

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary _____

Lead Agency Authorized to Act on Behalf of the Beneficiary _____
(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:	
Beneficiary's Project ID:	
Funding Request No.	<i>(sequential)</i>
Request Type: (select one or more)	<input type="checkbox"/> Reimbursement <input type="checkbox"/> Advance <input type="checkbox"/> Other (specify): _____
Payment to be made to: (select one or more)	<input type="checkbox"/> Beneficiary <input type="checkbox"/> Other (specify): _____
Funding Request & Direction (Attachment A)	<input type="checkbox"/> Attached to this Certification <input type="checkbox"/> To be Provided Separately

SUMMARY

Eligible Mitigation Action <input type="checkbox"/> Appendix D-2 item (specify): _____ Action Type <input type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal): _____			
Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):			
Estimate of Anticipated NOx Reductions (5.2.3):			
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):			
Describe how the Beneficiary will make documentation publicly available (5.2.7.2).			
Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8).			
Total project budget: \$ 1,085,676.01	Project costs paid by the Trust: \$ 108,567.60	Project costs paid by the NDEP: \$ 162,851.40	Cost share requirement: \$ 814,257.01
Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9).			
NDEP sent emails to the representatives from the U.S. Department of the Interior and the U.S. Department of Agriculture listed in subparagraph 4.2.8 of the State Trust Agreement on February 23, 2018.			

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).

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 _____, 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: 5/14/20

Danilo Dragoni, PhD

[NAME]

[SIGNATURE]

Chief, Bureau of Air Quality Planning

[TITLE]

Nevada Division of Environmental Protection

[LEAD AGENCY]

for

Nevada

[BENEFICIARY]

**DETAILED DESCRIPTION OF MITIGATION ACTION ITEM INCLUDING
COMMUNITY AND AIR QUALITY BENEFITS (5.2.2)**

The Nevada Division of Environmental Protection (NDEP) is submitting this Eligible Mitigation Action Category 10 – DERA Option service vehicle replacement project to support the early retirement and replacement of 5 diesel-powered service vehicles owned and operated by the City of Reno located in Washoe County, Nevada. Upon completion of the project, the permanent scrapping of these Government-owned service vehicles for brand new, diesel-powered replacements will provide a direct benefit to air quality.

The details regarding the individual units being replaced through this project as well as the replacement units are included on pages 5-6 of this submission. The NDEP will work with the City on the scrapping of the program eligible service vehicles and will coordinate with their staff for routine updates and possible site visits to ensure a timely and efficient completion of this project. The NDEP will not seek to have the City reimbursed for this project until they have provided sufficient scrapping evidence to the NDEP.

The total, expected lifetime emissions reductions are provided in the table below. Emissions reductions were quantified using the EPA’s Diesel Emission Quantifier.¹

Pollutant	Emissions Reductions (tons)
NO _x	0.766
PM _{2.5}	0.048
CO	0.348
HC	0.074
CO ₂	0

¹ The EPA’s Diesel Emission Quantifier can be found online at <https://cfpub.epa.gov/quantifier/index.cfm?action=main.home>.

Instructions / Units	Fleet Information	Group 1	Group 2
	Fiscal Year of EPA Funds Used:	2019	2019
	Vehicle Or Engine Group Name:		
	Fleet Owner:	City of Reno	City of Reno
	Vehicle or Engine Group Type:	On Highway	On Highway
	Primary Place of Performance		
	- State(s):	Nevada	Nevada
	- County:	Washoe	Washoe
	- City:	Reno	Reno
	- Zip Code:	89512	89512
	Target Fleet:	Short Haul - Single Unit	Short Haul - Single Unit
	Vehicle Class or Equipment Type:	Class 8	Class 8
	Quantity:	1	1
	Vehicle Identification Number(s):	1HTXGAET62J030204	1HTXGAET82J030205
	Vehicle Make:	International	International
	Vehicle Model:	5600	5600
	Vehicle Model Year:	2002	2002
	Engine Serial Number(s):	12035123	12035121
	Engine Make:	Cummins	Cummins
	Engine Model:	N14-370EI	N14-370EI
	Engine Model Year:	2001	2001
Nonroad and locomotive only	Engine Tier:		
	Engine Horsepower:	370	370
Liters per cylinder; Nonroad and locomotive only	Engine Cylinder Displacement:		
Number of Cylinders per engine; Nonroad and locomotive only	Engine Number of Cylinders:		
If unregulated, then NA	Engine Family Name:	N14	N14
	Engine Fuel Type:	Biodiesel 5	Biodiesel 5
Gallons per year per engine	Annual Amount of Fuel Used:	522	440
Hours per year per engine; Includes idling hours; Nonroad and locomotive only	Annual Usage Rate:		
Miles per vehicle; On-Highway only	Annual Miles Traveled:	3,145	3,214
Hours per engine; On-Highway only	Annual Idling Hours:	103	111
Hours per year per engine; Class 8 Long-Haul Combination only	Annual Hoteling Hours:		
Years per engine; Total number of years of engine life remaining at time of upgrade action	Remaining Life:	4	4
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant	Normal Attrition Year:	2015	2015
	Year of Upgrade Action:	2020	2020
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement
	Upgrade:	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel
Equipment price not including labor for installation	Upgrade Cost Per Unit:	240280.94	240280.94
Labor cost for installation	Upgrade Labor Cost Per Unit:	0	0
	New Engine Model Year:	2021	2021
Nonroad and locomotive only	New Engine Tier:		
	New Engine Horsepower:	450	450
Line-Haul Locomotive only	New Engine Duty Cycle:		
Liters per cylinder per engine; Nonroad and locomotive only	New Engine Cylinder Displacement:		
Per engine; Nonroad and locomotive only	New Engine Number of Cylinders:		
	New Engine Family Name:	Cummins X15	Cummins X15
	New Engine Fuel Type:	Biodiesel 5	Biodiesel 5
Hours per vehicle; On-Highway only	Annual Idling Hours:	103	111
Hours per vehicle; Class 8 Long-Haul Combination only	Annual Hoteling Hours Reduced:		
Gallons per year per engine	Annual Amount of Fuel Used:	470	390

Group 3	Group 4	Group 5
2019	2019	2019
City of Reno	City of Reno	City of Reno
On Highway	On Highway	On Highway
Nevada	Nevada	Nevada
Washoe	Washoe	Washoe
Reno	Reno	Reno
89512	89512	89512
Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit
Class 8	Class 8	Class 4-5
1	1	1
1HTXGAETX2J030206	1HTXGAET12J030207	1HTSCABN91H335973
International	International	International
5600	5600	4700 Boom
2002	2002	2001
12035120	12035119	B005587
Cummins	Cummins	International
N14-370EI	N14-370EI	BH210
2001	2001	2000
370	370	210
N14	N14	T444E HT
Biodiesel 5	Biodiesel 5	Biodiesel 5
357	351	211
2,924	2,837	3,173
106	106	306
4	4	6
2015	2015	2012
2020	2020	2020
Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel
240280.94	240280.94	124552.25
0	0	0
2021	2021	2021
450	450	360
Cummins X15	Cummins X15	Cummins I6
Biodiesel 5	Biodiesel 5	Biodiesel 5
106	106	306
325	305	195

ATTACHMENT FOR 5.2.7.2

Describe how the Beneficiary will make documentation publicly available

Subparagraph 5.2.7.2 of the Environmental Mitigation Trust Agreement for State Beneficiaries requires that Beneficiaries include in their funding requests:

A commitment by the Beneficiary to maintain and make publicly available all documentation submitted in support of the funding request and all records supporting all expenditures of Eligible Mitigation Action funds, subject to applicable laws governing the publication of confidential business information and personally identifiable information, together with an explanation of the procedures by which the Beneficiary shall make such documentation publicly available;

The Nevada Division of Environmental Protection (NDEP), the Lead Agency for the State of Nevada, is committed to maintaining and making publicly available all documentation submitted support of the funding requests and all records supporting all expenditures of Eligible Mitigation Action funds, subject to applicable laws governing the publication of confidential business information and personally identifiable information.

The public will be able to view these records on the NDEP's website (<https://ndep.nv.gov>). The NDEP will maintain these records on a Volkswagen (VW) Environmental Mitigation Trust Fund specific webpage that will be designed to support public access and limit burden for the general public. The NDEP's VW specific webpage can currently be found at <https://ndep.nv.gov/air/vw-settlement>.

The NDEP has created an electronic listserv, open to the public, used to communicate news, events, and information related the Environmental Mitigation Trust Fund (Mitigation Fund). The listserv, NevadaVWFund, is advertised through the NDEP website and at public events related to the Mitigation Fund.

Chapters 603A and 239B of the Nevada Revised Statutes (NRS) provide definitions and requirements for handling *personal information*.

NRS Section 603A.040 defines 'Personal Information' as:

1. *"Personal information" means a natural person's first name or first initial and last name in combination with any one or more of the following data elements, when the name and data elements are not encrypted:*
 - (a) *Social security number.*
 - (b) *Driver's license number, driver authorization card number or identification card number.*
 - (c) *Account number, credit card number or debit card number, in combination with any required security code, access code or password that would permit access to the person's financial account.*
 - (d) *A medical identification number or a health insurance identification number.*

- (e) A user name, unique identifier or electronic mail address in combination with a password, access code or security question and answer that would permit access to an online account.*
- 2. The term does not include the last four digits of a social security number, the last four digits of a driver's license number, the last four digits of a driver authorization card number or the last four digits of an identification card number or publicly available information that is lawfully made available to the general public from federal, state or local governmental records.*

NRS Section 239B.030 – *Recorded, filed or otherwise submitted documents* - states that:

- 1. Except as otherwise provided in subsections 2 and 6, a person shall not include and a governmental agency shall not require a person to include any personal information about a person on any document that is recorded, filed or otherwise submitted to the governmental agency on or after January 1, 2007.*
- 2. If personal information about a person is required to be included in a document that is recorded, filed or otherwise submitted to a governmental agency on or after January 1, 2007, pursuant to a specific state or federal law, for the administration of a public program or for an application for a federal or state grant, a governmental agency shall ensure that the personal information is maintained in a confidential manner and may only disclose the personal information as required:*
- (a) To carry out a specific state or federal law; or*
- (b) For the administration of a public program or an application for a federal or state grant.*
- ↪ Any action taken by a governmental agency pursuant to this subsection must not be construed as affecting the legality of the document.*
- 3. A governmental agency shall take necessary measures to ensure that notice of the provisions of this section is provided to persons with whom it conducts business. Such notice may include, without limitation, posting notice in a conspicuous place in each of its offices.*
- 4. A governmental agency may require a person who records, files or otherwise submits any document to the governmental agency to provide an affirmation that the document does not contain personal information about any person or, if the document contains any such personal information, identification of the specific law, public program or grant that requires the inclusion of the personal information. A governmental agency may refuse to record, file or otherwise accept a document which does not contain such an affirmation when required or any document which contains personal information about a person that is not required to be included in the document pursuant to a specific state or federal law, for the administration of a public program or for an application for a federal or state grant.*
- 5. Each governmental agency may ensure that any personal information contained in a document that has been recorded, filed or otherwise submitted to the governmental agency before January 1, 2007, which the governmental agency continues to hold is:*
- (a) Maintained in a confidential manner if the personal information is required to be included in the document pursuant to a specific state or federal law, for the administration of a public program or for an application for a federal or state grant; or*
- (b) Obliterated or otherwise removed from the document, by any method, including, without limitation, through the use of computer software, if the personal information is not required to be*

included in the document pursuant to a specific state or federal law, for the administration of a public program or for an application for a federal or state grant.

➤ *Any action taken by a governmental agency pursuant to this subsection must not be construed as affecting the legality of the document.*

6. *A person may request that a governmental agency obliterate or otherwise remove from any document submitted by the person to the governmental agency before January 1, 2007, any personal information about the person contained in the document that is not required to be included in the document pursuant to a specific state or federal law, for the administration of a public program or for an application for a federal or state grant or, if the personal information is so required to be included in the document, the person may request that the governmental agency maintain the personal information in a confidential manner. If any documents that have been recorded, filed or otherwise submitted to a governmental agency:*

(a) Are maintained in an electronic format that allows the governmental agency to retrieve components of personal information through the use of computer software, a request pursuant to this subsection must identify the components of personal information to be retrieved. The provisions of this paragraph do not require a governmental agency to purchase computer software to perform the service requested pursuant to this subsection.

(b) Are not maintained in an electronic format or not maintained in an electronic format in the manner described in paragraph (a), a request pursuant to this subsection must describe the document with sufficient specificity to enable the governmental agency to identify the document.

➤ *The governmental agency shall not charge any fee to perform the service requested pursuant to this subsection.*

7. *As used in this section:*

(a) "Governmental agency" means an officer, board, commission, department, division, bureau, district or any other unit of government of the State or a local government.

(b) "Personal information" has the meaning ascribed to it in [NRS 603A.040](#).

Chapter 239 of the NRS provides general principles for the definition and the handling of public records. In particular, subsection 239.010.3 states that:

A governmental entity that has legal custody or control of a public book or record shall not deny a request made pursuant to subsection 1 to inspect or copy or receive a copy of a public book or record on the basis that the requested public book or record contains information that is confidential if the governmental entity can redact, delete, conceal or separate the confidential information from the information included in the public book or record that is not otherwise confidential.

Chapter 445B of the NRS (Air Controls) specifically provides further directions on what is confidential information and how such information must be handle in the context of the Air Program of the NDEP. In particular section 445B.570 – *Confidentiality and use of information obtained by Department*¹; penalty – states that (footnotes added for clarity):

¹ Nevada Department of Conservation and Natural Resources (DCNR)

1. *Any information which the Department obtains in the course of the performance of its duties pursuant to the provisions of this chapter is public information unless otherwise designated as confidential information pursuant to the provisions of this section.*
2. *The emission of an air contaminant which has an ambient air quality standard or emission standard or has been designated as a hazardous air pollutant by regulation of the Commission cannot be certified as being confidential.*
3. *Any confidential information received by the Commission², the Director³ or any local control authority which is certified in writing to the recipient as confidential by the owner or operator disclosing the information and verified and approved in writing as confidential by the recipient must, unless the owner expressly agrees to its publication or availability to the public, be used only:
 - (a) *In the administration or formulation of air pollution controls;*
 - (b) *In compiling or publishing analyses or summaries relating to the condition of the outdoor atmosphere which do not identify any owner or operator or reveal any confidential information;*or
 - (c) *In complying with federal statutes, rules and regulations.**
4. *This section does not prohibit the use of confidential information in a prosecution for the violation of any statute, ordinance or regulation for the control of air pollution.*
5. *A person who discloses or knowingly uses confidential information in violation of this section is guilty of a misdemeanor, and is liable in tort for any damages which may result from such disclosure or use.*
6. *As used in this section, "confidential information" means information or records which:
 - (a) *Relate to dollar amounts of production or sales;*
 - (b) *Relate to processes or production unique to the owner or operator; or*
 - (c) *If disclosed, would tend to affect adversely the competitive position of the owner or operator.**

² Nevada State Environmental Commission

³ Director of the Department of Conservation and Natural Resources

ATTACHMENT B

**ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN INCLUDING DETAILED
BUDGET AND IMPLEMENTATION AND EXPENDITURES TIMELINE**

ATTACHMENT B

PROJECT MANAGEMENT PLAN PROJECT SCHEDULE AND MILESTONES

Milestone	Date
NDEP begins solicitation for project partners	CY 2019, Q1
NDEP selects project partners	CY 2019, Q2
NDEP submits Workplan and Budget Narrative to EPA	CY 2019, Q2
EPA grants award	CY 2019, Q3
EPA Quarterly Report Due	CY 2020, Q1
NDEP enters into subgrant agreements with identified project partners	CY 2020, Q1
Project partners begin procurement of vehicles for replacement	CY 2020, Q1
EPA Quarterly Report Due	CY 2020, Q2
Project partners provide updates to the NDEP on the status of vehicle procurement and report on any delays in completing their projects	CY 2020, Q2
Project partners begin to receive replacement vehicles	CY 2020, Q2
Project partners begin to scrap vehicles being replaced	CY 2020, Q2
EPA Quarterly Report Due	CY 2020, Q3
Project partners provide updates to the NDEP on the status of vehicle procurement and report on any delays in completing their projects	CY 2020, Q3
Project partners finish receiving replacement vehicles	CY 2020, Q3
Project partners complete scrappage of vehicles being replaced	CY 2020, Q3
NDEP verifies evidence of scrappage provided by project partners and performs drawdowns to reimburse partners for successful project completion	CY 2020, Q3
EPA Quarterly Report Due	CY 2020, Q4
Final Report due to EPA	CY 2020, Q4

PROJECT BUDGET

Budget Category	Admin Expenses	Share of Replacement Budget Funded by the Trust	Share of Replacement Budget Funded by DERA	Cost Share (Paid by Project Partner)	Subtotal
Admin Expenditures					
Admin Expenditure Subtotal	\$ 0.00				\$ 0.00
Vehicle Expenditures					
1 – Bucket Truck		\$ 12,455.23	\$ 18,682.84	\$ 93,414.19	\$ 124,552.25
4 – Combination Plow Dump Trucks		\$ 96,112.37	\$ 144,168.56	\$ 720,842.82	\$ 961,123.76
Subtotal for Vehicles		\$ 108,567.60	\$ 162,851.40	\$ 814,257.01	\$ 1,085,676.01
Project Totals	\$ 0.00	\$ 108,567.60	\$ 162,851.40	\$ 814,257.01	\$ 1,085,676.01
Associated Percentages		10% of Replacement Cost	15% of Replacement Cost	75% of Replacement Cost	

PROJECTED TRUST ALLOCATIONS

ANNUAL PROJECTIONS	2020
1. Anticipated annual project funding request to be paid through the Trust	\$108,567.60
2. Portion of anticipated project funding request to be paid through the Trust to cover Eligible Mitigation Action Administrative Expenditures	\$0.00
3. Portion of anticipated project funding request to be paid through the Trust to cover Eligible Mitigation Action Expenditures	\$108,567.60
4. Anticipated annual cost share	\$977,108.41
5. Anticipated total project funding by year (line 1 plus line 4)	\$1,085,676.01
CUMULATIVE PROJECTIONS	
6. Cumulative outstanding Trustee payments requested against cumulative approved Beneficiary allocation	\$7,197,433.60
7. Cumulative Trustee payments made to date against cumulative approved Beneficiary allocation	\$4,100,971.75
8. Beneficiary funding to be paid through the Trust for this project (sum of line 1)	\$108,567.60
9. Total funding approved for Beneficiary Eligible Mitigation Actions, inclusive of current Action (sum of lines 6, 7, and 8)	\$11,406,972.95
10. Beneficiary share of estimated funds remaining in Trust	\$21,384,163.87
11. Estimated Beneficiary funds remaining in Trust after project completion (line 10 minus lines 6 and 8)	\$14,078,162.67

ATTACHMENT C

**DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION
IMPLEMENTATION**

ATTACHMENT C

DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION IMPLEMENTATION

The Nevada Division of Environmental Protection (NDEP) will provide detailed reporting on this Volkswagen (VW) Environmental Mitigation Trust Fund for State Beneficiaries Eligible Mitigation Action project in two ways: 1, timely updates to NDEP's VW Environmental Mitigation Trust Fund webpage; and 2, Nevada's semiannual reporting obligation to Wilmington Trust (the "Trustee").

NDEP maintains a VW Environmental Mitigation Trust Fund specific webpage that has been designed to support public access and limit burden for the general public. The NDEP's VW specific webpage can currently be found at <https://ndep.nv.gov/air/vw-settlement>. Timely updates to the webpage will inform the general public on the project's status as well as when this Eligible Mitigation Action has been completed.

Subparagraph 5.3 of the Environmental Mitigation Trust Agreement for State Beneficiaries details Nevada's 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."

NDEP 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 (including 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**

Ship To

P.O. Box 1900
1640 E. Commercial Row
Corporation Yard
RENO, NV 89501

Bill To

P.O. Box 1900
1 East First Street
Ninth Floor
RENO, NV 89505

Purchase Order
No. 2020-00000209

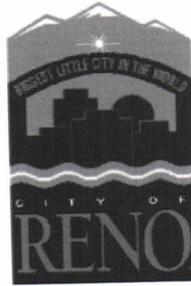
DATE 10/31/2019

Changed Purchase Order

PURCHASE ORDER NUMBER MUST APPEAR ON ALL INVOICES, SHIPPERS, BILL OF LADING AND CORRESPONDENCE

DELIVER BY
SHIP VIA
FREIGHT TERMS
PAGE 1 of 1
ORIGINATOR: Haffner, Zac

VENDOR NO. 27423

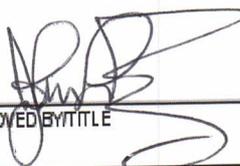


Vendor

TEREX UTILITIES WEST
12210 COLLECTIONS CENTER DRIVE
CHICAGO, IL 60693

REFERENCE #

QUANTITY	UNIT	DESCRIPTION	STATUS	UNIT COST	TOTAL COST
1.0000	Each	EQUIPMENT OUTFITTING - Three material drawers Streetside 1st vertical (closest to the cab) - Match the drawers and dividers on the quote that are on the curbside of the vehicle. 50000-1200-1216-7640-0000 - Machinery & equipment 820.00	New Item	820.0000	\$820.00
1.0000	Each	FEES - DMV Title Fee 50000-1200-1216-7640-0000 - Machinery & equipment 29.25	Open	29.2500	\$29.25
1.0000	Each	VEHICLES - Ram 5500 4X4 Terex LT40 Bucket Truck with Utility Bed Truck to be built to match quote dated 5/15/19 - Quote #QU12852 - Sourcewell Contract #042815-TER 50000-1200-1216-7640-0000 - Machinery & equipment 123,703.00	Open	123,703.0000	\$123,703.00
TOTAL DUE					\$124,552.25


APPROVED BY/TITLE

RECEIVED BY

Special Instructions
Purchase 1 RAM 5500 cab/chassis utility body with bucket truck for PW-Traffic Signals to replace #210602. Purchase approval by City Council on 9/11/19 under item B.6 (grant of 25% of the cost of this truck is expected to go to council later this FY) and this is being purchased utilizing the national Sourcewell bid. This vehicle will need further outfitting of a fuel tag (\$500), decals, light bar (\$1K), tool box (\$500), generator (\$2K), W/A corner strobes (\$500), and beacon strobe. Truck and body to be white

Ship To

P.O. Box 1900
1640 E. Commercial Row
Corporation Yard
RENO, NV 89501

Bill To

P.O. Box 1900
1 East First Street
Ninth Floor
RENO, NV 89505

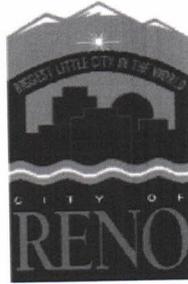
Purchase Order
No. 2020-00000405

DATE 12/24/2019

PURCHASE ORDER NUMBER MUST APPEAR ON ALL INVOICES, SHIPPERS, BILL OF LADING AND CORRESPONDENCE

DELIVER BY
SHIP VIA
FREIGHT TERMS
PAGE 1 of 1
ORIGINATOR: Haffner, Zac

VENDOR NO. 204

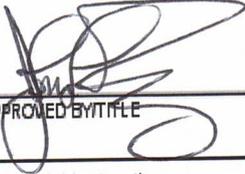


Vendor

SILVER STATE INTERNATIONAL TRUCKS
PO BOX 1680
SPARKS, NV 89432

REFERENCE #

QUANTITY	UNIT	DESCRIPTION	UNIT COST	TOTAL COST
4.0000	Each	FEES - DMV Title Fee 50000-1200-1216-7640-0000 - Machinery & equipment 117.00	29.2500	\$117.00
4.0000	Each	VEHICLES - HEAVY DUTY TRUCKS - 2020 International HX520 6X4 C/C w/Henderson Plow & Muni Body Truck and body to be painted white - Build/Spec to match Sourcewell/International Proposal #3952 dated 11/20/19 and Henderson quote #130973 Rev #33. If there are any questions pertaining to the build/spec - Contact Zac Haffner 50000-1200-1216-7640-0000 - Machinery & equipment 961,006.76	240,251.6900	\$961,006.76
			TOTAL DUE	\$961,123.76


APPROVED BY/TITLE

RECEIVED BY

Special Instructions

Purchase 4 2020 International HX520 with Henderson Body/Build Snow Plows for PW-Streets to replace #220603, #220605, #220606, and #220607. Purchase approval by City Council on 9/11/19 under item B.6 (grant of 25% of the cost of these trucks is expected to go to council later this FY) and this is being purchased utilizing the national Sourcewell bid. These vehicles will need further outfitting of a fuel tag (\$500) and decals.

ATTACHMENT E

DERA OPTION

FISCAL YEAR 2019
STATE CLEAN DIESEL GRANT PROGRAM
WORK PLAN AND BUDGET NARRATIVE TEMPLATE

INSTRUCTIONS: States and territories applying for FY 2019 DERA State Clean Diesel Grant Program funding must use this template to prepare their Work Plan and Budget Narrative. Please refer to the FY 2019 STATE CLEAN DIESEL PROGRAM INFORMATION GUIDE for full Program details, eligibility criteria and funding restrictions, and application instructions.

SUMMARY PAGE

Project Title: Nevada Clean Diesel Program – Early Vehicle Retirements in Nevada’s Population Centers

Project Manager and Contact Information

Organization Name: Nevada Division of Environmental Protection

Project Manager: Joe Perreira (program contact) and Misti Gower (financial contact)

Mailing Address: 901 S. Stewart Street, Ste 4001
Carson City, Nevada 89701

Phone: (775) 687-9349 for Joe Perreira and (775) 687-9494 for Misti Gower

Fax: (775) 687-5856

Email: jperreira@ndep.nv.gov and mgower@ndep.nv.gov

Project Budget Overview:

	FY 2019
EPA Base Allocation	\$318,525
State or Territory Voluntary Matching Funds (if applicable)	\$318,525
EPA Match Incentive (Bonus) (if applicable)	\$159,263
Mandatory Cost-Share	\$2,223,750
TOTAL Project Cost	\$3,020,063
Other Leveraged Funds	\$0

Project Period

October 1, 2019 – September 30, 2021

Summary Statement

The Nevada Division of Environmental Protection (NDEP) will use FY 2019 DERA funds to effectively and permanently reduce NO_x and PM_{2.5} in Clark and Washoe counties. The NDEP will provide pass-through funding to the Clark County School District (CCSD) and the City of Reno Municipal Service Fleet (“City of Reno” or “City”) to support the early-retirement and replacement of ten program-eligible diesel-powered school buses and five program-eligible diesel-powered municipal service vehicles. The selection of projects utilizing FY 2019 DERA funds is based on a statewide solicitation for projects to public fleets.

Past DERA State Grant Program successes in Nevada are summarized online at:

<https://ndep.nv.gov/air/air-pollutants/clean-diesel-program>

SCOPE OF WORK

STATE/TERRITORY GOALS AND PRIORITIES:

The Nevada Clean Diesel Program complements state and local efforts to maintain the National Ambient Air Quality Standards (NAAQS). Areas of air quality concern within the Program area include Clark County, the Stateline area of Douglas County, the Pahrump area of Nye County, and Washoe County. Clark County is a maintenance area for PM₁₀, CO, and the 1997 O₃ standard and areas of Clark County are in nonattainment for the 2015 O₃ standard. The Stateline area of Douglas County is a maintenance area for CO. Measures are being taken in the Pahrump area of Nye County to reduce PM₁₀ levels. Washoe County is a maintenance area for CO and PM₁₀. According to the 2014 National Emissions Inventory, diesel-based mobile source NO_x emissions accounted for more than 28.9 percent of the State's total NO_x emissions. When comparing Nevada's counties, mobile source NO_x emissions are much higher in Clark County (with Washoe County's emissions coming in second) than in the rest of the State.

VEHICLES AND TECHNOLOGIES

The NDEP is supporting the early-retirement of ten program-eligible diesel-powered school buses with the CCSD and the early-retirement of five program-eligible diesel-powered municipal service vehicles with the City of Reno.

CCSD's ten diesel-powered school buses are used to transport children throughout the Las Vegas Valley (specifically Hydrographic Area 212) which is in marginal nonattainment for the 2015 O₃ standard. The ten buses selected for replacement all have a reported 2007 engine model year (the buses are 2008 vehicle model year) however CCSD has had trouble verifying this information as the engines themselves lack any kind of an engine ID tag. Figure 1 and Figure 2 below show that the vehicle ID tag of one of the buses selected for replacement has an engine serial number matching the number stamped on the engine, but there is little other information on the bus engines to verify against the documentation they have from when the buses were originally purchased. CCSD plans to photograph the engine stamps for all ten buses selected for replacement as well as the vehicle ID tag on the buses and provide that information to the NDEP before entering into a subgrant agreement with the NDEP to ensure that these are the buses' original engines.

These ten program-eligible diesel-powered school buses will all be replaced with diesel-powered school buses with engines meeting a 2016 model year or newer engine certified to EPA emission standards.

Figure 1: Vehicle ID tag from one of CCSD's school buses selected for replacement

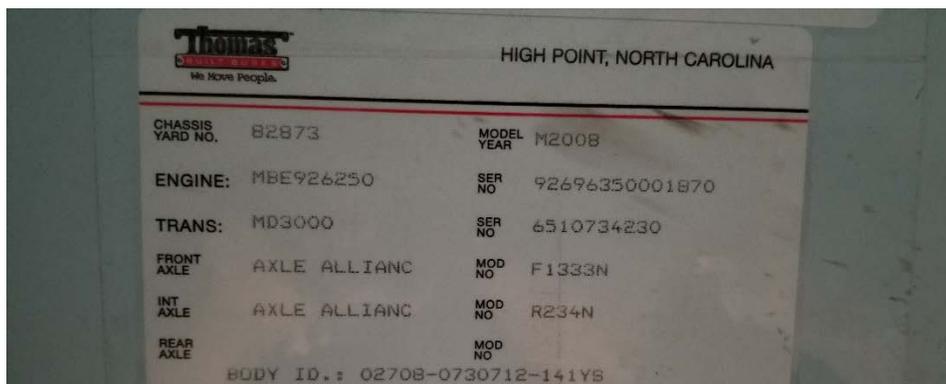


Figure 2: Engine stamp on one of CCSD's school buses selected for replacement



The City of Reno's five diesel-powered service vehicles operate within the Truckee Meadows (Hydrographic Area 87) and more broadly the entirety of the City of Reno to support the maintenance of roads and other critical City infrastructure. Four of the vehicles selected are vehicle model year 2002/engine model year 2001 combination plow/dump trucks and the fifth vehicle selected is a vehicle model year 2001/engine model year 2000 boom truck. These vehicles will all be replaced with diesel-powered vehicles powered by engines meeting a 2016 model year or newer engine certified to EPA emission standards.

ROLES AND RESPONSIBILITIES

The role of the NDEP will be to act as project management and to distribute program funds to our project partners (CCSD and the City of Reno). Acting in our role as project management for FY 2019 DERA State Grant Program funds, the NDEP sent out a solicitation for projects to several dozen public fleets and school districts in Nevada looking for program-eligible projects. The NDEP has also established a listserv that public fleets and school districts in Nevada can join to stay updated on the status of funding opportunities and general information associated with the Nevada Clean Diesel Program. The NDEP received four proposals for projects this year and, of the four, the City of Reno and CCSD were selected for funding due to the vehicles proposed for early-retirement and the associated air quality benefits.

Upon approval of this Workplan and Budget Narrative, the NDEP will develop Subgrant Agreements with our project partners which defines all the deliverables the partner must provide to the NDEP in order to receive program funds. This includes responsibilities to follow all DERA provisions and federal grant recipient requirements. Program funds are delivered on a reimbursement basis and are only delivered once the partner has demonstrated the successful replacement and scrapping of the program-eligible vehicle.

Participating fleets are required to contribute the mandatory matching funds for replacement projects. As in past program years, municipal fleets are enthusiastic community partners with a desire to reduce emissions from their fleets. Their participation reinforces the idea to the general public that diesel

emission reduction projects are practical and effective. If the estimated replacement costs of the vehicles selected for early-retirement and replacement end up being higher than the actual replacement costs, both project partners have indicated their willingness to identify additional program-eligible vehicles for early-retirement and replacement. If this ends up being the case, cost-share funds provided by the fleets above the mandatory amount will be identified as voluntary.

TIMELINE AND MILESTONES

The following represents a schedule of expected target dates, milestones, and completion dates to achieve specific tasks and accomplishments, during the budget and project period:

Table 1: Timelines and milestones to achieve successful project completions

Task	Federal Fiscal Year, Quarter
NDEP begins solicitation for project partners	FY 2019, Quarter 3
NDEP selects project partners	FY 2019, Quarter 3
NDEP submits Workplan and Budget Narrative to EPA	FY 2019, Quarter 3
EPA grants award	FY 2019, Quarter 4
NDEP enters into subgrant agreements with identified project partners	FY 2020, Quarter 1
Project partners begin procurement of vehicles for replacement	FY 2020, Quarter 1
EPA Quarterly Report Due	FY 2020, Quarter 1
Project partners provide updates to the NDEP on the status of vehicle procurement and report on any delays in completing their projects	FY 2020, Quarter 2
EPA Quarterly Report Due	FY 2020, Quarter 2
Project partners provide updates to the NDEP on the status of vehicle procurement and report on any delays in completing their projects	FY 2020, Quarter 3
Project partners begin to receive replacement vehicles	FY 2020, Quarter 3
Project partners begin to scrap vehicles being replaced	FY 2020, Quarter 3
EPA Quarterly Report Due	FY 2020, Quarter 3
Project partners provide updates to the NDEP on the status of vehicle procurement and report on any delays in completing their projects	FY 2020, Quarter 4
Project partners finish receiving replacement vehicles	FY 2020, Quarter 4
Project partners complete scrappage of vehicles being replaced	FY 2020, Quarter 4
NDEP verifies evidence of scrappage provided by project partners and performs drawdowns to reimburse partners for successful project completion	FY 2020, Quarter 4
EPA Quarterly Report Due	FY 2020, Quarter 4
Final Report due to EPA	FY 2021, Quarter 1

DERA PROGRAMMATIC PRIORITIES

The priorities of the Nevada Clean Diesel Program are aligned with the programmatic priorities of the Diesel Emissions Reduction Act of 2010, 42 USC 16131 et seq. These priorities will be met through the following:

1. The NDEP aims to build a simple, yet effective program that maximizes public health benefits for as many Nevadans as practical. The Nevada Clean Diesel Program seeks to reduce exposure to harmful diesel emissions across Nevada. Diesel emissions reductions are determined using the Diesel Emission Quantifier (DEQ) and proposals achieving significant reductions in diesel emissions in terms of tons of pollution produced and reductions in diesel emissions exposure from vehicles, engines, and equipment operating in areas designated as poor air quality areas are given priority.
 - a. Nevada’s priority counties are Clark, Elko, and Washoe counties.

2. The Nevada Clean Diesel Program is implemented through a low-overhead programmatic structure to provide assistance in increasing fleet turnover to provide quantifiable diesel emissions reductions.
3. The program focuses on public services fleets that operate their vehicles a substantial amount of time within population centers, especially population centers where sensitive populations are greatly affected.
4. This program will maximize the service life of the certified engine configuration through a subgrant agreement between the project partner and the NDEP. This agreement will require the recipients to maintain the equipment in compliance with the manufacturer's recommended maintenance schedule. This includes instructions on manufacturer-recommended maintenance procedures and a full explanation of the warrantee provisions for the verified technologies.
5. Replacement projects will conserve diesel fuel by replacing legacy diesel vehicles with vehicles that meet the most recent emission standards. Generally, the use of new technologies can reduce overall fleet diesel fuel consumption.

EPA'S STRATEGIC PLAN LINKAGE AND ANTICIPATED OUTCOMES/OUTPUTS

EPA'S STRATEGIC PLAN LINKAGE

The program supports EPA's 2018-2022 Strategic Plan Goals. That is, the Agency's "Back-to-Basic" agenda and its three over-arching goals which reflect the Administrator's core philosophies: 1, refocus the agency back to its core mission; 2, restore power to the states through cooperative federalism; and 3, lead the agency through improved processes, and adhere to the rule of law.

Recipient fleets will scrap early and mid-2000's engine model year diesel-powered service vehicles and school buses and replace them with new vehicles that have verified lower emissions of criteria pollutants. Reducing these pollutants protects human health and the environment in several ways. The program will help the areas of Clark County that are in nonattainment for the 2015 O₃ NAAQS get back into attainment as well as areas of Washoe County that have an O₃ design value that is on the cusp of nonattainment for the 2015 O₃ NAAQS continue to stay in attainment. Implementing this program will also help to mitigate regional air pollution.

ANTICIPATED OUTCOMES

Anticipated outcomes of the Nevada Clean Diesel Program can be expressed in short, medium, and long-term considerations. In the short-term, a broad spectrum of Nevadans, from state and local leaders, to health professionals, to environmental advocates, will recognize the value of reducing diesel emissions in our communities. The importance of reducing diesel emissions is most pronounced where vulnerable populations, such as children and the elderly, are subject to both direct and prolonged exposure to the emission source. This recognition may foster support, both programmatic and financial, on the part of groups and individuals for continued diesel emission reduction efforts. The NDEP intends to post a summary of the projects funded by FY 2019 program funding and expected outcomes on the Nevada Clean Diesel Program webpage.

Medium-term outcomes are expected to include a continued reduction in fleet diesel emissions, instilling the program goals in other state and municipal fleets, and laying the groundwork for the continued replacement of other fleet vehicles.

From a long-term perspective, one expected outcome is reduced rates of certain respiratory ailments among sensitive groups in the program area. Numerous scientific studies have established a relationship between exposure to fine particulate matter (a component of diesel exhaust) and diseases such as lung cancer, asthma, pneumonia, and even heart disease. It is expected that some measurable reduction in disease rates will occur as a consequence of program implementation for those populations most at risk such as children, the elderly, and those already suffering from heart or lung disease. Additionally, there is an anticipated effect on other existing fleets to stimulate interest in further diesel emission reduction efforts. These might include retrofit programs, idle reduction efforts, or truck stop electrification and auxiliary power unit installation. The NDEP hopes that the Nevada Clean Diesel Program will continue to foster an interest among all fleets using diesel-powered vehicles in Nevada in improving air quality voluntarily through the use of retrofit technology, engine repowers, or early attrition of their dirtiest vehicles.

ANTICIPATED OUTPUTS

Expected, measurable program outputs are quantified in two ways. The first measurable output is the number of vehicles that will be replaced. Based on the data and estimates provided by CCSD and the City of Reno, the NDEP anticipates the early retirement of at least 15 fleet service vehicles and school buses. If replacement costs end up being lower than the provided estimates, then more service vehicles/school buses will be replaced. Not including the mandatory cost-share (and any possible voluntary cost-share) the NDEP is awarding \$741,250 to fleets (CCSD has been awarded \$425,000 and the City has been awarded \$316,250).¹

A second output is the reduction in emissions that will result from the expected service life of the new vehicle over that of the older, replaced vehicle. The DEQ was used to calculate criteria pollutant reductions. Use of this calculation tool required that several assumptions be made concerning vehicle age, mileage, and other parameters. Results from the DEQ are in the table on the next page (a copy of the spreadsheet produced by the DEQ can be provided upon request).

A third output is the reduction in cases of respiratory illness attributable to diesel emission exposure and the associated reduction in related healthcare costs. These benefits include reduced costs associated with premature deaths, hospital visits, and time lost from work and school.

¹ Note that these awards are preliminary and may change based on a number of factors outside of NDEP control. Final awards will be listed in subgrant agreements and will detail all programmatic requirements for project partner reimbursement.

Table 2: FY 2019 Vehicle replacement information and estimated criteria pollutant reductions

Total Criteria Pollutant Reductions		
Pollutant	Annual Emissions (short tons)	Lifetime Emissions (short tons)
Nitrous Oxides (NO_x)	1.1478	3.0581
Particulate Matter (PM_{2.5})	0.0495	0.0568
Hydrocarbons (HC)	0.0879	0.1574
Carbon Monoxide (CO)	0.4007	0.663
Carbon Dioxide (CO₂)	0	0

Project #1 – Diesel-Powered School Bus Replacements	Vehicle Class/Equipment	School Buses
	Number of Vehicles	10
	Model Year	2007
Pollutant	Annual Emissions (short tons)	Lifetime Emissions (short tons)
Nitrous Oxides (NO _x)	0.3821	2.2924
Particulate Matter (PM _{2.5})	0.0015	0.0088
Hydrocarbons (HC)	0.0139	0.0834
Carbon Monoxide (CO)	0.0525	0.3148
Carbon Dioxide (CO ₂)	0	0

Project #2a – Diesel-Powered Service Vehicle Replacements	Vehicle Class/Equipment	Class 8 Service Vehicles
	Number of Vehicles	4
	Model Year	2001
Pollutant	Annual Emissions (short tons)	Lifetime Emissions (short tons)
Nitrous Oxides (NO _x)	0.6549	0.6549
Particulate Matter (PM _{2.5})	0.0397	0.0397
Hydrocarbons (HC)	0.0498	0.0498
Carbon Monoxide (CO)	0.2877	0.2877
Carbon Dioxide (CO ₂)	0	0

Project #2b – Diesel-Powered Service Vehicle Replacement	Vehicle Class/Equipment	Class 6 Service Vehicle
	Number of Vehicles	1
	Model Year	2000
Pollutant	Annual Emissions (short tons)	Lifetime Emissions (short tons)
Nitrous Oxides (NO _x)	0.1108	0.1108
Particulate Matter (PM _{2.5})	0.0083	0.0083
Hydrocarbons (HC)	0.0242	0.0242
Carbon Monoxide (CO)	0.0605	0.0605
Carbon Dioxide (CO ₂)	0	0

Default values from the DEQ were used for quantifying the emissions reductions of the vehicle replacements (assumed an upgrade year of 2020). A more accurate idea of expected emissions reductions will be calculated when CCSD and the City of Reno have submitted actual vehicle data to the NDEP. Of the default values used in the DEQ, the NDEP is certain that remaining vehicle life and idling hours for the City of Reno service vehicles will increase. These vehicles were selected for their long periods of idling and because the City has had to rethink their fleet replacement schedule. The City has provided a memo to the NDEP (included with this Workplan as an attachment) that details their reasoning behind having to continue to extend vehicle life due to continued budget shortfalls that prevent them from following their internal replacement schedule.

SUSTAINABILITY OF THE PROGRAM

The Nevada Clean Diesel Program has been actively involved in supporting diesel-emission reduction solutions to state and municipal fleets in Nevada for more than a decade and shows no signs of slowing down. The NDEP actively promotes program successes, provides assistance to fleets (both public and private) in finding ways to reduce diesel emissions in their fleets, and attends conferences to both spread awareness about the Program's efforts and to learn more about cost-effective solutions to mitigating diesel emissions and transitioning Nevada's fleet of diesel-powered vehicles to zero- and near zero-emission solutions.

BUDGET NARRATIVE

Itemized Project Budget

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable)		Line Total
			VW State Trust Funds	Other Funds	
1. Personnel	\$32,011.00				\$32,011.00
2. Fringe Benefits	\$12,795.00				\$12,795.00
3. Travel					
4. Equipment					
5. Supplies					
6. Contractual					
7. Other	\$422,725.00	\$2,223,750.00	\$318,525.00		\$2,965,000.00
8. Total Direct Charges (sum 1-7)	\$467,531.00	\$2,223,750.00	\$318,525.00		\$3,009,806.00
9. Indirect Charges ^A	\$10,257.00				\$10,257.00
10. Total (Indirect + Direct)	\$477,788.00	\$2,223,750.00	\$318,525.00		\$3,020,063.00
11. Program Income					
12. Other Leveraged Funds*					

*Do not include Other Leveraged Funds on SF-424 or SF-424A

^A Assessed at 22.90% of Personnel and Fringe Benefits

Explanation of Budget Framework

Personnel - List all staff positions by title. Give annual salary, percentage of time assigned to the project, and total cost for the budget period.

Title	Annual Salary	Percent Time Commitment to Project	Total Cost to Budget
Chief, Bureau of Air Quality Planning	\$87,700	9%	\$7,893
Management Analyst 1	\$43,395	10%	\$4,539
Supervisor, Environmental Scientist 4	\$74,420	10%	\$7,424
Staff 2, Associate Engineer	\$67,451	18%	\$12,154
Personnel Total			\$32,011

Fringe Benefits - Identify the percentage used, the basis for its computation, and the types of benefits included.

Title	Annual Salary	Annual Fringe Benefits	Fringe Benefit Percent	Percent Time Commitment to Project	Total Cost to Budget
Chief, Bureau of Air Quality Planning	\$87,700.00	\$27,522	31%	9%	\$2,476.98
Management Analyst 1	\$43,395.00	\$25,556	56%	10%	\$2,555.60
Supervisor, Environmental Scientist 4	\$74,420.00	\$35,268	48%	10%	\$3,526.80
Staff 2, Associate Engineer	\$67,451	\$23,529	35%	18%	\$4,235.22
Fringe Total					\$12,795

Fringe benefits are from the expected NDEP budget for state FY 2020. The percentages vary based on the benefits allocation as established by the State of Nevada Department of Administration (hr.nv.gov).

Travel - Specify the mileage, per diem, estimated number of trips in-State and out-of-State, number of travelers, and other costs for each type of travel.

No travel costs have been budgeted.

Supplies - “Supplies” means all tangible personal property other than “equipment”.

No supply costs have been budgeted.

Equipment - Identify each item to be purchased which has an estimated acquisition cost of \$5,000 or more per unit and a useful life of more than one year.

No equipment costs have been budgeted.

Contractual - Identify each proposed contract and specify its purpose and estimated cost.

No contractual costs have been budgeted.

Other - List each item in sufficient detail for EPA to determine the reasonableness and allowability of its cost.

Line Item and Itemized Cost	Federal Funds	Voluntary State Match (paid by Nevada)	Mandatory Cost-Share (paid by fleet owner)	Total Project Cost
Project #1 – Diesel-Powered School Bus Replacements				
Vehicle 1	\$24,237.18	\$18,262.82	\$127,500.00	\$170,000.00
Vehicle 2	\$24,237.18	\$18,262.82	\$127,500.00	\$170,000.00
Vehicle 3	\$24,237.18	\$18,262.82	\$127,500.00	\$170,000.00
Vehicle 4	\$24,237.18	\$18,262.82	\$127,500.00	\$170,000.00
Vehicle 5	\$24,237.18	\$18,262.82	\$127,500.00	\$170,000.00
Vehicle 6	\$24,237.18	\$18,262.82	\$127,500.00	\$170,000.00
Vehicle 7	\$24,237.18	\$18,262.82	\$127,500.00	\$170,000.00
Vehicle 8	\$24,237.18	\$18,262.82	\$127,500.00	\$170,000.00
Vehicle 9	\$24,237.18	\$18,262.82	\$127,500.00	\$170,000.00
Vehicle 10	\$24,237.18	\$18,262.82	\$127,500.00	\$170,000.00
Project #1 Subtotal	\$242,371.84	\$182,628.16	\$1,275,000.00	\$1,700,000.00

Project #2 – Diesel-Powered Service Vehicle Replacements				
Vehicle 1	\$39,207.21	\$29,542.79	\$206,250.00	\$275,000.00
Vehicle 2	\$39,207.21	\$29,542.79	\$206,250.00	\$275,000.00
Vehicle 3	\$39,207.21	\$29,542.79	\$206,250.00	\$275,000.00
Vehicle 4	\$39,207.21	\$29,542.79	\$206,250.00	\$275,000.00
Vehicle 5	\$23,524.33	\$17,725.67	\$123,750.00	\$165,000.00
Project #2 Subtotal	\$180,353.16	\$135,896.84	\$948,750.00	\$1,265,000.00

Other Total	\$422,725.00	\$318,525.00	\$2,223,750.00	\$2,965,000.00
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Indirect Charges - If indirect charges are budgeted, indicate the approved rate and base.

Title	Annual Salary Plus Fringe	Indirect Rate	Percent Time Commitment to Project	Total Cost to Budget
Chief, Bureau of Air Quality Planning	\$115,222	22.9%	9%	\$2,374.73
Management Analyst 1	\$70,951	22.9%	10%	\$1,624.78
Supervisor, Environmental Scientist 4	\$109,508	22.9%	10%	\$2,507.73
Staff 2, Associate Engineer	\$90,980	22.9%	18%	\$3,750.20
Indirect Total				\$10,257

The NDEP has submitted to the EPA a request for an Indirect Cost Rate of 22.9 percent for state FY 2020, which is the rate used in this application.

Administrative Costs Expense Cap

The NDEP has budgeted \$55,050 from this program year to cover administrative expenses. These funds will go to covering personnel, fringe, and indirect costs associated with successfully executing the program. The proposed personnel and fringe benefit costs total \$44,806, which is 5.6 percent of the total project cost (total project cost includes the federal share as well as Nevada's voluntary cost-share)

Matching Funds and Cost-Share Funds

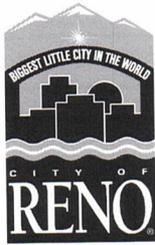
The NDEP intends to use funds from the Volkswagen Environmental Mitigation Trust Fund for State Beneficiaries (State Trust) to meet the Program voluntary match. Nevada has already submitted and received approval on multiple funding requests to Wilmington Trust (the Trustee managing the State Trust) relating directly to DERA State Grant Program projects (see <https://www.vwenvironmentalmitigationtrust.com/state-trust/nevada> for more information). CCSD and the City of Reno will both be meeting their mandatory cost-shares through their fleet replacement budgets. They will not be using any additional federal or State Trust funds to support the purchases of these vehicles.

Funding Partnerships

The NDEP will enter into subgrant agreements with both CCSD and the City of Reno. These agreements will only fund vehicle replacement costs. Also, the Nevada Clean Diesel Program is operated on a reimbursement basis and subgrantees will not be reimbursed until and unless they provide sufficient evidence of vehicle scrappage and project completion to the NDEP.

Other Leveraged Funds

There are no other leveraged funds that will be collected at this time. If, through scrapping their vehicles, our project partners generate program revenue, that revenue will be directly applied to covering their mandatory cost-share and will be recorded in the final report.



PUBLIC WORKS DEPARTMENT

MEMORANDUM

DATE: May 21, 2019
TO: Joe Perreira, Staff Engineer
FROM: Zac Haffner, Maintenance & Operations Manager 
SUBJECT: Fleet replacement schedule – 2002 Snow Plows

The City of Reno (COR) has struggled to fund the established Vehicular Equipment Replacement Schedule (RS) as outlined in its internal service fund policy #610 since the recession of the late 2000's. That policy calls for equipment to be replaced based off of an established service life for the different classes of vehicles that the city operates. The service life of many classes of vehicles/equipment were extended with a change to the RS that took effect 12/1/13 to better mirror longevity being had as well as to help with the shortfall in budget.

Each year that the replacement funding is short to the Fleet Management Fund, replacements are being delayed and/or fall behind other pieces of equipment that may have a higher use. Fleet Management has had to prioritize replacements based off of more than the service life replacement schedule alone, and that includes reviewing mileage or engine hours, departmental needs, age, condition, life-to-date costs, utilization, obsolescence, and funding. The shortfall in funding each year causes the annual request for replacements to be increased.

In FY18, Fleet Management noticed the numbers being requested were not going to be funded, and took a new approach of request. A detailed look was given to all equipment within the fleet and a 5-year catch up replacement schedule was discussed with the budget office. The plan adjusted replacements dates of all the equipment in the fleet. Fleet Management helped to fund the first year of the 5-year catch up plan by reducing reserves and its fuel budget. Unfortunately, Fleet Management was just made aware that the 5-year catch up plan will be short funds in year 2 of the mentioned plan.

This continual shortfall causes the service lives to be extended year after year. For example, the current snow plow (#220604) that is scheduled to be replaced working with the Nevada Division of Environmental Protection would have had its service life extended had it not been for the grant awarded through the Nevada State Clean Diesel Program.

Although the majority of the city's fleet is past its scheduled service life per the RS, each year service lives are extended due to the ongoing budget shortfalls. This is the case for the requested 2002 snow plows that are being proposed for replacement. The city is committing to early replacement of these four 2002 snow plows if grant funding can be obtained through the Nevada Clean Diesel Program.