energy/documents/vw-resources/TDEC_VW_EMT_BMP_Updated_7.19.22.pdf.

⁴ Tennessee Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants, https://www3.epa.gov/airquality/greenbook/anayo_tn.html.

the nation based on a three-year average unemployment rate, per capita market income, and poverty rate.⁵ The diversity of fuel and project types will also help to strengthen emergency preparedness and the resiliency of the transportation sector in Tennessee.

Estimate of Anticipated NOx Reductions (5.2.3):

These projects are expected to yield NOx emissions reductions of an estimated 110,186.77 pounds, or 55.09 tons, over the lifetime of the new vehicles. This estimate was calculated using the Argonne Heavy Duty Vehicle Emissions Calculator.

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

Please see the Attachment to the State of Tennessee's Certification for Beneficiary Status under the Environmental Mitigation Trust,⁶ which details how the State of Tennessee will make documentation publicly available.

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

Section V.B.ii.b. of the State of Tennessee's Beneficiary Mitigation Plan states:⁷

For eligible *School Buses*, the State will fund:

- Up to 25% of the cost of a replacement for Non-Government Owned projects;
- Up to 50% of the cost of a replacement for *Government* Owned projects;
- Up to 75% of the cost of a replacement for *Government* Owned projects in current or former nonattainment areas for Ozone and/or PM2.5 NAAQS; and
- Up to 75% of the cost of a replacement for *Government* Owned projects in Distressed Counties.

For *All-Electric* replacement projects, the State will fund up to 25% of the acquisition and installation costs for associated charging infrastructure (*All-Electric* infrastructure costs) for Non-Government Owned projects and up to 50% of the *All-Electric* infrastructure costs for *Government* Owned projects.

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

Please see Appendix 3 (Notice of Availability of Mitigation Action Funds to Certain Federal Agencies) of the State of Tennessee's Beneficiary Mitigation Plan, which details how the Beneficiary complied with subparagraph 4.2.8 of the State Trust Agreement.⁸

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):

⁵ Distressed County designations are updated each State Fiscal Year. For purposes of this Program, a county must have been designated as Distressed in Fiscal Year 2019 in order to be treated as a Distressed County during the application evaluation process. As of Fiscal Year 2019, Tennessee had 15 Distressed Counties. A comprehensive list of Distressed Counties for Fiscal Year 2019 may be accessed here: <https://www.tn.gov/transparenttn/jobs-economicdevelopment/openecd/tnecd-performance-metrics/openecd-long-term-objectives-quick-stats/distressedcounties.html>.

⁶ Certification for Beneficiary Status Under Environmental Mitigation Trust Agreement.

[https://www.tn.gov/content/dam/tn/environment/energy/documents/vw-resources/Tennessee%20Appendix%20D-3%20form%20\(executed%20and%20filed\).pdf](https://www.tn.gov/content/dam/tn/environment/energy/documents/vw-resources/Tennessee%20Appendix%20D-3%20form%20(executed%20and%20filed).pdf).

⁷ State of Tennessee's Beneficiary Mitigation Plan. https://www.tn.gov/content/dam/tn/environment/energy/documents/vw-resources/TDEC_VW_EMT_BMP_Updated_7.19.22.pdf

⁸ State of Tennessee's Beneficiary Mitigation Plan. https://www.tn.gov/content/dam/tn/environment/energy/documents/vw-resources/TDEC_VW_EMT_BMP_Updated_7.19.22.pdf.

Please see Section VI. of the State of Tennessee’s Beneficiary Mitigation Plan. This section sets forth the method by which the Tennessee Department of Environment and Conservation will consider the potential beneficial impact of selected Eligible Mitigation Actions on air quality in areas that bear a disproportionate share of the air pollution burden.⁹

⁹ Ibid.

ATTACHMENT B

PROJECT MANAGEMENT PLAN – PROJECT SCHEDULE AND MILESTONES

School Bus Replacement Grant Program Milestone	Date
Lead Agency Secures Delegated Grant Authority	February 2018
Solicitation Release	October 6, 2018
Application Deadline	December 14, 2018
Selected Grantees Announced	May 22, 2019
Updated Beneficiary Mitigation Plan Published	July 19, 2022
Draft Grant Contracts Sent to Grantees for Signature	September 2019
Grant Contracts Finalized	September 2019
Grant Contract Begin Date	October 15, 2019
Trustee Acknowledges Receipt of Project Certification and Funding Direction	January 14, 2020 (Trustee acknowledged receipt of December 16, 2019 submission of D-4)
Grantees complete quarterly, annual, and final reports, as required by the Grant Contract	January 2020-October 2026
Lead Agency conducts on-site and desktop monitoring of all Grantees	January 2020-January 2022
Grantees certify project completion and provide detailed invoices for all claimed project costs, documentation for emissions reduction estimates, required certification documents to Lead Agency to support direction to Trustee for Payment	January 2020-January 2022
Lead Agency completes review of project reimbursement supporting documentation and certifies payment direction to Trustee	August 2020-April 2022
Trustee Acknowledges Receipt of Direction for Payment(s)	September 2020-May 2022
Trustee Allocates Share of State Funds for Approved Project and/or Eligible Administrative Expenses (to coincide with vehicle purchase/delivery/deployment and corresponding scrappage)	February 2020 (first payment from Trustee)-November 2022
Grant Contract End Date	April 2022
Grant Closeout / Lead Agency Reports Project Completion	July- November 2022

PROJECT BUDGET

Period of Performance: November 2018-May 2022

Budget Category	Total Approved Budget	Share of Total Budget to be Funded by the Trust	Cost-Share, if applicable
Subrecipient Awards (See Attachment D for List of Approved Grantees and Corresponding Funding Ceilings)	\$12,687,507.31	\$7,710,801.94 (Note: this reflects the amount paid to Grantee projects to date)	\$4,976,705.37
Administrative	\$771,080.94	\$771,080.19 (Estimated: 10% of project funds)	N/A
Project Totals	\$13,458,588.25	\$8,481,882.13	\$4,976,705.37
Percentage	100%	63%	37%

PROJECTED TRUST ALLOCATIONS

	2022
Anticipated Annual Project Funding Request to be paid through the Trust	\$1,330,588.68
Anticipated Annual Cost Share	\$1,080,882.57
Anticipated Total Project Funding by Year (line 1 plus line 2)	\$2,411,471.25
Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation	\$28,077.19 (Amount from first EMA funding request payment) + \$3,437,175.26 (Amount from second EMA funding request payment) + \$3,001,441.78 (third EMA funding request payment) = \$6,466,694.23
Current Beneficiary Project Funding to be paid through the Trust (line 1)	\$1,330,588.68
Total Funding Allocated to Beneficiary, inclusive of Current Action by Year (line 4 plus line 5)	\$7,797,282.91

Beneficiary Share of Estimated Funds Remaining in Trust	\$39,840,000 (Based on principal assets + total income assets from September 2022 statement, rounded down to the nearest 10 thousand)
Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 7 minus line 6)	\$32,042,717.09

ATTACHMENT C

DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION IMPLEMENTATION

The Tennessee Department of Environment and Conservation (TDEC) will provide detailed reporting on this Environmental Mitigation Trust project in two ways:

1. Timely updates to TDEC's *Tennessee and the Volkswagen Diesel Settlement* public-facing webpage (also referred to as the "TDEC Webpage," which can be accessed at www.tn.gov/environment/VWSettlement);
2. Tennessee's semiannual Beneficiary Reporting Obligations to Wilmington Trust (the "Trustee").

After being identified by the Governor as Lead Agency, TDEC launched the TDEC Webpage to provide information regarding the Environmental Mitigation Trust and eligible mitigation actions. The State of Tennessee's Beneficiary Mitigation Plan and all documentation and records submitted by the Beneficiary in support of each funding request to the Trustee will be available to the public on the TDEC Webpage. Timely updates to the TDEC Webpage will inform the general public on the projects' status as well as when these projects have been completed.

Tennessee will comply with Subparagraph 5.3 of the Environmental Mitigation Trust Agreement for State Beneficiaries, which details the following Beneficiary Reporting Obligations:

For each Eligible Mitigation Action, no later than six months after receiving its first disbursement of Trust Assets, and thereafter no later than January 30 (for the preceding six-month period of July 1 to December 31) and July 30 (for the preceding six-month period of January 1 to June 30) of each year, each Beneficiary shall submit to the Trustee a semiannual report describing the progress implementing each Eligible Mitigation Action during the six-month period leading up to the reporting date (including a summary of all costs expended on the Eligible Mitigation Action through the reporting date). Such reports shall include a complete description of the status (including actual or projected termination date), development, implementation, and any modification of each approved Eligible Mitigation Action. Beneficiaries may group multiple Eligible Mitigation Actions and multiple sub-beneficiaries into a single report. These reports shall be signed by an official with the authority to submit the report for the Beneficiary and must contain an attestation that the information is true and correct and that the submission is made under penalty of perjury. To the extent a Beneficiary avails itself of the DERA Option described in Appendix D-2, that Beneficiary may submit its DERA Quarterly Programmatic Reports in satisfaction of its obligations under this Paragraph as to those Eligible Mitigation Actions funded through the DERA Option. The Trustee shall post each semiannual report on the State Trust's public-facing website upon receipt.

To assist Tennessee in fulfilling its Beneficiary Reporting Obligations, Grantees under TDEC's School Bus Replacement Grant Program must submit quarterly, annual, and final reports on their funded vehicle replacement projects. Details on each Grantee's required reporting are outlined in a School Bus Replacement Grant Program Manual¹⁰ and are provided below:

¹⁰ State of Tennessee Volkswagen Diesel Settlement Environmental Mitigation Trust School Bus Replacement Grant Program Manual, <https://www.tn.gov/content/dam/tn/environment/energy/documents/vw-resources/VW%20EMT%20School%20Bus%20Replacement%20Grant%20Program%20Manual%20with%20Appendices.pdf>.

A. Quarterly Reporting

Section A.2.c. of the Grant Contract states that the Grantee must submit quarterly reports to include updates on procurement, vehicle operator training, and refueling infrastructure until the grant-funded *School Bus(es)* is purchased, delivered, and put into service, and the *School Bus(es)* to be replaced is *Scrapped*. Such reports shall include a complete description of the status of the project (including actual or projected termination date), development, implementation, and any modification. A quarterly report template is provided in **Appendix A** of the Grant Contract. Quarterly reports shall be due no later than January 10, April 10, July 10, and October 10 of each year of the Grant Contract term.

B. Annual Reporting

Section A.2.d. of the Grant Contract states that the Grantee will be required to submit annual reports for a period of five years following vehicle procurement, delivery, and the placement of vehicles into service. These reports shall be due no later than 30 days after the close of the Grantee's fiscal year. Such reporting shall include those items listed in Section D.18 (Annual and Final Reports) of the Grant Contract, as well as the demonstrated usage of fuel in purchased vehicles, the number of diesel gallon equivalents (DGEs) or gallons purchased, purchase price, refueling locations, miles driven, driving or route habits, metrics regarding emissions reductions, and savings or cost avoidance. An annual report template is provided in **Appendix B** of the Grant Contract.

The obligations set forth in Section A.2.d. shall survive the expiration of the Grant Contract.

C. Final Report

Sections A.2.e. and D.18. of the Grant Contract require the Grantee to submit a final project report (**Appendix C** of the Grant Contract) within three months of the completion of the Grant Contract Term. (Please note that this report may be combined with the annual report for the final year of the grant period.) In addition to the information requested for the annual report, the final project report must also include cumulative financial information to match the final reimbursement request as well as inventory documentation for all equipment or vehicles purchased with funding through the Grant Contract. The inventory documentation must include, at a minimum, the following:

- a. Description of the equipment or vehicles;
- b. Manufacturer's serial number or other identification number, when applicable;
- c. Consecutive inventory equipment or vehicles tag identification;
- d. Acquisition date, cost, and check number;
- e. Fund source, State Grant number, or other applicable fund source identification;
- f. Percentage of state funds applied to the purchase;
- g. Location within the Grantee's operations where the equipment or vehicles are used;
- h. Condition of the property or disposition date if Grantee no longer has possession;
- i. Depreciation method, if applicable; and
- j. Monthly depreciation amount, if applicable.

NOTE: Failure to submit quarterly, annual, or final reports may result in the required refund of any and all payments made to the Grantee by the State.

D. Scrappage

Section A.2.a. of the Grant Contract states that all eligible *School Buses* to be replaced under this program must be *Scrapped* within sixty (60) days of new vehicle delivery. “*Scrapped*” shall mean to render inoperable and available for recycle, and, at a minimum, to specifically cut a 3-inch hole in the engine block and to disable the chassis by cutting the vehicle’s frame rails completely in half. Grant funding shall not cover costs associated with scrappage of eligible *School Buses* to be replaced.

Scrappage may be completed by the Grantee or by a salvage yard, or similar service, provided all scrappage requirements are met and all necessary documentation is provided. Proof of scrappage must be provided with the corresponding new vehicle reimbursement request. Scrappage documentation must include JPEG images of the following with corresponding file names. Please append the last four digits of the *School Bus*’s VIN number to the file name (e.g., SideProfile1234.jpg):

	Photo	File Name (insert last four digits of VIN for “####”)
1	Side profile of the School Bus	SideProfile####.jpg
2	Vehicle Identification Number (VIN) label	VIN####.jpg
3	Engine plate showing the EPA engine family name	EngineTag####.jpg
4	Chassis rail cut in half	Chassis####.jpg
5	Engine block, prior to the hole being drilled	EngineBlockPrior####.jpg
6	Engine block, after the hole has been drilled	EngineBlockAfter####.jpg

Please see **Appendix D** to the Grant Contract for example scrappage photos.

The Grantee must also provide a letter on their letterhead or on the letterhead of the salvage yard that performed the service confirming that the scrappage requirements have been met. The letter must be signed by the salvage yard that performed the service, or, if the Grantee performs the scrappage service themselves, by the Grantee signatory listed in the Grant Contract. A template of the letter may be found in **Appendix E** of the Grant Contract. The letter must include:

- The date the *School Bus(es)* was *Scrapped*.
- A listing of the *School Bus(es)* with engine model year and VIN; and
- The name and contact information for the entity that *Scrapped* the *School Bus(es)*.

E. Vehicle Disposition

Section D.27. of the Grant Contract addresses rules for disposition of grant-funded vehicles. Upon termination of the Grant Contract, where a further contractual relationship is not entered into, or at another time during the term of the Grant Contract, the Grantee shall request written approval from the State for any proposed disposition of equipment or

motor vehicles purchased with Grant funds. All equipment or motor vehicles shall be disposed of in such a manner as the parties may agree from among alternatives approved by the Tennessee Department of Environment and Conservation as appropriate and in accordance with any applicable federal laws or regulations.

TDEC shall, in the next semiannual report following the Trustee's approval of this project, describe the progress implementing this Eligible Mitigation Action that will include a summary of all costs expended on the Eligible Mitigation Action through the reporting date. The report will also include a complete description of the status, development, implementation (include project schedule and milestone updates), and any modification to this Eligible Mitigation Action.

ATTACHMENT D

DETAILED COST ESTIMATES FROM SELECTED OR POTENTIAL VENDORS FOR EACH PROPOSED EXPENDITURE EXCEEDING \$25,000

After conducting a comprehensive review of all grant applications under the School Bus Replacement Grant Program, the Tennessee Department of Environment and Conservation (TDEC) selected 35 Grantees that will replace a total of 133 engine model year 2009 or older *School Buses* with 65 new diesel, one *All-Electric*, 64 propane, and three compressed natural gas vehicles. Details on these Grantees and their associated vehicle projects can be found in the table below.

Grantee	Fuel Type	# of Buses	Grant Amount Requested	Applicant's Cost Share	Total Purchase Cost
Bledsoe County Board of Education	Diesel	5	\$324,825.00	\$108,275.00	\$433,100.00
Bradford Special School District	Propane	4	\$189,000.00	\$189,000.00	\$378,000.00
Campbell County Board of Education	Diesel	1	\$42,000.00	\$42,000.00	\$84,000.00
Carroll County Department of Education	Diesel	6	\$275,700.00	\$275,700.00	\$551,400.00
City of Johnson City	Diesel	5	\$234,375.00	\$240,625.00	\$475,000.00
Clarksville Montgomery County School System	Propane	10	\$625,000.00	\$255,000.00	\$880,000.00
Clay County Schools	Diesel	3	\$220,500.00	\$73,500.00	\$294,000.00
Fentress County Board of Education	Diesel	2	\$146,916.00	\$48,972.00	\$195,888.00
Greene County Schools	Propane	6	\$273,195.72	\$273,195.72	\$546,391.44
Grundy County Department of Education	Propane	7	\$539,600.25	\$179,866.75	\$719,467.00
Hancock County School System	Propane	3	\$238,440.50	\$79,480.19	\$317,920.69
Hardeman County Board of Education	Diesel	5	\$318,720.75	\$106,240.25	\$424,961.00
Henderson County Board of Education	Diesel	1	\$42,000.00	\$42,000.00	\$84,000.00
Hickman County School System	Propane	12	\$558,000.00	\$558,000.00	\$1,116,000.00
Humphreys County Board of Education	Diesel	1	\$45,000.00	\$45,000.00	\$90,000.00
Jackson County Board of Education	Diesel	1	\$63,000.00	\$21,000.00	\$84,000.00
JLL Transport, LLC	Diesel	1	\$96,166.17	\$32,055.40	\$128,221.57
KIPP East Nashville Preparatory (DBA KIPP Nashville)	Diesel	3	\$188,325.00	\$62,775.00	\$251,100.00
Lynch Bus Lines, LLC	Propane	4	\$272,100.00	\$90,700.00	\$362,800.00
Metropolitan Nashville Public Schools	Diesel	5	\$332,092.50	\$110,697.50	\$442,790.00
Morgan County Board of Education	Diesel	2	\$139,350.00	\$46,450.00	\$185,800.00
Obion County Board of Education	Diesel	2	\$87,740.00	\$87,740.00	\$175,480.00
Oneida Special School District	Propane	3	\$371,250.00	\$123,750.00	\$495,000.00
Overton County Schools	Diesel	4	\$159,588.00	\$159,588.00	\$319,176.00
Perry County Schools	Propane	8	\$582,375.00	\$194,125.00	\$776,500.00
Putnam County Board of Education	Diesel	5	\$260,565.00	\$260,565.00	\$521,130.00
Roane County Board of Education	Diesel	1	\$55,246.50	\$55,246.50	\$110,493.00
Robertson County Board of Education	Diesel	5	\$249,438.80	\$249,438.80	\$498,877.60
Sequatchie County Board of Education	Diesel	2	\$94,420.50	\$94,420.50	\$188,841.00
Sevier County Board of Education	Natural Gas	3	\$313,125.00	\$104,375.00	\$417,500.00
Stewart County Schools	Diesel	2	\$94,500.00	\$94,500.00	\$189,000.00
Van Buren County Schools	Diesel	1	\$80,696.25	\$26,898.75	\$107,595.00
Warren County Schools	Diesel	2	\$95,525.00	\$95,525.00	\$191,050.00
Washington County Department of Education*	All-Electric	1	\$219,250.00	\$219,250.01	\$438,500.01
Weakley County Board of Education	Propane	7	\$330,750.00	\$330,750.00	\$661,500.00

*The Washington County Department of Education has been selected to receive funds for both an *All-Electric School Bus* replacement as well as the acquisition and installation of associated *All-Electric* charging infrastructure. The Grantee's Grant Amount Requested, Applicant's Cost Share, and Total Purchase Cost are inclusive of both the *School Bus* replacement and infrastructure components of the *All-Electric* project. All other Grantees' Grant Amount Requested, Applicant's Cost Share, and Total Purchase Cost are inclusive only of eligible *School Bus* replacement costs.

At the time of reimbursement request, all Grantees under the *School Bus* Replacement Grant Program have submitted to TDEC cost invoices along with all required supporting documentation. Eligible costs under this Program are limited to (1) the purchase costs of eligible *School Buses* and (2) the acquisition

and installation costs for *All-Electric* infrastructure, if applicable. The total purchase cost of eligible *School Buses* may include required costs to acquire the vehicle(s), such as taxes and delivery fees. Costs not integral to *School Bus* function (e.g., idle reduction technologies, optional diesel after-treatment devices, etc.) cannot be considered eligible for reimbursement. Invoices provided as supporting documentation along with reimbursement requests must detail any such costs in an itemized fashion.

Grantee instructions for completing and submitting an invoice are outlined in a *School Bus* Replacement Grant Program Manual¹¹ and are provided below:

Section C.5 of the Grant Contract states that the Grantee shall invoice the State no more often than monthly, with all necessary supporting documentation... Each invoice shall clearly and accurately detail all of the following required information:

- a. Invoice/Reference Number (assigned by the Grantee);
- b. Invoice Date;
- c. Invoice Period (to which the reimbursement request is applicable);
- d. Grant Contract Number (assigned by the State);
- e. Grantor: Department of Environment and Conservation, Office of Energy Programs
- f. Grantor Number (assigned by the Grantee to the above-referenced Grantor);
- g. Grantee Name;
- h. Grantee Tennessee Edison Registration ID Number Referenced in Preamble of the Grant Contract;
- i. Grantee Remittance Address;
- j. Grantee Contact for Invoice Questions (name, phone, or fax); and
- k. Itemization of Reimbursable Requested for the Invoice Period – it must detail, at minimum, all of the following:
 - l. The amount requested by Grant Budget line-item;
 - m. The amount reimbursed by Grant Budget line-item to date;
 - n. The total amount reimbursed under the Grant Contract to date; and
 - o. The total amount requested (all line-items) for the Invoice Period.

...Invoices shall be submitted along with supporting documentation in the form of cancelled checks, confirmation of payment, and signed donation letters, in order to verify all expenditures and cost share contributions. Invoices must also be accompanied by scragpage documentation in the form of images... and a scragpage certification letter...

Grant payments will be made electronically to the account specified on the Automated Clearing House (ACH) form, to be completed by the Grantee.

Detailed supporting documentation (grantee invoices to TDEC, vendor invoices to grantees, and proof of payment) for eligible *Class 4-8 School Bus* replacements have been provided to the Trustee along with each corresponding Attachment A – Funding Request and Direction for this Eligible Mitigation Action category.

¹¹ State of Tennessee Volkswagen Diesel Settlement Environmental Mitigation Trust School Bus Replacement Grant Program Manual, <https://www.tn.gov/content/dam/tn/environment/energy/documents/vw-resources/VW%20EMT%20School%20Bus%20Replacement%20Grant%20Program%20Manual%20with%20Appendices.pdf>.

**VOLKSWAGEN DIESEL SETTLEMENT
ENVIRONMENTAL MITIGATION TRUST
STATE OF TENNESSEE ADMINISTRATIVE EXPENDITURES**

VW Class 4-8 School Buses – Project Code ENVWSCHOOLBUS

Dates: July 1, 2022 through June 30, 2023

Employee ID 00359905 – \$57.40

Employee ID 00598185 – \$735.67

Employee ID 00448314 – \$318.11

Employee ID 00614553 - \$9.11

Employee ID 00539908 – \$1,422.64

Employee ID 00458710 - \$447.38

Total Salaries & Benefits - \$2,990.31

Total Indirect - \$741.29

Total Travel - \$410.55

Total Administrative Expenditures - \$4,142.15

Total Grantee Reimbursements - \$0

Grand Total - \$4,142.15

A total of six OEP employees charged time to Class 4-8 School Buses.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
 WASHINGTON, D.C. 20460
COGNIZANT AGENCY
NEGOTIATION AGREEMENT

The State of Tennessee
 Department of Environment
 and Conservation
 Nashville, Tennessee

Date: January 11, 2022
 Filing Ref: March 22, 2021

The indirect cost rates contained herein are for use on grants and contracts with the Federal Government to which Office of Management and Budget Circular 2 CFR 200 applies, subject to the limitations contained in the Circular and in Section II, A below.

SECTION I: RATES

Type	Effective Period		Rate	Base	Location	Applicable To
	Start	End				
Fixed:						
Environment Bureau	7/1/2022	6/30/2023	24.79%	(A)	All	All
Conservation Bureau	7/1/2022	6/30/2023	18.53%	(A)	All	All

- (a) **Base:** Total direct salaries and wages, including applicable fringe benefits. To determine the amount of indirect costs to be billed under this agreement, direct salaries and wages and related fringe benefits should be summed and multiplied by the rate.

Treatment of Fringe Benefits: Fringe benefits applicable to direct salaries and wages are treated as direct costs; fringe benefits applicable to indirect salaries and wages are treated as indirect costs.

SECTION II: GENERAL

- A. **LIMITATIONS:** Use of the rates contained in this Agreement are subject to any applicable statutory and administrative limitations and apply to a given grant, contract or other agreement only to the extent that funds are available. Acceptance of the rates agreed to herein is predicated upon these conditions: (1) no costs other than those incurred by the subject organization were included in its indirect cost rate proposal; (2) all such costs are the legal obligations of the grantee/contractor; (3) similar types of costs have been accorded consistent accounting treatment; and (4) the same costs that have been treated as indirect costs have not been claimed as direct costs.
- B. **AUDIT:** All costs (direct and indirect, federal and non-federal) are subject to audit. Adjustments to amounts resulting from audit of the indirect cost rate proposal upon which the negotiation of this agreement was based will be compensated for in a subsequent negotiation.

C. **CHANGES.** The rates contained in this agreement are based on the organizational structure and the accounting system in effect at the time the proposal was submitted. Changes in the organizational structure or changes in the method of accounting for costs which affect the amount of reimbursement resulting from use of the rates in this agreement, may require the prior approval of the cognizant agency. Failure to obtain such approval may result in subsequent audit disallowances.

D. **THE FIXED RATE** contained in this agreement is based on an estimate of the costs that will be incurred during the period for which the rate applies. When the actual costs for such periods have been determined, an adjustment will be made to the rate for future periods, if necessary, to compensate for the difference between the costs used to establish the fixed rate and the actual costs.

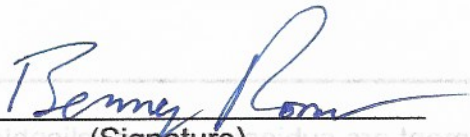
E. **AGENCY NOTIFICATION:** Copies of this document may be provided to other Federal agencies as a means of notifying them of the agreement contained herein. Please retain a copy of this document for your records

F. **OTHER:** Approval of the indirect cost rate does not mean that an organization can recover more than the actual costs of a particular program or activity.

SECTION II: ACCEPTANCE

The undersigned official warrants that he/she has the proper authority to execute this agreement on the behalf of the State Agency:

By the Federal Agency:


(Signature)

JACQUELINE SMITH
Digitally signed by JACQUELINE SMITH
Date: 2022.01.11 13:49:53 -05'00'

(Signature)

Benny Romero

(Name)

Jacqueline Smith, Rate Negotiator
National Policy, Training and Compliance Division
U.S. Environmental Protection Agency

Department Controller

(Title)

Environment and Conservation

(Agency)

01/24/2022

(Date)

Negotiated by: Jacqueline Smith
Telephone: (202) 564-5055