

**CONFEDERATED TRIBES AND BANDS OF THE YAKAMA NATION'S  
JANUARY 2023 SEMIANNUAL REPORT  
UNDER SECTION 5.3 OF THE ENVIRONMENTAL MITIGATION TRUST  
AGREEMENT FOR INDIAN TRIBE BENEFICIARIES DATED OCTOBER 2, 2017**

Yakama Nation Environmental Management Program, the lead agency authorized to act on behalf of the beneficiary Confederated Tribes and Bands of the Yakama Nation (“Yakama Nation”), is submitting this January 2023 Semiannual Report pursuant to Section 5.3 of the Environmental Mitigation Trust Agreement for Indian Tribe Beneficiaries dated October 2, 2017 (“Indian Tribe Trust Agreement”). This Report is submitted for (i) the Yakama Nation’s Round 1 Project; (ii) the Yakama Nation’s Round 2 Project; (iii) the Yakama Nation’s Round Project; and (iv) the Yakama Nation’s Round 4 Project. This Report is submitted to include up to the 6-month period ending December 31, 2022.

**REPORT ON ROUND 1 PROJECT**

The Round 1 Project has deployed one all new diesel bus servicing the Yakama Nation’s tribal school under Section 2(e)(1) of Appendix D-2 to the Indian Tribe Trust Agreement. The new school bus is a Thomas rear engine diesel school bus, Model Profile: Thomas Built Buses Saf-T-Liner HDX 141YS. The new school bus was delivered in June 2020. The eligible vehicle it is replacing is a 2005 Thomas school bus, License Plate I-02623 VIN 4UZAAXCSX5CU30952. Now that the new bus is delivered, the old bus has been rendered inoperable.

The Round 1 Project will also deploy two light duty ZEV chargers under Section 9 of Appendix D-2. The two chargers have been ordered and delivered, and installed.

The Yakama Nation has revised its schedule and now estimates it will conclude in 2023.

**REPORT ON ROUND 2 PROJECT**

The Round 2 Project has deployed two all new diesel buses servicing the Yakama Nation’s tribal school under Section 2(e)(1) of Appendix D-2 to the Indian Tribe Trust Agreement. The initial plan was to get new Thomas rear engine diesel school buses, Model Profile: Thomas Built Buses Saf-T-Liner HDX 141YS. However, based on advice from the manufacturer that a front engine school bus was better suited, two new Thomas front engine diesel school buses, Model Profile: Thomas Built Buses Saf-T-Liner C2 341TS, were purchased. The front engine buses are less expensive than the rear engine buses. The buses have been delivered.

The eligible vehicles they are replacing are a 2005 Thomas school bus, License Plate I-02833, VIN 4UZAAXDG55CU38449; and a 2005 Thomas school bus, License Plate I-02832, VIN 4UZAAXCS85CU30951. Now that the new buses are delivered, these old buses have been rendered inoperable.

Since the front engine buses are less expensive, the Yakama Nation intends to use the excess budget to deploy a new all electric forklift under Section 8(e)(2) of Appendix D-2 to the

Indian Tribe Trust Agreement. The eligible forklift that is being replaced is a Hyster 10,000 pound capacity forklift. The Yakama Nation is currently getting quotes for a new electric forklift, and based on preliminary estimates understands that a new all electric forklift with installed charging infrastructure will cost approximately \$60,000.

The Yakama Nation has revised its schedule and now estimates it will conclude in 2024.

### **REPORT ON ROUND 3 PROJECT**

The Round 3 Project will deploy one all new diesel bus servicing the Yakama Nation's tribal school. The Yakama Nation still intends to procure a new bus to replace its eligible vehicle, a tribally owned 2005 Thomas school bus, License Plate I-02622, VIN 4UZAAXCS65CU30950. However, the school is considering going with a smaller bus to better suit its needs, and is currently in the process of getting updated quotes.

The Round 3 Project would also deploy one all new diesel truck servicing the Yakama Nation's roads department. The eligible vehicle it is replacing is a model year 2000 Kenworth T800 B/Truck, VIN 1XKDPBEX1YR867191. For all replaced vehicles, the old engine and chassis will be permanently disabled. Disabling the engine consists of cutting or punching a three-inch hole in the engine block. Disabling the chassis entails cutting completely through the frame/frame rails on each side of the vehicle/equipment at a point located between the front and rear axles. If other, pre-approved scrapping methods are used, details and documentation will be included, including photos of the disabled engine/chassis and/or a signed Certificate of Vehicle/Engine Destruction.

The Round 3 Project also includes a light duty ZEV component. Section 9 of Appendix D-2 permits beneficiaries to use up to 15% of their funds "on the costs necessary for, and directly connected to, the acquisition, installation, operation and maintenance of new light duty zero emission vehicle supply equipment for projects specified below." The Yakama Nation intends to use up to that full amount to install a light duty ZEV charging station, with the final number of chargers dictated by the approved budget and actual installation costs. For its first round project under the Indian Tribe Trust Agreement, the Yakama Nation installed two Level 2 chargers. For the Round 3 Project, if funds are available, the Yakama Nation is planning to expand that charging station.

The Yakama Nation has revised its schedule and now estimates it will conclude in 2024.

### **REPORT ON ROUND 4 PROJECT**

The Round 4 Project will deploy two all new diesel trucks servicing the Yakama Nation's roads department. The first eligible vehicle being replaced is a tribally owned class 8 1993 Ford L9000 truck, VIN 1FDZU90R4RVA27552. This vehicle is an eligible vehicle under Section 1 of Appendix D-2 because it is a diesel vehicle that is between 1992 and 2009 with a Gross Vehicle Weight Rating greater than 33,001 lbs. The second eligible vehicle being replaced is a tribally owned class 8 model year 1994 Ford LNT8000 truck, VIN 1FDYW82E3RVA37581. This vehicle is an eligible vehicle under Section 1 of Appendix D-2 because it is a diesel vehicle

that is between 1992 and 2009 with a Gross Vehicle Weight Rating greater than 33,001 lbs.

For all replaced vehicles, the old engine and chassis will be permanently disabled. Disabling the engine consists of cutting or punching a three-inch hole in the engine block. Disabling the chassis entails cutting completely through the frame/frame rails on each side of the vehicle/equipment at a point located between the front and rear axles. If other, pre-approved scrapping methods are used, details and documentation will be included, including photos of the disabled engine/chassis and/or a signed Certificate of Vehicle/Engine Destruction.

The Yakama Nation has revised its Round 4 Project schedule, and now estimates it will conclude in 2024.

### **Report On How Yakama Nation Has Made Documentation Publicly Available**

The Yakama Nation will comply with Sections 5.2.7.2 and 5.3 of the Indian Tribe Trust Agreement by making publicly available all documentation submitted in support of its funding request and all records supporting all expenditures of any funds it receives, subject to applicable laws governing the publication of confidential business information and personally identifiable information, including the following.

Documents posted in 2019:

- Round 1 Project application at the following website: <http://www.yakamanation-nsn.gov/tribal%20news%20and%20events.php>

Documents posted in 2020:

- Round 2 Project application at the following website: <http://www.yakamanation-nsn.gov/tribal%20news%20and%20events.php>

Documents posted in 2022:

- November 2019 report at the following website: <http://www.yakamanation-nsn.gov/tribal%20news%20and%20events.php>
- January 2020 report at the following website: <http://www.yakamanation-nsn.gov/tribal%20news%20and%20events.php>

## SUMMARY OF ALL COSTS EXPENDED

The costs expended in 2019 include:

- \$24,280.00 payment for the ChargePoint chargers
- \$16,355.00 payment for contractual –administrative expense (1393)

The costs expended in 2020 include:

- \$180,972.00 payment for the Thomas bus
- \$3,465.00 payment for contractual – application administrative expense (1443)
- \$6,088.80 payment for contractual – project administrative expense (1488)

The costs expended in 2021 include:

- \$145,213.00 payment for a Thomas bus
- \$145,213.00 payment for another Thomas bus
- \$3,220.00 payment for contractual – project administrative expense (1582)
- \$3,125.86 payment for contractual – application administrative expense (1583)

The costs expended in 2022 include:

- \$192,965.00 for Mack truck
  - [\$873] credit for Mack truck
- \$6,756.00 payment for the ChargePoint charger install
- \$1,684.80 for bus salvage fee (699)
- \$1,684.80 for bus salvage fee (700)
- \$1,684.80 for bus salvage fee (703)
- \$3,080.00 payment for contractual – application administrative expense (1556)
- \$4,235.00 payment for contractual – application administrative expense (1713)
- \$1,155.00 payment for contractual – project administrative expense (1750)
- \$1,750.00 payment for contractual – application administrative expense (1751)
- \$963.48 payment for contractual – application administrative expense (1752)
- \$2,730.00 payment for contractual – project administrative expense (1863)
- \$2,660.00 payment for contractual – application administrative expense (1864)
- \$2,205.00 payment for contractual – application administrative expense (1865)

- \$2,345.00 payment for contractual – application administrative expense (1866)
- \$3,185.00 payment for contractual – project administrative expense (1971)
- \$630.00 payment for contractual – application administrative expense (1972)
- \$175.00 payment for contractual – application administrative expense (1973)
- \$105.00 payment for contractual – application administrative expense (1974)

## CERTIFICATIONS

By submitting this report, the Lead Agency makes the following certifications:

1. This report is submitted on behalf of Beneficiary Yakama Nation, 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. This report contains all information and certifications required by Paragraph 5.3 of the Trust Agreement.
3. To the best of my information and belief, and under penalty of perjury, the information in this report is true and correct.

DATED: January 31, 2023

*Elizabeth Sanchez*  
Elizabeth Sanchez (Feb 9, 2023 14:40 PST)

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**Elizabeth Sanchez**  
**Program Manager**

**Yakama Nation Environmental  
Management Program**  
**[LEAD AGENCY]**

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for

**Confederated Tribes and Bands of the  
Yakama Nation**  
**[BENEFICIARY]**

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Final Audit Report

2023-02-09

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