

APPENDIX D-4
Beneficiary Eligible Mitigation Action Certification

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

SUMMARY ATTACHMENT

Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):
<p>The primary goal of the State of Delaware's Volkswagen Environmental Mitigation plan is to improve and protect ambient air quality by implementing eligible mitigation projects that will achieve significant and sustained reductions in NOx emission exposures in areas with poor air quality; areas with historical air quality issues; and areas that receive a disproportionate quantity of air pollution from diesel. The Delaware Department of Natural Resources and Environmental Control (DNREC) is partnering with the Lehane's Bus Service to scrap and replace three diesel school buses with three new diesel school buses. Lehane's Bus Service is in northern New Castle County near Delaware Route 41 and I-95, highways with frequent heavy duty and medium duty truck traffic connecting Wilmington, Delaware to Pennsylvania. New Castle County is currently in non-attainment and is an air quality maintenance area. Lehane's Bus Service School District is also a Justice 40 Disadvantage Community. Lehane's Bus Service is committed to providing reliable, innovative, and efficient green solutions in protecting air quality and the community. Delaware's Volkswagen Environmental Mitigation Plan is attached to further support this funding request.</p>
Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):
<p>DNREC is partnering with Lehane's Bus Service to scrap and replace 3 diesel school buses with cleaner diesel school buses in an underserved community near Wilmington. Lehane's Bus Service is in northern New Castle County near Delaware Route 41 and I-95, both highways with frequent heavy duty and medium duty truck traffic connecting Wilmington, Delaware to Pennsylvania. New Castle County is currently in non-attainment and is an air quality maintenance area. The lifetime emission reductions (in short tons) for the school buses are as follows:</p>
NOx – 0.780 HC – 0.107 CO – 0.394 PM2.5 – 0.070
Describe How the Beneficiary will Make Documentation Publicly Available (5.2.7.2)
<p>Subparagraph 5.2.7.2 of the Environmental Mitigation Trust Agreement for State Beneficiaries requires that Beneficiaries include in their funding requests:</p> <p><i>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.</i></p> <p>DNREC is committed to maintaining and making publicly available all documentation submitted in support of the funding requests and all records supporting all expenditures of Eligible Mitigation Action funds. The public will be able to view funding requests on the DNREC website. DNREC will maintain these records on the Volkswagen (VW) Environmental Mitigation Trust Fund specific webpage. The webpage is designed to support public access and limit burden for the general public. The webpage can currently be found at https://dnrec.alpha.delaware.gov/air/mobile-sources/vw-mitigation-plan/.</p>

DNREC also created an electronic listserv. The Listserv is open to the public, used to communicate news, events, and information related the Environmental Mitigation Trust Fund. The listserv is advertised through the website and at public events related to the Volkswagen Environmental Mitigation Fund.

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

The Delaware Department of Natural Resources and Environmental Control 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 19, 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).

The State of Delaware has been designated by the U.S. Environmental Protection Agency (EPA) as non-attainment for ozone (2008 and 2015 standards) in New Castle County. Delaware's New Castle County has also been re-designated as attaining the fine particulate matter standard for both 1997 and 2006. New Castle County has a 10-yr maintenance plan in place.

The Department has recommended that Volkswagen Environmental Mitigation Funds under as a DERA-10 Option be used to replace 3 diesel school buses with a cleaner diesel school buses. DNREC's 2017 Emissions Inventory has concluded that up to 38% of in-state NOx emissions can be attributed to the transportation sector. Delaware's emissions from heavy and medium duty vehicles are becoming an increasingly larger source of overall mobile source emissions for nitrogen oxides (NOx).

Lastly, replacing the older diesel school buses with cleaner diesel units assists the Department in reducing emissions in Delaware's environmental justice areas. Environmental Justice is the act of equity among all races, ethnicities, income, and social classes of people and includes any census tract with a poverty level of 20% or higher and where 30% or more are considered minorities. The Department's mission relative to environmental justice ensures that no area receives disproportionate environmental impacts due to air pollution.

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: _____



[NAME] Lisa Borin Ogden
[TITLE] Deputy Secretary

[LEAD AGENCY]

for

[BENEFICIARY]

ATTACHMENT B

**Eligible Mitigation Action Management Plan Including Detailed Budget and
Implementation and Expenditures Timeline**

Project management Plan/ Project Schedule and Milestones

Milestone	Date
Lehane's Bus Service selected for DERA FY2022	Q3 2023
DNREC/Lehane's Bus Service contract signed	Q3 2023
Lehane's Replaces 3 diesel buses	Q3/4 2023
Trustee Receives Funding Request - Funding Approved/Issued to DNREC	Q3 2023
DNREC makes reimbursements	Q4 2023

Project Budget

School Bus VINS	Model Year	Federal DERA Grant Funds	Share of Total Budget Funded by the Trust	Cost Share (Paid by Project Partner)	Sub-Total
4DRBRABN73B950566	2002	\$29,250.00	-	\$87,850.00	\$117,000.00
4DRBRARN34A966688	2003	\$29,250.00	-	\$87,850.00	\$117,000.00
4UZABRDJ18CZ14981	2007	\$8,350.00	\$20,900.00	\$87,850.00	\$117,000.00
Project Totals		\$66,850.00	\$20,900.00	\$263,250.00	\$351,000.00
Cost Share Percentage		19%	6%	75%	100%

PROJECTED TRUST ALLOCATIONS

Lehane's Bus Service Project	2023
1. Anticipated Annual Project Funding Request to be paid through the Trust	\$20,900.00
2. Anticipated Annual Cost Share	\$263,250.00
3. Anticipated Total Project Funding by Year (line 1 plus line 2)	\$351,000.00
4. Cumulative Trustee Payments Requested/Made to Date Against Cumulative Approved Beneficiary Allocation	\$ 0
5. Current Beneficiary Project Funding to be paid through the Trust (line 1)	\$20,900.00
6. Total Funding Allocated to Beneficiary, inclusive of Current Action by Year (line 4 plus line 5)	\$20,900.00
7. Beneficiary Share of Estimated Funds Remaining in Trust	\$3,672,984.68
8. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 7 minus line 6)	\$3,652,084.68

ATTACHMENT C

Detailed Plan For Reporting On Eligible Mitigation Action Implementation

The Delaware Department of Natural Resources and Environmental Control (DNREC) will provide detailed reporting on Volkswagen Phase-4 Lehane's School Bus Replacements in the following ways:

- Timely updates to DNREC Volkswagen (VW) Environmental Mitigation Plan webpage.
- Delaware's semiannual reporting obligations to Wilmington Trust (the "Trustee"); and
- Quarterly reports submitted to the Environmental Protection Agency (EPA).

DNREC maintains a Volkswagen (VW) Environmental Mitigation specific webpage that has been designed to support public access and limit burden for the general public. DNREC's VW specific webpage can be found at <https://dnrec.alpha.delaware.gov/air/mobile-sources/vw-mitigation-plan/>. Timely updates to the webpage will inform the general public on each project's status.

DNREC 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 per 5.3 of the Environmental Mitigation Trust Agreement for State Beneficiaries. 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.

DNREC will submit timely reports to the EPA. They will also be included in the semiannual reports that DNREC provides to the Trustee.

ATTACHMENT D

Detailed Cost Estimates From Selected or Potential Vendors For Each Proposed Expenditure Exceeding \$25,000.

The Delaware Department of Natural Resources and Environmental Control (DNREC) has included a copy Lehane's Bus Service application which includes the awarded project budget.

School Bus Replacement Application

General Information:

Applicant: <u>Lehanes Bus Service, Inc</u>			
Mailing Address: <u>1705 Wilmington Rd</u>			
City: <u>New Castle</u>	State: <u>DE</u>	Zip: <u>19720</u>	County: <u>NCC</u>
Daytime Phone: <u>302-328-7100</u>		Alternate Phone: <u>302-373-9114</u>	
Email: <u>Lehanes.cp@gmail.com</u>			
Tax Identification Number: <u>51-0356894</u>			
District(s) served: <u>Colonial School district and Charter</u>			
Equipment Owner (if different from Applicant): <u>Same as above</u>			
Mailing Address:			
City:	State:	Zip:	County:
Daytime Phone:		Alternate Phone:	
Email:			

Vehicle Information

School Bus Replacements:	
Quantity	Number of Buses: <u>3</u>
Replacement Type	Propane _____ Clean Diesel <u>X</u>

Please enter vehicle specific information on your bus. This sheet allows input for 4 buses. Copy this sheet if more space is needed.

Vehicle Information	Vehicle Replacements		
Bus Number	<u>2301</u>	<u>BLO4</u>	<u>2410</u>
VIN	<u>4DRBRAAN738950560</u>	<u>4U2ABRDJ182214931</u>	<u>4DRBRARN34A916688</u>
Engine Serial Number			
Vehicle Make	<u>International</u>	<u>Freightliner</u>	<u>International</u>
Vehicle Model	<u>School BUS</u>	<u>School BUS</u>	<u>School BUS</u>
Vehicle Model Year	<u>2003</u>	<u>2008</u>	<u>2004</u>
Engine Make	<u>IC</u>	<u>MBE</u>	<u>IC</u>
Engine Model	<u>V8</u>	<u>V8</u>	<u>V8</u>
Engine Model Year	<u>2002</u>	<u>2007</u>	<u>2003</u>
Retrofit/Replacement Year	<u>1</u>		
Annual Fuel Used (gal/yr)	<u>11,000</u>	<u>11,000</u>	<u>11,000</u>
Annual Miles 2018	<u>25K</u>	<u>25K</u>	<u>30K</u>
Annual Miles 2019	<u>30K</u>	<u>30K</u>	<u>25K</u>
Annual Idling Hours	<u>1,080 m/p/d</u>	<u>1,080 m/p/d</u>	<u>1,080 m/p/d</u>
Fuel Type	<u>diesel</u>	<u>diesel</u>	<u>diesel</u>
Remaining Life	<u>5-7 years</u>	<u>5-10 years</u>	<u>9-7 years</u>
Normal Attrition Year	<u>2014</u>	<u>2018</u>	<u>2015</u>
Proposed Fuel Type	<u>diesel</u>	<u>diesel</u>	<u>diesel</u>
Technology Cost			

Project Budget

School Bus replacements require a 25% require a cost share. The applicant is responsible for detailing the proposed budget associated with the project. Please be as detailed as possible when completing your budget. Eligible Costs include the base price of new bus while Ineligible Costs include all administrative expenses such as taxes, titles, and registration. Copy this sheet if more space is needed.

Eligible Costs				
Make and Model	Capacity	Number of Each Item	Cost per Item	Estimated Costs
2024 Blue Bird VISION SB1	72	1	117,000.00	117,000.00
2024 Blue Bird VISION SB	72	1	117,000.00	117,000.00
2024 Blue Bird VISION SB	72	1	117,000.00	117,000.00
Total Eligible Costs				\$ 351,000.00

Ineligible Costs				
Ineligible Item	Description	Number of Each Item	Cost per Item	Estimated Costs
	Pending			
	By			
	The			
	Delaware DMV			
Total Ineligible Costs				\$

Total Budget Summary	
1. Total Eligible Costs (from above)	\$ 351,000.00
2. Total Ineligible Costs (from above)	\$ Pending
3. Total Costs	\$
4. Total Cost share required from DERA or VW (25% of line 1)	\$ 87,750.00

Documentation Required:

- Copy of Title and Registration for each vehicle being replaced
- Copy of Vehicle Insurance
- Dated and Itemized Dealer Quote for each new bus. (Note: Taxes and registration are not included in reimbursement.)

FY2022 DIESEL EMISSION REDUCTION ACT WORK PLAN
ATTACHMENT

A Copy of Delaware's FY2022 Clean Diesel Emission Reduction Act Workplan (Revised May 2023) is attached.



DELAWARE DEPARTMENT OF
**NATURAL RESOURCES AND
ENVIRONMENTAL CONTROL**

Volkswagen Environmental Mitigation Plan

**December 2018
As amended on
February 2020
June 2021**

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I. BACKGROUND

On October 18, 2016, an initial Partial Consent Decree was finalized between the U.S. Justice Department, the Volkswagen (VW) Corporation, and its subsidiaries regarding the installation and use of emissions testing defeat devices in approximately 590,000 2.0 and 3.0 liter engine vehicles sold and operated in the United States beginning with model 2009 through 2014. A second partial settlement was approved for the 3.0 liter engine class of vehicles on May 17, 2017. Use of these defeat devices has increased air emissions of nitrogen oxide (NOx), resulting in adverse impacts to air quality and violating the federal Clean Air Act. NOx emissions contribute to the formation of ground-level ozone, which impairs lung function and cardiovascular health.

The Environmental Mitigation Trust Agreement for State Beneficiaries (Trust) dated October 2, 2017 has been established as part of the Partial Consent Decrees. Funds are to be used for environmental mitigation projects that reduce emissions of nitrogen oxides (“NOx”) where the Subject Vehicles were, are, or will be operated. The Trust Agreement is intended to fully mitigate the total, lifetime excess NOx emissions from the Subject Vehicles where the Subject Vehicles were, are, or will be operated.

The State of Delaware has been allocated approximately \$9.6 million from the Environmental Mitigation Trust based on the number of affected vehicles in Delaware. Delaware applied for Beneficiary status on November 27, 2017 and officially became eligible to receive funds on January 29, 2018. Wilmington Trust, as the court appointed Trustee, holds all funds and will disburse the funds upon receiving a state submitted work plan and budget. The Trust establishes a process to administer and receive the funds, including the development of a mitigation plan, and the types of mitigation projects eligible for funding¹.

¹ Appendix D of the Partial Consent Decree MDL No. 2672 CRB (JSC)

In addition to projects that reduce NO_x emissions, under the partial consent decree, states may allocate up to 15% of the funds towards zero emission vehicle fueling and charging infrastructure (i.e. Hydrogen fueling and electric vehicle charging stations).

II. OVERVIEW, OBJECTIVES AND FUNDING PRIORITIES

On behalf of the State of Delaware, the Department of Natural Resources & Environmental Control (DNREC) has developed this Proposed Environmental Mitigation Plan to provide the public with insight into the state's vision and overall approach to use the mitigation trust funds. The primary goal of the State of Delaware's mitigation plan is to improve and protect ambient air quality by implementing eligible mitigation projects that will achieve significant and sustained reductions in NO_x emission exposures in the following:

- Areas with poor air quality;
- Areas with historical air quality issues; and
- Areas that receive a disproportionate quantity of air pollution from diesel vehicles.

In accordance with Appendix D of the Partial Consent Decree,² this Proposed Environmental Mitigation Plan specifically describes:

- The funding priorities established to guide the planning, solicitation, and project selection processes,

² Section 4.1 Beneficiary Mitigation Plan, Appendix D of the Partial Consent Decree MDL No. 2672 CRB (JSC).

-
- The categories of eligible mitigation projects anticipated to be appropriate to achieve the stated goals and the assessment of the allocation of funds anticipated to be used for each type of eligible mitigation project,
 - How the state may consider the potential beneficial impact of the selected eligible mitigation projects on air quality in areas that historically bear a disproportionate share of the air pollution burden, and
 - The anticipated ranges of emission benefits that would be realized by implementation of the eligible mitigation projects identified in the Environmental Mitigation Plan.

In addition to the above listed Environmental Mitigation Plan components, DNREC will seek and consider public comments on the State of Delaware's Proposed Environmental Mitigation Plan, which will be included in the final plan as required by the Consent Decree³.

The State of Delaware has the discretion to adjust its objectives and specific spending plan when necessary to achieve the plan's goal; for that reason, this plan is a living document. The State of Delaware will provide updates of the mitigation plan to the Trustee and on DNREC's public webpage about Delaware's actions for meeting the requirements of the Partial Consent Decree and the Mitigation Trust, at:

<http://www.dnrec.delaware.gov/air/Pages/VWMitigationPlan.aspx>

This Proposed Environmental Mitigation Plan is not a solicitation for projects. As such, this plan does not include details on the competitive application.

³ <https://www.epa.gov/enforcement/third-partial-and-30l-second-partial-and-20l-partial-and-amended-consent-decree>

III. PHASED FUNDING APPROACH AND ELIGIBLE APPLICANTS

DNREC is proposing a phased-in plan for the State of Delaware's allocation of funding. A phased plan will allow the state to:

- Build transparency and involve the public in reviewing and revising the plan between phases;
- Learn which projects work best, and modify requests for proposals in subsequent phases to focus on the most effective projects;
- Allow the state to identify environmental justice areas; and
- Allow the state to adjust priorities and investments based on the newest and most up-to-date vehicle technology.

The first phase of funding will be the first step in achieving our goals for the program. The phases of funding are:

- **Phase 1: \$3,225,560.99 (2018-2023)** – DNREC proposes to replace old diesel school buses with new cleaner school buses over a five year period.
- **Phase 2: \$361,374.75 (2019-2020)** – DNREC offered a competitive RFP for projects in all categories. Two projects were determined by eligibility criteria set forth in the plan. These projects are described in Phase 2.
- **Phase 3: \$2,234,590 (2020-2021)** – DNREC will allocate 15% of the funds for electric vehicle supply equipment. Projects will consist of the replacement of five (5) government-owned dump trucks and a competitive RFP where applications will be accepted for projects in all categories as well as school bus replacements

with private transportations providers. Projects will be determined by the eligibility criteria set forth in the plan.

- **Phase 4: Up to \$3.8 million (2022-2023)** – Projects will consist of a competitive RFP where applications will be accepted for projects in all categories as well as school bus replacements with private transportations providers. Projects will be determined by the eligibility criteria set forth in the plan.

Delaware’s allocation of Trust funds is \$9,676,682.97 (0.33% of the total \$2.9 billion in Trust funds made available to states and Tribes). DNREC has proposed that Trust funds will be requested and made available for mitigation projects. A detailed project timeline can be found in **Table 1**.

Table 1 - Tentative Timeline of Events

Event	Time Frame
Court approves the partial settlement	October 25, 2016
Court Approves Trustee	March 15, 2017
Court Approves Trust	October 2, 2017
Delaware files Beneficiary Certification Application	November 27, 2017
Trustee Certifies Delaware as a Beneficiary	January 29, 2018
Public Comment on the draft Mitigation Plan	March 28, 2018
Delaware finalizes preliminary Mitigation Plan	December 2018
Delaware initiates Phase 1 – year 1 projects	Quarter 4 2018
Delaware releases RFP – Phase 2	January 28, 2019
Delaware selects Phase 2 projects	Quarter 3 2019
Delaware finalizes Phase 1 – year 1 projects	Quarter 4 2019
Public Comment opens on Draft Phase 3 Plan	December 2019
Delaware initiates Phase 1 – year 2 projects	Quarter 1 2020
Delaware initiates Phase 2 projects	Quarter 1 2020
Delaware releases an RFP on Phase 3 projects.	Quarter 1 2020
Delaware selects Phase 3 projects	Quarter 3 2020
Delaware finalizes Phase 1 – year 2 projects	Quarter 4 2020
Delaware finalizes Phase 2 projects	Quarter 4 2020*
Delaware initiates Phase 1 – year 3 projects	Quarter 1 2020*
Delaware initiates Phase 3 projects	Quarter 1 2020*
Delaware finalizes Phase 1 – year 3 projects	Quarter 4 2021*
Delaware finalizes Phase 3 projects	Quarter 4 2021*
Delaware releases an RFP on Phase 4 projects	Quarter 1 2022*
Delaware initiates Phase 1 – year 4 projects	Quarter 1 2022*
Delaware selects Phase 3 projects	Quarter 3 2022*
Delaware finalizes Phase 1 – year 4 projects	Quarter 4 2022*

Event	Time Frame
Delaware initiates Phase 4 projects	Quarter 1 2023*
Delaware finalizes Phase 3 projects	Quarter 4 2023*

*Dates are estimates and are subject to change.

DNREC will maintain and make publically available all documentation submitted in the support of each funding request on the VW Settlement project website⁴.

IV. SUMMARY OF PHASED SPENDING APPROACH

Phase 1 - School Bus Replacement Program:

The Department has recommended that Phase 1 funding be used to replace diesel school buses with cleaner school buses. DNREC's 2014 Emissions Inventory has concluded that up to 72% of in-state NO_x emissions can be attributed to the transportation sector. Delaware's emissions from heavy and medium duty vehicles (which include school buses) are becoming an increasingly larger source of overall mobile source emissions for nitrogen oxides (NO_x), as shown in Figure 1.

Research shows NO_x emissions will be reduced by 11 percent just by replacing a diesel school bus with a new propane school bus⁵.

⁴DNREC Website: <http://www.dnrec.delaware.gov/air/Pages/VWMitigationPlan.aspx>

⁵ Propane education and Research Council - <https://www.propanecouncil.org/>

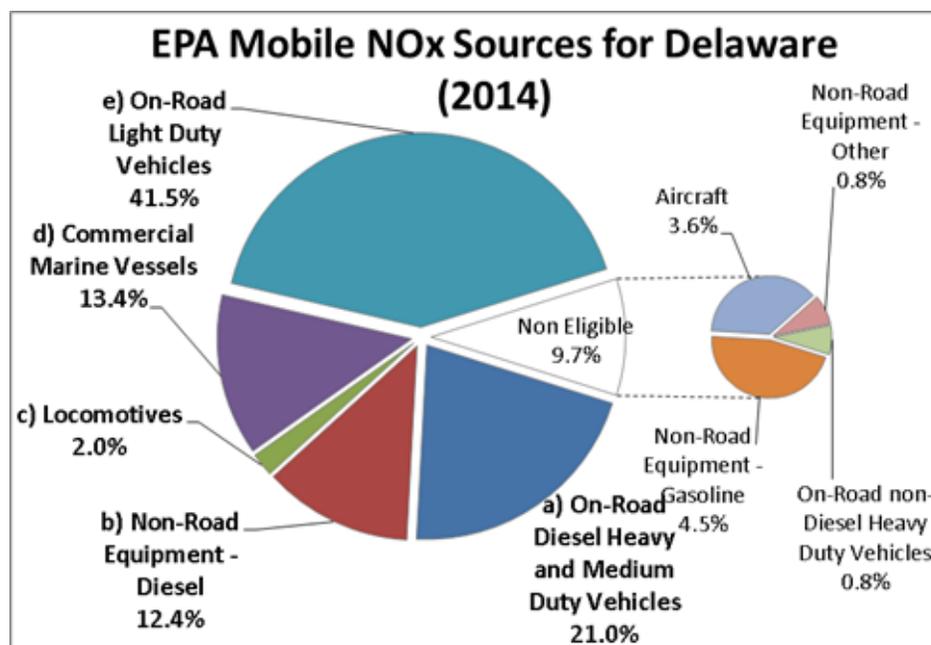


Figure 1 - Mobile NOx Sources for Delaware (Source 2014 NEI v1)

Studies have demonstrated that older, more polluting diesel school buses present significant health risks for the students who typically ride the bus. This includes the exacerbation of pre-existing pulmonary disorders such as asthma. Asthma is the most common long-term childhood disease, making newer and cleaner buses an urgent priority. Additionally, children are more susceptible to air pollution because their respiratory systems are still developing and they have faster breathing rates than do adults⁶.

Lastly, replacing school buses with buses that operate on cleaner burning fuel will assist the Department in reducing emissions in Delaware's environmental justice (EJ) areas. Environmental Justice is the act of equity among all races, ethnicities, income, and social classes of people and includes any census tract with a poverty level of 20% or higher and where 30% or more are considered minorities. The Department's mission relative to environmental justice ensures that no particular area receives disproportionate environmental impacts due to air pollution.

⁶ American Lung Association – <http://www.ala.org>

Phase 1 - Program Requirements:

In Phase 1, the Department proposes and continues to use up to 1/3 of the allocated Trust funds or \$3,225,560.99 to provide funds to the Department of Education for the replacement of school buses with cleaner burning fuel. The Department is proposing a cost share of 30% for government-owned school bus replacements.

To be eligible, each school bus being replaced must be:

- 1) Scrapped and destroyed at the time of replacement;
- 2) Owned and operated in Delaware;
- 3) Equipped with a model year 1992 to 2009 engine;
- 4) Serve a public school district or a charter school in Delaware where at least 40% of the students are disparately impacted as shown in **Table 2 and 3**;
- 5) Each new bus purchased must be of equivalent size as the bus being replaced;
- 6) The bus must be replaced with a current model year or newer; and
- 7) The replaced school bus must be fueled by propane or clean diesel.

Table 2 - Percentage of Disparately Impacted Students by School District

County	School District	Disparately Impacted (%)
New Castle	Appoquinimink	13.2
	Brandywine	29.8

County	Christina	42.9
	Colonial	39.8
	New Castle Co. Vo-Tech	27.6
	Red Clay	34.1
	Smyrna	24.9
Kent County	Caesar Rodney	30.5
	Capital	48.9
	Lake Forest	39.4
	Milford	41.2
	Polytech Vo-Tech	17.0
Sussex County	Cape Henlopen	29.0
	Delmar	14.2
	Indian River	36.0
	Laurel	47.4
	Seaford	47.7
	Sussex Technical	16.6
	Woodbridge	41.9

Table 3 - Percentage of Disparately Impacted Students by Charter School

County	Charter School	Disparately Impacted (%)
New Castle County	Academia Antonia Alonso	57.3
	Charter School of New Castle	51.4
	Delaware Academy of Public Safety and Security	39.9
	Delaware Design-Lab High School	29.9
	East Side Charter School	79.3
	First State Montessori Academy	11.6
	Freire Charter School	48.9
	Gateway Lab School	42.3
	Great Oaks Charter School	55.8
	Kuumba Academy Charter School	62.2
	Las Americas Aspira Academy	25.4
	MOT Charter School	5.3
	Moyer (Maurice J.) Academy	20.0
	Newark Charter School	8.0
Odyssey Charter School	14.4	
Prestige Academy	73.4	
Kent County	Academy of Dover	67.8
	Campus Community Charter School	40.0
	Early College High School at Delaware State University	33.1
	First State Military Academy	24.9
	Positive Outcomes Charter School	30.2
	Providence Creek Academy Charter School	18.0
Sussex County	Sussex Academy	9.0

Phase 2 - Competitive RFP Program:

In phase 2 of the plan, the Department proposed to provide up to 1/3 of the allocated Trust funds or \$3,225,560.99 in 2019 for the replacement of eligible mitigation

actions⁷. The Department will issue a competitive request for proposals (RFP) for projects that reduce nitrogen oxide (NOx) emissions from the transportation sector.

The following mitigation project types will be eligible for use of the VW Settlement Funds per the Trust Agreement found in Appendix D-2:

- 1.) Class 8 Local Freight Trucks and Port Drayage Trucks (Eligible Large Trucks)**
- 2.) Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses)**
- 3.) Freight Switchers**
- 4.) Ferries/Tugs**
- 5.) Ocean Going Vessels (OGV) Shorepower**
- 6.) Class 4-7 Local Freight Trucks (Medium Trucks)**
- 7.) Airport Ground Support Equipment**
- 8.) Forklifts and Port Cargo Handling Equipment**

Environmental Benefits:

The retrofit, repower, or replacement of eligible vehicles and equipment may provide a wide range of emission benefits based on many variables, including the type of vehicle or engine replaced, the initial age of the engine, and the engine power rating.

⁷ The Department anticipates spending \$361,674.75 in Volkswagen Environmental Mitigation Trust Funds for Phase 2. The remaining \$2.8M will rollover to Phase 3 which will provide approximately \$6.0M to spend.

Each of the 8 project categories outlined in the VW Settlement Environmental Mitigation Plan will result in the following combined environmental benefits:

- Tons of pollution reduced or avoided over the lifetime of the zero emissions vehicle supply equipment, specifically, NO_x, PM_{2.5}, GHGs such as CO₂ and black carbon,
- Net reduction in gallons of diesel fuel and/or other fossil fuels used,
- Improved ambient air quality and human health in communities located in nonattainment areas, areas with historical air quality issues, or in areas that bear a disproportionate share of the air pollution burden, as well as benefits to the local economy, and the welfare of residents in such communities, and
- Reduced public exposure to diesel particulate matter, which the U.S. EPA has classified as a likely human carcinogen.

Additionally, based on current EPA exhaust emission standards for NO_x:⁸

- Heavy duty highway vehicles may provide up to a 96% reduction in NO_x emissions per vehicle, based on replacing a model year 1992 engine with a model year 2007 engine,
- Non-road equipment replacements, depending on the type of equipment and engine power rating, may provide between a 20% and 95% reduction in NO_x emissions per engine,
- In locomotives, replacing the oldest (Tier 0) engine with the newest (Tier 4) engine may provide up to an 89% NO_x reduction per engine,

⁸ EPA exhaust emission standard data retrieved from: <https://www.epa.gov/emission-standards-reference-guide>.

- In commercial marine vessels, an upgrade or repower of a ferry or tug engine may provide up to an 80% NOx reduction for each vessel, and
- Shorepower projects may reduce all NOx exhaust emissions from many ocean-going vessels.

These anticipated ranges of emission benefits were used to inform the plan's funding priorities, categories of eligible mitigation projects, and funding allocation considerations for each category of eligible mitigation projects. It is important to note that the range of emission benefits mentioned above are for individual engines and actual NOx emissions reductions will vary based on the type of projects received for funding consideration and the eligible mitigation projects ultimately funded. However, in order to achieve the goal of the state mitigation plan, it is a priority to fund sizeable projects designed to achieve the greatest emission reduction for the dollar (i.e., capital cost effectiveness in dollars/ton).

The cost shares and requirements involved for each vehicle or equipment repower or replacement will be equivalent to the terms of the Diesel Emission Reduction (DERA)⁹ grant. Cost shares identified in **Table 4** are based on the FY2017 State Clean Diesel Program Guide¹⁰.

⁹ The DERA program is a Congressionally-authorized project that enables the U.S. EPA to offer assistance for actions reducing diesel emissions. Thirty percent of the annual DERA funds are allocated to the DERA Clean Diesel State Grant Program. States and territories that match the base amount dollar per dollar receive an additional amount of EPA DERA funding to add to the grant (50% of the base amount). Trust funds can be used for states or territories non-federal match on a 1:1 basis.

¹⁰ 2017 FY2017 State Clean Diesel Program Guide - <https://www.epa.gov/sites/production/files/2017-02/documents/fy17-state-program-guide-2017-02.pdf>

Table 4 - Cost Shares for Eligible Mitigation Actions

Eligible Mitigation Action	Activity	Vehicle and Equipment Eligibility (Engine Model Year or Tier)	VW Funding	Cost Share Required
Class 8 Local Freight Trucks and Port Drayage Trucks (Eligible Large Trucks) & Class 4-7 Local Freight Trucks (Eligible Medium Trucks)	Engine replacement with new diesel or alternate fueled engine	1992-2009	40%	60%
	Engine replacement with new all-electric engine	1992-2009	60%	40%
	Vehicle replacement with new diesel or alternate fueled vehicle	1992-2009	25% (50% for Drayage)	75% (50% for Drayage)
	Vehicle Replacement with all-electric vehicle	1992-2009	45%	55%
Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses)	Engine replacement with new diesel or alternate fueled engine	2009 and older	40%	60%
	Engine replacement with new all-electric engine	2009 and older	60%	40%
	Vehicle replacement with new diesel or alternate fueled vehicle	2009 and older	25%	75%
	Vehicle Replacement with all-electric vehicle	2009 and older	45%	55%
Freight Switchers	Engine replacement with new diesel or alternate fueled engine or generator sets that are EPA certified	Pre-Tier 4	40%	60%
	Engine replacement with new all-electric engine	Pre-Tier 4	60%	40%
	Locomotive replacement with new diesel or alternate fueled freight switcher that is EPA certified	Pre-Tier 4	25%	75%
	Locomotive replacement with	Pre-Tier 4	45%	55%

Eligible Mitigation Action	Activity	Vehicle and Equipment Eligibility (Engine Model Year or Tier)	VW Funding	Cost Share Required
	new all-electric freight switcher			
Ferries/Tugs	Engine replacement with new Tier 3 or 4 diesel or alternate fueled engine	Pre-Tier 3	40%	60%
	Engine replacement with new all-electric engine	Pre-Tier 3	60%	40%
	Certified Remanufacture System or Verified Engine Upgrade	Pre-Tier 3	40%	60%
Ocean Going Vessels	Costs associated with shore-side system	n/a	25%	75%
Airport Ground Support Equipment	Engine replacement with new all-electric engine	Pre-Tier 3	60%	40%
Forklifts and Port Cargo Handling Equipment	Equipment replacement with new all-electric equipment	8000+ lbs lift capacity	45%	55%

Non-government and government entities are eligible to apply for funding to implement mitigation projects. Project funding will be awarded through a competitive process in accordance with Delaware's procurement laws¹¹. Any unspent funds remaining at the end of Phase 2 will be rolled into a subsequent Phase.

Diesel Emission Reduction Act (DERA):

The Department may leverage the projects in all phases in order to received additional Diesel Emission Reduction Act (DERA) grant funding. Any source type applying for grant funding will be subject to the requirements of the DERA State Clean

¹¹ Delaware Procurement laws can be found at <http://mymarketplace.delaware.gov/>

Diesel Grant Program, including but not limited to general eligibility, project evaluation criteria, eligible project and administrative expenditures, cost-share, and funding restrictions.

The projects submitted via the RFP will be reviewed by a Department established Project Selection Committee. The committee will select and rank project applications based on a set “Project Scoring Criteria/Matrix” developed by the Department as shown in **Table 5** expressly for this purpose.

Phase 2, Phase 3, and Phase 4 Program Requirements:

To be eligible, each vehicle or piece of equipment to be repowered or replaced must be:

- 1) Scrapped and destroyed at the time of replacement;
- 2) Owned and operated in Delaware;
- 3) Equipped with an eligible model year engine or Tier level;
- 4) Serve an environmental justice area;
- 5) Each new vehicle or engine purchased must be of appropriate /equivalent size as the vehicle or engine being replaced; and
- 6) The new vehicle must be replaced with a current model year or newer.

Volkswagen RFP Scoring Matrix:

The Department has developed a project RFP scoring criteria/matrix. Each application submitted will be scored based on the factors outlined in the matrix in **Table 5**. The number of projects that are selected for funding in each phase will depend on the applications received and interest by vehicle and equipment owners.

The following criteria will be used by the grant Review Committee to review and score applications received for the VW Mitigation Funds:

Table 5 - VW Settlement RFP Award Criteria

Project Award Criteria	Points Possible	Points Awarded	Comments
<p>Measurable, verifiable reduction in NOx emissions</p> <ul style="list-style-type: none"> - The project will produce a net reduction in NOx emissions in the State and result in a measurable, verifiable reduction in NOx per ton of emissions using the Diesel Emission Quantifier. - Projects must meet eligibility requirements of Appendix D-2 of the VW Mitigation Plan 	30		
<p>Project Budget</p> <ul style="list-style-type: none"> -The proposed budget is thorough, robust, realistic and cost effective. - The applicant must show a detailed budget with all cost shares explained. 	15		
<p>Proposed Project Location</p> <ul style="list-style-type: none"> - The project is sited near a major highway or transportation corridor, shipping route, or near a shipping logistics center. - This project will address an environmental justice (EJ) area or related location that receives a disparate proportion of environmental impacts. - The project avoids environmentally sensitive areas or areas containing critical habitats. -Priority will be given to projects in non-attainment and air quality maintenance areas. 	15		
<p>Project Timeline</p> <p>The proposed project must define when the project will commence and will end.</p>	15		

Project Award Criteria	Points Possible	Points Awarded	Comments
Ability to be Replicated throughout the State - The proposed project has the ability to be replicated throughout the state with other fleets or for public access.	10		
Collaboration with other Entities in the State - The project includes collaborative efforts between the applicant and project team (an anchor fleet or fleets, utility/fuel provider, vehicle dealer, or manufacturer).	10		
Economic Development - The project creates and/or retains local jobs for Delawareans. - The project serves as an economic development engine for local Delaware based companies.	5		
Total Points	100		

Status Update of Phase 2 Program:

The Department selected two projects for replacement in 2020 under the Request for Proposal NAT19001-VWEMTFP. The Department is partnering with Waste Management, Inc. of Delaware in the replacement of ten (10) solid waste collection units as compressed natural gas (CNG) for the first project. The waste collection units will serve in New Castle and Sussex County, which are both designated as non-attainment areas. This project will use combined Diesel Emission Reduction Act (DERA) grant funds (\$316,019.00) and Volkswagen Mitigation Trust Funds (\$183,981.00).

For the second project, the Department is partnering with The Teens Warehouse, Inc. to replace one diesel school bus with new, electric school bus with associated electric vehicle supply equipment. The electric bus will serve New Castle County. Funds shall cover up to 45% of the cost of an eligible replacement vehicle powered by an engine certified to the 2019 model year or newer standards and the charging infrastructure associated with the new all-electric vehicle. The project will cost \$177,693.75. As previously described, any funds remaining from Phase 2 will rollover

to Phase 3. The Department estimates that \$2.8M will remain in Phase 2 so Phase 3 will have approximately \$6.0M available.

Status Update of Phase 3 Program:

The Department selected two projects for replacement in 2021 under the Request for Proposal NAT20002-VWEMTFP. The Department is partnering with Sutton Bus & Truck Company in the replacement of eight (8) diesel school buses with propane buses. The school buses will serve in New Castle County, which is a designated non-attainment area. This project will use combined Diesel Emission Reduction Act (DERA) grant funds (\$57,143.00) and Volkswagen Mitigation Trust Funds (\$128,857.00).

For the second project, the Department is partnering with Bowman Bus Service to replace one diesel school bus with new, clean diesel school bus that will serve Kent County. The project will cost \$25,750.00. Funds shall cover up to 25% of the cost of an eligible replacement bus powered by an engine certified to the 2019 model year or newer. Any funds remaining from Phase 3 will rollover to Phase 4.

During Phase 3 of this funding, DNREC's Division of Climate, Coastal, and Energy will receive 15% (\$1.45M) of the Trust funds to administer a competitive grant program for the deployment of electric vehicle supply equipment (EVSE). Specifically, these funds will be utilized to incentivize the construction and operation of DC Fast Charging stations in the state to provide residents and travelers with convenient and consistent access to electric vehicle supply equipment. Grant funding will be provided for the material costs of publically available DC Fast Charging Stations installed within the state of Delaware. Eligible entities for grant funding will include Delaware-based businesses, not-for-profit organizations, government entities, and educational institutions. Project proposals will be submitted through competitive Request for Proposal process and will be evaluated based on criteria in the categories of:

- Estimated greenhouse gas reductions

-
- Proximity to Alternative Fuel Corridors and proximity to high traffic volume routes
 - Accessibility regarding payment options
 - Thoroughness of the Operations and Maintenance Plan
 - Overall project budget and cost effectiveness

The RFP for Electric vehicle supply equipment will be released in Quarter 4 of 2021. Additionally, the Department will allocate up to \$700,000 to replace five (5) Class 8 government-owned dump trucks with the Division of Fish and Wildlife. These vehicles will be used around the state.

Phase 4 - A Hybrid Program:

The Department estimates that \$3.8M remains from all spending for Phase 4. A competitive request for proposals (RFP) will be released in Quarter 1 2022. In the Competitive RFP, the Department will pursue the following projects:

- School bus replacements with the privately-owned school bus contractors. In Delaware, private school bus contractors provide 2/3 of transportation services to Delaware schools. The Department will allocate funds in the replacement of propane or clean diesel school buses. The contractors are eligible for a 25% cost share and school bus replacements must match the criteria established in Phase 1 - Program Requirements and Phase 2 – Competitive RFP Program.
- All other eligible mitigation actions. The remaining Trust funds will be used for the replacement of eligible mitigation actions listed in Phase 2 – Competitive RFP Program.

ENVIRONMENTAL MITIGATION PLAN ATTACHMENT

A Copy of Delaware's FY2022 Diesel Emission Reduction Action work plan is attached.

SUMMARY PAGE

Revision Date: ~~September 8, 2022~~ **May 22, 2023**

Project Title: Delaware FY2022 Clean Diesel Program

Project Manager and Contact Information

Organization Name: Department of Natural Resources and Environmental Control

Project Manager: Deanna M. Cuccinello

Mailing Address: 100 W. Water Street, Dover DE 19904

Phone: (302) 739-9402

Fax: (302) 739-3106

Email: Deanna.morozowich@delaware.gov

Project Budget Overview:

	2021*	2022	Total
EPA Base Allocation	\$ 338,198.00	\$ 346,867.00	\$685,065.00
EPA Match Bonus (if applicable)	\$ 169,099.00	\$ 100,105.00	\$269,204.00
Voluntary Matching Funds (if applicable)	\$ 423,388.00	\$ 346,867.00	\$770,255.00
Mandatory Cost Share	\$ 4,698,574.00	\$ 1,197,375.00	\$5,895,949.00
TOTAL Project Cost	\$ 5,629,259.00	\$ 1,991,214.00	\$7,620,473.00

*If state participated in 2021

Project Budget Overview: Revised May 2023

	2021*	2022	Total
EPA Base Allocation	\$ 226,580.00	\$ 346,867.00	\$573,447.00
EPA Match Bonus (if applicable)	\$ -	\$ -	\$ -
Voluntary Matching Funds (if applicable)	\$ 407,202.00	\$ 171,837.00	\$579,039.00
Mandatory Cost-Share	\$ 3,810,398.00	\$ 1,204,669.00	\$5,015,067.00
TOTAL Project Cost	\$ 4,444,180.00	\$ 1,723,373.00	\$6,167,553.00

Project Period for 2021-2022 DERA State Grants

October 1, 2021 – ~~December 30, 2023~~ December 30, 2025

Summary Statement

The FY2022 Diesel Emission Reduction Act grant funds will be used for:

- ~~Replacement of 2 diesel Tier 1 engines (genset) as Tier 4 on the vessel, Ocean City Girl, with Captain Stewart’s Fisheries;~~
- Replacement of 3 state-owned diesel trucks with Department of Natural Resources and Environmental Control as a subaward;
- ~~Replacement of 6 diesel forklifts with Grubb Lumber as electric forklifts with infrastructure;~~
- Replacement of 1 diesel school bus as electric with infrastructure for the Red Clay School District as a subaward; ~~and~~
- ~~Replacement of 1 diesel school bus as electric with infrastructure for the Woodbridge School District as a subaward.~~
- Replacement of 3 diesel school buses as clean diesel with Lehane’s Bus Service as a subaward; and
- Replacement of 4 diesel school buses as propane with ASA Transportation as a subaward.

SCOPE OF WORK

The projects presented in the FY2022 work plan will be administered by the Delaware Department of Natural Resources and Environmental Control – Division of Air Quality staff and

our project partners. The purpose of the projects is to reduce diesel emissions in the State of Delaware.

STATE/TERRITORY GOALS AND PRIORITIES: The following narrative describes how the project:

1. Will maximize public health benefits;
2. Is the most cost-effective;
3. Is in areas with high population density, that are poor air quality areas (including nonattainment or maintenance of national ambient air quality standards for a criteria pollutant; Federal Class I areas; or areas with toxic air pollutant concerns);
4. Is in areas that receive a disproportionate quantity of air pollution from diesel fleets, including truck stops, ports, rail yards, terminals, and distribution centers or that use a community-based multi-stakeholder collaborative process to reduce toxic emissions;
5. Includes a certified engine configuration or verified technology that has a long expected useful life;
6. Maximizes the useful life of any certified engine configuration or verified technology used or funded by the eligible entity; and
7. Conserves diesel fuel.

Poor air quality is a critical issue in the region. For Delaware, New Castle and Sussex County are still in non-attainment for the ozone standard. However, the state has attained the standard for fine particulate pollution. The state’s air quality monitors show clean data for the new annual fine particulate standard and the state is part of the PM Advance Program. New Castle County is an approved PM2.5 maintenance area. Diesel emission reduction projects are still important to support Delaware’s efforts to maintain good air quality relative to particulate pollution.

Table 1 Statewide Emission Inventory (2017) below compares emissions (VOC, NO_x, PM2.5-Primary, PM10-primary, SO₂, NH₃, and CO) of On-Road and Non-Road Equipment with the entire Non-Road Sector (Aircraft, Commercial Marine Vessels, and Locomotives).

TABLE 1: STATEWIDE EMISSION INVENTORY (2017)							
Source	Pollutant (tons/year)						
	VOC	NO _x	PM2.5-PRI	PM10-PRI	SO ₂	NH ₃	CO
ONROAD Equipment	4,286.1	9,967.6	280.3	309.2	40.8	311.3	52,988.2
NONROAD Equipment	6,680.9	3,609.7	276.5	294.1	4.6	6.9	52,411.6
Aircraft	137.7	243.5	29.5	33.9	24.4	NA	1,098.9
Commercial Marine Vessels	240.8	3,728.6	75.5	80.4	103.3	1.5	492.9
Locomotives	33.0	532.7	16.2	16.4	3.1	0.3	85.6
Total	11,378.5	18,082.1	678	734	176.2	320	107,077.2

VEHICLES AND TECHNOLOGIES:

~~Captain Stewart’s Fisheries proposes to replace two diesel Tier 1 (genset) engines as Tier 4 on the vessel, Ocean City Girl. The project is eligible for a 40% cost share in Clean Diesel funds. Department of Natural Resources and Environmental Control Division of Watershed Stewardship proposes to replace three state-owned diesel trucks with new diesel technology. This project will be a subaward; the Division is eligible for a 25% cost share in Clean Diesel funds. Grubb Lumber proposes to replace six diesel forklifts with six electric forklifts with charging infrastructure. The vehicles are all model year 2017 and are eligible for a 45% cost share in Clean Diesel funds to complete their project. All cost shares will be paid by the respective project partner.~~

Additionally, the Red Clay School District ~~and Woodbridge School District~~ each proposes to replace 1 diesel school bus as electric with charging infrastructure. The **existing** school buses are ~~both~~ **is** a model year 2009. The replacements will also be **a subawards**. ~~They are~~ **Red Clay is** eligible for a 45% cost share in Clean Diesel or Volkswagen Environmental Mitigation funds, the remaining 55% will paid by the school district. The electric school buses will directly support the Department's goals to improve air quality and reduce diesel emissions.

All project partners will be required to complete an Eligibility Statement. The Eligibility Statement confirms the vehicles are fully operational, have been owned/operated two years prior to the replacement, have at least three years of remaining life at the time of replacement, and have accumulated at least 7,000 miles/year for the past two years.

The vehicles listed in Table 2 are being considered for replacement in FY2022:

TABLE 2 – Diesel Vehicles for Replacement.			
Transportation Provider	Model Year	Make/Model	Serial Number/ VIN
Captain Stewart Fisheries	Tier 1	Cummins	60307121 / 60306912
DNREC Division of Watershed	1997	International 4700 4x2	1HTSCAANIVH498012
	2009	International 7400 4x4	1HTWEAAN59J144214
	2004	Mack Granite CV713	1M2AG11C24M011851
Grubb Lumber	2017	Clark C45D (Tier 4)	P445D-0724-9913KF
Red Clay School District	2009	Blue Bird	1BAKGCPA59F259978
Woodbridge School District	2009	Blue Bird	4DRBUSKN7AA184622
ASA Transportation	2007	Blue Bird /Vision	1BAKGCKAX7F242470
	2008	Blue Bird /Vision	1BAKGCKAX8F253583
	2007	Blue Bird /Vision	1BAKGCKA37F242469
	2008	Blue Bird /Vision	1BAKGCPH88F253104
Lehane’s Bus Service	2002	International	4DBBRABN73B950566
	2007	Freightliner	4UZABRDJ18CZ14981
	2003	International	4DRBRARN34A966688

ROLES AND RESPONSIBILITIES:

The Division of Air Quality will issue a contract or a Memorandum of Understanding (MOU) to each project partner that requires each partner to administer the entire replacement project, as well as oversee the delivery of the new equipment and scrappage and destruction of the old. Each project partner is responsible for submitting an eligibility statement, scrappage documentation, required reporting, and invoices showing funding spent. The contract or MOU will also provide a process by which the Department will release funds for the partial purchase of the replacement equipment. DERA and Volkswagen Environmental Mitigation funds will be issued on a reimbursement basis once all grant obligations are complete.

TIMELINE AND MILESTONES:

- October 2022 – DERA award granted.
- November 2022 – Contracts or MOUs written between the Department of Natural Resources and Environmental Control and each project partner memorializing an agreement that requires each project partner to administer the purchase and replacement of each piece of equipment, complete a monthly status report, as well as oversee the replacement and scrappage requirements. The contracts or MOUs will provide a process by which the Department will release the funds to purchase and replace the equipment. MOUs are issued to project partners that are state agencies.
- Monthly Reports must be submitted by the vehicle owner to the Department.
- February/August 2023 – New equipment ordered and purchased.
- July/September 2023 – Existing equipment scrapped and destroyed.
- September 2024 – Each project partner will supply fuel usage data to the Department.
- All quarterly reports and a final report will be submitted according to the outlined schedule in the FFY2022 State Clean Diesel Program Guide by the Department.
- **May 2023 – Contracts written between the Department of Natural Resources and Environmental Control and each new project partner memorializing an agreement that requires each project partner to administer the purchase and replacement of each piece of equipment, complete a monthly status report, as well as oversee the replacement and scrappage requirements. The contracts will provide a process by which the Department will release the funds to purchase and replace the equipment. MOUs are issued to project partners that are state agencies. MOUs and existing contracts requiring an extension will be revised.**
- **Monthly Reports must be submitted by the vehicle owner to the Department.**
- **June 2023/August 2025 – New equipment ordered and purchased.**
- **July 2023/September 2025 – Existing equipment scrapped and destroyed.**

- September 2026 – Each project partner will supply fuel usage data to the Department.
- All quarterly reports and a final report will be submitted according to the outlined schedule in the FFY2022 State Clean Diesel Program Guide by the Department.

DERA PROGRAMMATIC PRIORITIES:

The engines/vehicles listed by model year in Table 2 – Diesel Vehicles for Replacement meet all the programmatic goals and priorities set forth under DERA. Diesel exhaust and air pollution from diesel vehicles has health implications for everyone. A major reason for implementing these replacement projects is to reduce the impact that the diesel emitting sources have on air quality.

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

The activities to be funded under this announcement support EPA’s Fiscal Year (FY) 2022-2026 Strategic Plan. All Awards made under this announcement will support the Goals and Objectives in the Strategic Plan by : (1) Cutting greenhouse pollution that causes climate change, (2) Advancing and promote Environmental Justice in vulnerable communities; (3) Improving air quality and the health of Delawareans.

The emission reductions for the projects were calculated using the Diesel Emission Quantifier on the EPA website. Table 3 Projected Emission Reductions provides the emissions reductions (in shorts tons) and cost effectiveness for vehicle replacements.

TABLE 3: Projected Emission Reductions – Revised May 2023								
Source	Annual Reductions (tons/year)				Lifetime Reductions (tons/year)			
	NOx	PM2.5	HC	CO	NOx	PM2.5	HC	CO
Captain Stewarts Fisheries, LLC	3.931	0.079	0.063	0.048	39.310	0.794	0.633	0.482
DNREC - DSW	0.764	0.05	0.09	0.218	2.155	0.154	0.26	0.603
Grubb Lumber	1.30	0.001	0.009	0.032	5.649	0.004	0.047	0.160
Red Clay School District	0.071	0.000	0.005	0.029	0.214	0.001	0.014	0.061
Woodbridge School District	0.050	0.000	0.003	0.014	0.250	0.001	0.017	0.072
Asa Transportation	0.192	0.000	0.013	0.219	0.577	.001	0.038	0.657
Lehane’s Bus Service, Inc.	0.026	0.023	0.036	0.131	0.780	0.070	0.107	0.394
Total	6.116	0.13	0.737	0.341	47.478	0.954	0.971	1.378
	1.053	0.073	0.144	0.597	3.726	0.226	0.419	1.715

SUSTAINABILITY OF THE PROGRAM:

The Department will issue agreements that state that all equipment will be strictly maintained and serviced, as needed. If the equipment fails to perform in accordance with the manufacturer’s conditions, the equipment will be repaired or replaced under the warranty provisions.

The Division of Air Quality maintains a website for Mobile Sources which includes the status and progress of DERA projects. See <https://dnrec.alpha.delaware.gov/air/mobile-sources/>

BUDGET NARRATIVE

2022 Itemized Project Budget – Revised May 2023

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable)		Line Total
			VW Mitigation Trust Funds	Other Funds	
1. Personnel					
2. Fringe Benefits					
3. Travel					
4. Equipment					
5. Supplies					
6. Contractual	\$283,360.00	\$366,601.00			\$649,961.00
7. Other	\$163,612.00 \$346,867.00	\$830,774.00 \$1,204,669.00	\$346,867.00 \$171,837.00		\$1,341,253.00 \$1,723,373.00
8. Total Direct Charges (sum 1-7)	\$446,972.00 \$346,867.00	\$1,197,375.00 \$1,204,669.00	\$346,867.00 \$171,837.00		\$1,991,214.00 \$1,723,373.00
9. Indirect Charges					
10. Total (Indirect + Direct)	\$446,972.00 \$346,867.00	\$1,197,375.00 \$1,204,669.00	\$346,867.00 \$171,837.00		\$1,991,214.00 \$1,723,373.00
11. Program Income					

Explanation of Budget Framework

- **Personnel** – No grant funds will be used.
- **Fringe Benefits** – No grant funds will be used.
- **Travel** – No grant funds will be used.
- **Supplies** – No grant funds will be used.
- **Equipment** – No grant funds will be used.
- **Contractual** – **No grant funds will be used.** Funds will be used for the following contractual costs:

TABLE 4: FY2022 CONTRACTUAL COSTS						
Project Partner	Existing VIN/Serial Numbers	EPA	EPA Bonus	Volkswagen Mitigation Funds	Project Partner	Total

Captain Stewart's Fisheries, LLC.	60307121 / 60306912	\$72,980.00	-	-	\$109,470.00	\$182,450.00
Grubb Lumber – 6 forklifts	P445D-0724-9913KF	\$155,268.00	\$55,112.00	-	\$257,131.00	\$467,511.00
Total		\$228,248.00	\$55,112.00	-	\$366,601.00	\$649,961.00

- **Other** – The Department has identified the DNREC Division of Watershed Stewardship, Red Clay School District, **ASA Transportation, and Lehane's Bus Service** and ~~Woodbridge school District~~ project as subawards. The projects are listed in the Other Cost Category along with grant audit fees. The following Other Costs are listed:

TABLE 5: FY2022 OTHER COSTS – Revised May 2023						
Project Partner	Existing VIN	EPA Base	EPA Bonus	Volkswagen Mitigation Funds	Project Partner	Total
Division of Watershed Stewardship	1HTSCAANIVH498012 1HTWEAAN59J144214 1M2AG11C24M011851	\$117,278.00	-	-	\$351,834.00	\$469,112.00
Red Clay School District	1BAKGCPA59F259978	\$44,993.00	\$44,993.00	\$150,937.00	\$239,470.00	\$435,400.00
Woodbridge School District	4DRBUSKN7AA184622	-	-	\$195,930.00	\$239,470.00	\$435,400.00
ASA Transportation	1BAKGCPAX7242470 1BAKGCPAX8F25383 1BAKGCKA37F242469 1BAKGCPH88F25310	\$116,705.00			\$350,115.00	\$466,820.00
Lehane's Bus Service	4DRBRABN73B950566 4DRBRARN34A966688 4UZABRDJ18CZ14981	\$66,850.00		\$20,900.00	\$263,250.00	\$351,000.00
Audit of Grant (.3% of EPA Funding)		\$1,341.00 \$1,041.00	-	-	-	\$1,341.00 \$1,041.00
Total		\$118,619.00 \$346,867.00	\$44,993.00 \$44,993.00	\$346,867.00 \$171,837.00	\$830,774.00 \$1,204,669.00	\$1,341,253.00 \$1,723,373.00

- **Indirect Charges** - No grant funds will be used.

Administrative Costs Expense Cap

No grant funds will be used towards Administrative Expenses.

Matching Funds and Cost-Share Funds

The DERA program is a reimbursement program. Once all costs for a particular project are expended and itemized receipts, pictures, and certificates of destruction are received, the Department will reimburse each project partner for the appropriate cost-share. These funds are shown in the Itemized Project Budget and Explanation of Budget Framework above.

Funding Partnerships

The DERA program is a reimbursement program. DERA grant funds are only to be used toward equipment replacement costs for each project partner. The Department will follow subaward monitoring and management requirements for the projects identified.

Summary Statement

The FY2021 Diesel Emission Reduction Act grant funds will be used to replace:

- 196 diesel school buses with ~~Advanced Student Transport (13)~~, Asa Transportation (1), Lehane's Bus Service, Inc. (3), and School Mule, Inc. (2); and
- 10 diesel solid waste haulers replaced as compressed natural units with Waste Management of Delaware, Inc.

The equipment will be replaced with the mandatory project partner funds along with DERA or Volkswagen Environmental Mitigation Funds as the cost share.

SCOPE OF WORK

The projects presented in the FY2021 work plan will be administered by the Delaware Department of Natural Resources and Environmental Control – Division of Air Quality staff and our project partners. The purpose of the projects is to reduce diesel emissions in the State of Delaware.

STATE/TERRITORY GOALS AND PRIORITIES:

The Goals and Priorities for the FY2021 grant are identical to the priorities listed for FY2022 stated above.

VEHICLES AND TECHNOLOGIES:

~~Advance Student Transport~~, Asa Transportation, Lehane's Bus Service, Inc. and School Mule Inc. propose to replace a total of ~~nineteen (19)~~ **six (6)** diesel school buses. The school buses range in age from model year 2004 to 2009. The replacements are eligible for a 25% cost share in Clean Diesel or Volkswagen Environmental Mitigation funds, the remaining 75% will be paid by the transportation provider. All school buses will be replaced with clean diesel buses and will directly support the Department's goals to improve air quality and reduce diesel emissions.

Additionally, Waste Management of Delaware, Inc. proposes to replace ten diesel solid waste collection vehicles with ten near-zero-emission vehicles that operate on compressed natural gas (CNG). The vehicles range in age from model year 2001 to 2009 and the vehicles are eligible for a 25% cost share in Clean Diesel or Volkswagen Environmental Mitigation funds, however, they will use \$500,000 (12.8% of the funds needed) in combined EPA bonus and Volkswagen funds to complete their project. They will deploy the new vehicles in Wilmington and Laurel and operate them on local refuse collection and recycling routes.

All transportations providers will be required to complete an Eligibility Statement. The Eligibility Statement confirms the vehicles are fully operational, have been owned/operated two years prior to the replacement, have at least three years of remaining life at the time of replacement, and have accumulated at least 7,000 miles/year for the past two years.

The vehicles listed in Table 6 are being considered for replacement in FY2021:

TABLE 6 – Diesel Vehicles for Replacement – Revised May 2023			
Transportation Provider	Model Year	Make/Model	VIN
Advanced Student Transport (Krapf Bus Company)	2009	Bluebird Vision	1BAKGCPA09F262500
	2009	Bluebird Vision	1BAKGCPA39F264291
	2009	Bluebird Vision	1BAKGCPA59F262492
	2009	Bluebird Vision	1BAKGCPA79F262493
	2009	Bluebird Vision	1BAKGCPA99F262494
	2009	Bluebird Vision	1BAKGCPA39F262507
	2009	Bluebird Vision	1BAKGCPA79F262509
	2009	Bluebird Vision	1BAKGCPA39F262510
	2009	Bluebird Vision	1BAKGCPA19F262490
	2009	Bluebird Vision	1BAKGCPA29F262496
	2009	Bluebird Vision	1BAKGCPA49F262497
	2009	Bluebird Vision	1BAKGCPA49F262498
2009	Bluebird Vision	1BAKGCPA49F262503	
Asa Transportation	2006	Bluebird Vision	1BAKGCKA76F234275
Lehane’s Bus Service, Inc.	2004	International	4DRBRABN44A966585
	2004	International	4DRBRABNX4A966705
	2004	International	1HVBBABP64H655896
School Mule, Inc.	2009	Bluebird Vision	1BAKGCPH39F260740
	2009	Bluebird Vision	1BAKGCPA69F260749
Waste Management of Delaware, Inc.	2009	Mack MRU613	1M2AV02C09M002765
	2008	Mack MRU613	1M2AV04C68M001213
	2009	Peterbilt 320 Mack	3BPZL0EX29F719107 1M2AV02C49M002767 Changed 12/22
	2007 2009	Mack MR688S Peterbilt	1M2AG11C97M058346 3BPZL00XX9F719606 Changed 5/23
	2009	Mack LEU613 Peterbilt 320	1M2AU0C9AM004487 3BPZL0EX29F719107 Changed 5/23
	2009 2005	Mack LEU613	1M2AU02AM004489 1M2K195C75M027009 Changed 12/22
	2002 2003	Mack MR688S	1M2P267C73M066680 1M2K195C53M022971 Changed 12/22

	2007 2004	Mack MR688S	1M2AG11CX5M033789 1M2K189C64M025531 Changed 5/23
	2006 2007	Mack MR688S	1M2K195C17M034962 1M2AC07C37M0113254 Changed 5/23
	2001	Mack RD688S	1M2AV02C18M001719

ROLES AND RESPONSIBILITIES:

The Division of Air Quality will issue a contract to each project partner that requires each partner to administer the entire replacement project, as well as oversee the delivery of the new equipment and scrappage and destruction of the old. Each project partner is responsible for submitting an eligibility statement, scrappage documentation and required reporting. The contract will also provide a process by which the Department will release funds for the partial purchase of the replacement equipment. DERA and Volkswagen Environmental Mitigation funds will be issued on a reimbursement basis once all grant obligations are complete.

TIMELINE AND MILESTONES:

- October 2021 – DERA award granted.
- November 2021 – Contracts written between the Department of Natural Resources and Environmental Control and each project partner memorializing an agreement that requires each transportation provider to administer the purchase and replacement of each piece of equipment, complete a monthly status report, as well as oversee the replacement and scrappage requirements. The contracts will provide a process by which the Department will release the funds to purchase and replace the equipment.
- February/August 2022 – New equipment ordered and purchased.
- July/September 2022 – Existing equipment scrapped and destroyed.
- September 2023 – Each equipment owner/transportation provider will supply fuel usage data to the Department.
- All quarterly reports and a final report will be submitted according to the outlined schedule in the FFY2021 State Clean Diesel Program Guide.

DERA PROGRAMMATIC PRIORITIES:

The 19 6 school buses and 10 solid waste collection vehicles listed by model year in Table 2 – Diesel Vehicles for Replacement meet all the programmatic goals and priorities set forth under DERA. Diesel exhaust and air pollution from diesel vehicles has health implications for everyone. A major reason for implementing these replacement projects is to reduce the impact that the diesel emitting sources have on air quality.

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

The emission reductions for the projects were calculated using the Diesel Emission Quantifier on the EPA website. Table 7 Projected Emission Reductions provides the emissions reductions (in shorts tons) and cost effectiveness for vehicle replacements.

TABLE 7 Projected Emission Reductions – Revised May 2023								
Source	Annual Reductions (tons/year)				Lifetime Reductions (tons/year)			
	NOx	PM2.5	HC	CO	NOx	PM2.5	HC	CO
Advanced Student Transport	0.497	0.002	0.018	0.068	1.490	0.006	0.054	0.205
Asa Transportation	0.087	0.008	0.112	0.044	0.260	0.023	0.036	0.131
Lehane’s Bus Service, Inc.	0.026	0.023	0.036	0.131	0.780	0.070	0.107	0.394
School Mule, Inc.	0.076	0.000	0.003	0.010	0.229	0.001	0.008	0.031
Waste Management of Delaware, Inc.	4.915	0.199	0.217	1.203	14.745	0.596	0.652	3.608
Total	5.077	0.232	0.386	1.456	17.504	0.696	0.857	4.369

SUSTAINABILITY OF THE PROGRAM:

The Department will issue agreements that state that all equipment will be strictly maintained and serviced, as needed. If the equipment fails to perform in accordance with the manufacturer’s conditions, the equipment will be repaired or replaced under the warranty provisions.

The Division of Air Quality maintains a website for Mobile Sources which includes the status and progress of DERA projects. See

<http://www.dnrec.delaware.gov/Air/Pages/MobileSourcesLinks.aspx>

BUDGET NARRATIVE

2021 Itemized Project Budget – Revised May 2023

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable)	Line Total
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			VW Mitigation Trust Funds	Other Funds	
1. Personnel	-	-	-	-	-
2. Fringe Benefits	-	-	-	-	-
3. Travel	-	-	-	-	-
4. Equipment	-	-	-	-	-
5. Supplies	-	-	-	-	-
6. Contractual	\$169,099.00	\$3,411,085.00	\$330,901.00		\$3,911,085.00
7. Other	\$338,198.00 \$57,481.00	\$1,287,489.00 \$399,313.00	\$92,487.00 \$76,301.00	-	\$1,718,174.00 \$533,095.00
8. Total Direct Charges (sum 1-7)	\$507,297.00 \$226,580.00	\$4,698,574.00 \$3,810,398.00	\$423,388.00 \$407,202.00		\$5,629,259.00 \$4,444,180.00
9. Indirect Charges	-	-	-	-	-
10. Total (Indirect + Direct)	\$507,297.00 \$226,580.00	\$4,698,574.00 \$3,810,398.00	\$423,388.00 \$407,202.00		\$5,629,259.00 \$4,444,180.00
11. Program Income	-	-	-	-	-

Explanation of Budget Framework

- **Personnel** – No grant funds will be used.
- **Fringe Benefits** – No grant funds will be used.
- **Travel** – No grant funds will be used.
- **Supplies** – No grant funds will be used.
- **Equipment** – No grant funds will be used.
- **Contractual** – Funds will be used for the following contractual costs:

Project Partner	Existing VIN	EPA	EPA Bonus	Volkswagen Mitigation Funds	Project Partner	Total	
Waste Management of Delaware, Inc.	1M2AV02C09M002765			\$50,000.00	\$353,621.32	\$403,621.32	
	1M2AV04C68M001213			\$50,000.00	\$353,621.32	\$403,621.32	
	3BPZL0EX29F719107 1M2AV02C49M002767			\$50,000.00	\$353,621.32	\$403,621.32	
	1M2AG11C97M058346 3BPZL00XX9F719606			\$50,000.00	\$353,621.32	\$403,621.32	
	1M2AU0C9AM004487 3BPZL0EX29F719107	\$50,000.00	\$50,000.00		\$388,117.76	\$438,117.76	
	1M2AU02AM004489 1M2K195C75M027009	\$50,000.00	\$50,000.00		\$388,117.76	\$438,117.76	
	1M2P267C73M066680 1M2K195C53M022971	\$50,000.00	\$50,000.00		\$239,312.36	\$289,312.36	
	1M2AG11CX5M033789 1M2K189C64M025531			\$50,000.00	\$388,117.76	\$438,117.76	
	1M2K195C17M034962 1M2AC07C37M0113254	\$19,099.00	\$19,099.00	\$30,901.00	\$353,621.32	\$403,621.32	
	1M2AV02C18M001719			\$50,000.00	\$239,312.36	\$289,312.36	
	Total		\$169,099.00 \$0	\$169,099.00 \$0	\$330,901.00	\$3,411,085.00	\$3,911,085.00

- **Other** – The Department has ~~Advanced Student Transportation, Inc~~, Asa Transportation, Lehane’s Bus Service, and School Mule as subawards. The projects are listed in the Other Cost Category along with grant audit fees. The following Other Costs are listed:

TABLE 9 - FY2021 OTHER COSTS – Revised May 2023						
Project Partner	Existing VIN	EPA Base	EPA Bonus	Volkswagen Mitigation Funds	Project Partner	Total
Advanced Student Transportation	1BAKGCPA09F262500	\$22,773.75			\$68,321.25	\$91,095.00
	1BAKGCPA39F264291	\$22,773.75			\$68,321.25	\$91,095.00
	1BAKGCPA59F262492	\$22,773.75			\$68,321.25	\$91,095.00
	1BAKGCPA79F262493	\$22,773.75			\$68,321.25	\$91,095.00
	1BAKGCPA99F262494	\$22,773.75			\$68,321.25	\$91,095.00
	1BAKGCPA39F262507	\$22,773.75			\$68,321.25	\$91,095.00
	1BAKGCPA79F262509	\$22,773.75			\$68,321.25	\$91,095.00
	1BAKGCPA39F262510	\$22,773.75			\$68,321.25	\$91,095.00
	1BAKGCPA19F262490	\$22,773.75			\$68,321.25	\$91,095.00
	1BAKGCPA29F262496	\$22,773.75			\$68,321.25	\$91,095.00
	1BAKGCPA49F262497	\$22,773.75			\$68,321.25	\$91,095.00
	1BAKGCPA49F262498	\$22,773.75			\$68,321.25	\$91,095.00
1BAKGCPA49F262503	\$6,588.00			\$16,185.75	\$68,321.25	\$91,095.00
Asa Transportation	1BAKGCKA76F234275	\$10,978.00		\$11,147.00	\$66,375.00	\$88,500.00
Lehane’s Bus Service	4DRBRABN44A966585			\$21,425.00	\$64,275.00	\$85,700.00
	4DRBRABNX4A966705			\$21,425.00	\$64,275.00	\$85,700.00
	1HVBBABP64H655896			\$22,304.25	\$66,912.75	\$89,217.00
School Mule, Inc.	1BAKGCPH39F260740	\$22,912.50			\$68,737.50	\$91,650.00
	1BAKGCPA69F260749	\$22,912.50			\$68,737.50	\$91,650.00
Audit of Grant (0.3% of EPA Funding)		\$1,522.00 \$678.00	-	-	-	\$1,522.00
Total		\$338,198.00 \$57,481.00	\$0	\$92,487.00 \$76,301.00	\$1,287,489.00 \$399,313.00	\$1,718,174.00 \$533,095.00

- **Indirect Charges** - No grant funds will be used.

Administrative Costs Expense Cap

No grant funds will be used towards Administrative Expenses.

Matching Funds and Cost-Share Funds

The DERA program is a reimbursement program. The Department will provide Volkswagen Environmental Mitigation Funds as the state cost-share. Once all costs for a particular project are expended and itemized receipts, pictures, and certificates of destruction are received, the Department will reimburse each project partner for the appropriate cost-share. These funds are shown in the Itemized Project Budget and Explanation of Budget Framework above.

Funding Partnerships

The DERA program is a reimbursement program. DERA grant funds are only to be used toward equipment replacement costs for each project partner.

Other Leveraged Funds

No other leveraged funds are identified.

2021 & 2022 Combined - Itemized Project Budget – Revised May 2023

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable)		Line Total
			VW Mitigation Trust Funds	Other Funds	
1. Personnel	-	-	-	-	-
2. Fringe Benefits	-	-	-	-	-
3. Travel	-	-	-	-	-
4. Equipment	-	-	-	-	-
5. Supplies	-	-	-	-	-
6. Contractual	\$452,459.00 \$169,099.00	\$3,777,686.00 \$3,411,085.00	\$330,901.00	-	\$4,561,046.00 \$3,911,085.00
7. Other	\$501,810.00 \$404,348.00	\$2,118,263.00 \$1,603,982.00	\$439,354.00 \$248,138.00	-	\$3,059,427.00 \$2,256,468.00
8. Total Direct Charges (sum 1-7)	\$954,269.00 \$573,447.00	\$5,895,949.00 \$5,015,067.00	\$770,255.00 \$579,039.00	-	\$7,620,473.00 \$6,167,553.00
9. Indirect Charges	-	-	-	-	-
10. Total (Indirect + Direct)	\$954,269.00 \$573,447.00	\$5,895,949.00 \$5,015,067.00	\$770,255.00 \$579,039.00	-	\$7,620,473.00 \$6,167,553.00
11. Program Income	-	-	-	-	-