

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.	(sequential)
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):

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 Red Clay Consolidated School District (Red Clay) to scrap and replace 1 model year 2009 with a new electric school bus. The cost will also include associated charging infrastructure. Red Clay is in northern New Castle County near Delaware Route 41, a highway with frequent heavy duty and medium duty truck traffic connecting Wilmington, Delaware to Lancaster, PA. New Castle County is currently in non-attainment and is an air quality maintenance area. The Red Clay School District is also a Justice 40 Disadvantage Community. Red Clay 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.

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

DNREC is partnering with Red Clay to scrap and replace 1 model year 2009 diesel school bus with an electric school bus in an underserved community near Wilmington. Red Clay is in northern New Castle County near Delaware Route 41, a highway with frequent heavy duty and medium duty truck traffic connecting Wilmington, Delaware to Lancaster, PA. 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 bus are as follows:

NOx – 0.214	HC – 0.014	CO – 0.061	PM2.5 – 0.001
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Describe How the Beneficiary will Make Documentation Publicly Available (5.2.7.2)

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;

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/>.

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 Phase 4 be used to replace 1 model year diesel school bus with a cleaner electric school bus and associated infrastructure. 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 diesel school bus with an electric 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 particular 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
Solicitation of Phase 4 Project Partner	Q1 2021
Red Clay Consolidated School District selected for Phase 4	Q3 2022
DNREC/Red Clay contract signed for Phase 4	Q1 2023
Red Clay orders new school bus & installs electric infrastructure	Q1 2023
Trustee Receives Funding Request - Funding Approved/Issued to DNREC	Q3 2023
DNREC makes reimbursements	Q1 2024

Project Budget

Budget Category	Federal DERA Grant Funds	Share of Total Budget Funded by the Trust	Cost Share (Paid by Project Partner)	Sub-Total
Red Clay Electric School Bus (VIN: 1BAKGCPA59F259978)	\$0.00	\$195,930.00	\$239,470.00	\$435,400.00
Project Totals	\$0	\$195,930.00	\$239,470.00	\$435,400.00
Cost Share Percentage	-	45%	55%	

PROJECTED TRUST ALLOCATIONS

Red Clay Project	2023
1. Anticipated Annual Project Funding Request to be paid through the Trust	\$195,930.00
2. Anticipated Annual Cost Share	\$239,970.00
3. Anticipated Total Project Funding by Year (line 1 plus line 2)	\$435,400.00
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)	\$195,930.00
6. Total Funding Allocated to Beneficiary, inclusive of Current Action by Year (line 4 plus line 5)	\$195,930.00
7. Beneficiary Share of Estimated Funds Remaining in Trust	\$3,868,914.68
8. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 7 minus line 6)	\$3,672,984.68

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 Red Clay Electric School Bus Replacement Project 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 of NAT220002-Red Clay Consolidated School District project application which includes the awarded project budget. The Department has provided detailed cost estimates from the selected state vendor, American Bus after the project was put out for bid.

AGREEMENT BETWEEN THE DEPT. OF EDUCATION AND VENDOR

Agreement made this 8th day of March in the year Two Thousand and Twenty-three (2023) between the Department of Education and Vendor:

American Bus Sales & Service, Inc.
195 Defense Highway
Annapolis, MD 21401

for the following school buses on ITB DOE #2023-16(a)

UNIT	TYPE	STATE SHARE	DISTRICT	DISTRICT SHARE	TOTAL COST PER UNIT
1-3	72/E	\$961,596.00	Colonial	\$16,170.00	\$325,922.00
4	72/E/A	\$347,154.00	Red Clay	\$4,180.00	\$351,334.00

The Department of Education and Vendor agree to the following:

1. The contract consists of this Agreement and the specifications in ITB DOE #2023-16(a).
2. The work to be performed shall not commence or materials to be supplied shall not be ordered until the vendor receives the State of Delaware purchase order(s) to cover the cost of this contract.
3. All work shall be completed and/or materials delivered by the Vendor on or before August 23, 2024.

This Agreement executed the day and year first written above.

Kim D. Klein

Kim Klein
Associate Secretary, Operations Support

3/7/2023

Date

Anthony AMERICAN BUS SALES

Vendor

3/7/23

Date

521898449

Federal Employer's Identification Number

1995113335

Delaware Business License Number

KIMBERLY A. WILLIAMS
STATE REPRESENTATIVE
19th District



HOUSE OF REPRESENTATIVES
STATE OF DELAWARE
LEGISLATIVE HALL
DOVER, DELAWARE 19901

COMMITTEES
Education, Chair
Labor, Vice-Chair
Joint Finance
Appropriations
Housing and Community Affairs
Revenue and Finance
Manufactured Housing

March 16th, 2022

To Whom It May Concern,

I am writing in support of Red Clay's application to pilot an electric bus. School bus transportation is one of the safest modes of transportation and Red Clay is looking to make it more environmentally safe also. By using funds from the Volkswagen Environmental Mitigation Trust fund, Red Clay will be able to remove an older diesel-powered bus and replace it with a Blue Bird Electric bus that meets all of the safety regulations required to keep our students safe while helping the environment.

The use of this one bus in an EPA identified "Priority County" will eliminate 25 tons of CO2 in the air each year. Electric buses have been identified in the Infrastructure Investment and Jobs Act as a powerful tool to assist the 25 million school children who ride school buses each day. This grant application will allow a large district in Delaware to begin this investigation to be ready for the future of school transportation.

Red Clay's transportation department has been at the forefront of innovative approaches to improve school transportation. Red Clay piloted propane powered buses that have become a standard for the state and has implemented site based fueling to cut down on emissions related to driver fueling. The piloting of an electric bus is a natural next step for Red Clay.

Sincerely,

A handwritten signature in blue ink, appearing to read "KA", followed by a horizontal line.

Kim Williams
State Representative
19th District

MICHAEL RAMONE
STATE REPRESENTATIVE
21st District



HOUSE OF REPRESENTATIVES
STATE OF DELAWARE
411 LEGISLATIVE AVENUE
DOVER, DELAWARE 19901

COMMITTEES
Capital Improvement
Capital Infrastructure
Economic Development, Banking,
Insurance & Commerce
Education
Housing & Community Affairs
Revenue & Finance
Veterans Affairs

March 16, 2022

RE: Red Clay Consolidated School District Electric Bus Grant

To Whom It May Concern:

I am writing in support of Red Clay's application to pilot an electric bus. School bus transportation is one of the safest modes of transportation and Red Clay is looking to make it more environmentally safe as well.

By using funds from the Volkswagen Environmental Mitigation Trust fund, Red Clay will be able to remove an older diesel-powered bus and replace it with a Blue Bird Electric bus that meets all the safety regulations required to keep our students safe while helping the environment. The use of this one bus in an EPA identified "Priority County" will eliminate 25 tons of CO2 in the air each year. Electric buses have been identified in the Infrastructure Investment and Jobs Act as a powerful tool to assist the 25 million school children who ride school buses each day. This grant application will allow a large district in Delaware to begin this investigation to be ready for the future of school transportation.

Red Clay's transportation department has been at the forefront of innovative approaches to improve school transportation. Red Clay piloted propane powered buses that have become a standard for the state and has implemented site based fueling to cut down on emissions related to driver fueling. The piloting of an electric bus is a natural next step for Red Clay. Therefore, I am honored to lend my support to Red Clay.

Sincerely,

A handwritten signature in black ink that reads "Michael J. Ramone".

Michael J. Ramone
State Representative
21st District



Red Clay Schools



Contract NAT22002 – VWEMTFP

Submission Date: March 21, 2022

Red Clay Consolidated School District
Environmental Justice School Bus Electrification Project

Environmental Mitigation Trust Fund Project Phase 4

Company Contact:

Kelly Shahan

Director of Transportation

kelly.shahan@redclay.k12.de.us

(302) 552-3700

1502 Spruce Avenue, Wilmington, DE 19805



Red Clay Schools

To Whom it May Concern,

Red Clay Consolidated School District appreciates the opportunity to present our response to the Delaware Volkswagen Environmental Mitigation Trust Program-Phase 4 call for projects to deploy 1 electric Type C Blue Bird School Bus in an EPA Priority County, Overburdened Community, and Justice40 Environmental Justice Community. Red Clay Consolidated School District is responding to this Project Solicitation with the hope to accelerate adoption and deployments of zero-emission MD/HD vehicles in our district; thus, decreasing the amount of harmful Green House Gases (GHG) and improving the air quality and lives of the children and community members within our district and the State of Delaware.

Red Clay Consolidated School District is a public school district that serves 15,741 students in 28 schools. District demographic data includes 60% minority enrollment (majority Hispanic), 80% free/reduced lunch, and 16% of students living in poverty. Our mission is to educate all students to become highly successful, healthy, and contributing citizens in a global society. This Environmental Justice School Bus Electrification Project would assist in giving our students and community members cleaner air to breathe and a healthier life so they can thrive.

Our project will scrap 1 Type C diesel school bus and replace it with 1 2023 Type C Blue Bird (BB) Electric School Bus in Red Clay Consolidated School District. Red Clay is located in Urban Newcastle County that is an EPA Priority County. Red Clay Consolidated School District is located in and serves an Overburdened Community. The EPA DEQ tool verifies that our project will eliminate 25 tons of CO2 in the air per year in New Castle County which has a population with a 10% Asthma Rate. Our project will decrease greenhouse gases and benefit the County population of 556,165.

To ensure a sustainable, replicable, and financially feasible electrification project that produces reportable analytics and outcomes related to decreasing harmful GHGs, Red Clay Consolidated School District has partnered with Nuvve Holding, Corp. (Nuvve), a leader in Vehicle to Grid MD/HD fleet electrification and DC fast charger supplier. Also, we have partnered with Hoover Bus and Truck Center, the premier Blue Bird bus dealership in Delaware. Our partners have experience in deploying MD/HD fleet electrification projects. Nuvve has deployed 350+ EVSE fleet projects across 5 continents. Nuvve's software is used worldwide for collecting and reporting analytics and for fleet energy management.

Red Clay Consolidated School District strongly supports the Volkswagen Project Solicitation and gives thanks to the Delaware Department of Natural Resources and Environmental Control for its work to date on zero-emission vehicle implementation. We hope that our response will successfully fulfill Delaware's goals by delivering and operating quality, zero-emission vehicles deployed in a short amount of time. We look forward to working with the Delaware Department of Natural Resources and Environmental Control on this project.

In Kindest Regards,

Kelly Shahan
Director of Transportation
Red Clay Consolidated School District



PROJECT OVERVIEW

Our project will scrap 1 Type C diesel school bus and replace it with 1 2023 Type C Blue Bird (BB) Electric School Bus in Red Clay Consolidated School District. Red Clay Consolidated School District is located in Urban Newcastle County which is an EPA Priority County. Red Clay Consolidated School District is located in and serves Overburdened Communities (OBC). The EPA DEQ verifies our project will eliminate 25 tons of CO2 in the air per year in New Castle County where the population has a 10% Asthma Rate. It will decrease greenhouse gases to benefit the County population of 556,165. Preferred Electric will also be utilized for this project.

COMPANY OVERVIEW

About Red Clay Consolidated School District

Red Clay Consolidated School District is a public school district that serves 15,741 students in 28 schools. District demographic data includes 60% minority enrollment (majority Hispanic), 80% free/reduced lunch and 16% of students living in poverty. Our mission is to educate all students to become highly successful, healthy, and contributing citizens in a global society. This Environmental Justice School Bus Electrification Project will help provide cleaner air and a higher quality of life for our students, community members, and those living in our great State of Delaware.

About Nuvve Holding Corp.

Nuvve is partnering with Red Clay Consolidated School District to electrify 1 Blue Bird electric school bus by providing our DC fast charger and EVSE turn-key solution. Nuvve's EVSE turn-key solution includes warranties, infrastructure and installation services, site design, utility connection services, assistance in permitting, EVSE site training, energy management software, data collection software, and software training. Nuvve is a publicly-traded company (Nasdaq: NVVE) leading the electrification of the planet, beginning with transportation, through its intelligent energy platform. Since its founding in 2010, Nuvve has successfully deployed V2G EVSE offerings on five continents and offers turnkey electrification solutions for fleets of all types. Nuvve is headquartered in San Diego, California, with offices in Newark, Delaware, London, U.K., and Copenhagen, Denmark, and can be found online at nuvve.com.

CAPABILITIES & SERVICES

Red Clay Consolidated School District

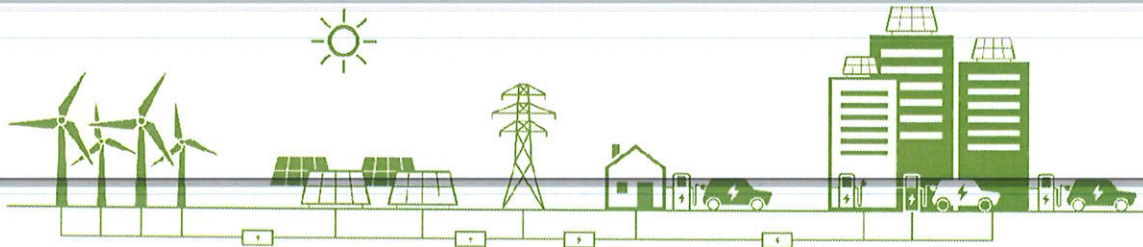
Red Clay Consolidated School District is prepared to proceed to sign a tax exempt municipal lease with NCL Government Capital for 8 years with monthly payments of \$3,302.05 for 1 Type C Blue Bird ESB, 1 Nuvve 60kW DCFC and Infrastructure upon receiving authorization to



proceed from the Department of Natural Resources and Environmental Control. We will take possession of the Blue Bird Electric School Bus six to nine months upon order. The purchase and installation of 1 Nuvve DC fast charger will follow the same timeline as the ESB delivery to ensure that the project is completed promptly. Scrapping will occur when the Electric School Bus is received. We have partnered with Nuvve and Blue Bird, which have over 350+ ESB and EVSE deployments. Our partner's experience in fleet electrification projects, our grant experience managing and reporting to the State of Delaware, and ability to fiscally implement this project before the reimbursement ensures that our Environmental Justice Electric School Bus Electrification Project will be implemented in the required timeline, be replicable, financially feasible and produce measurable outcomes related to GHG reductions that benefit the entire state of Delaware.

Nuvve Capabilities

Nuvve combines the world's most advanced V2G technology and an ecosystem of electrification partners to dynamically manage power among electric EV batteries and the grid to deliver new value to EV owners, accelerate the adoption of EVs, and support the world's transition to clean energy. By transforming EVs into mobile energy storage assets and networking battery capacity to support shifting energy needs, Nuvve is making the grid more resilient, enhancing sustainable transportation, and supporting energy equity in an electrified world.



The World's Most Advanced V2G Technology

Nuvve holds a patent portfolio for V2G technology after more than 25 years of R&D development. Nuvve's V2G concept was first developed by Nuvve's co-founder, Professor Willett Kempton, at the University of Delaware to harness offshore wind energy. Since its founding in 2010, Nuvve has successfully deployed V2G projects on five continents, has more than 11 years of experience working with EV manufacturers, EVSE manufacturers, utilities, and energy markets, and has the longest-running commercial V2G deployment of 5+ years with multiple customers in Denmark.

Complete Charging Solutions



Red Clay Schools

Nuvve works with Blue Bird School Buses to integrate its software platform to enable intelligent energy management for EV fleets. 1 Nuvve 60kW DCFC will be used to electrify Red Clay Consolidated School District's electric school bus.

To download the latest spec sheets, please visit <https://nuvve.com/chargers/>.



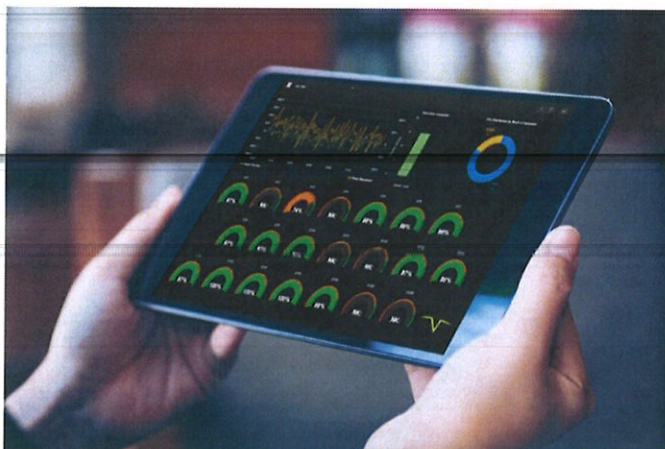
Nuvve DCFC 60kW PCS and dispenser



Nuvve AC PowerPort

Fleet Management Tools

FleetBox allows Nuvve customers to intelligently monitor and control their electric vehicle fleets. Fleet operators and managers can see charge levels for each vehicle in their fleet, schedule trips to guarantee charge levels for a day's driving duties, and trigger emergency charges. The web portal also adds additional capability to view generate reports about a fleet's charging history. Each dashboard can be customized to specific fleet monitoring needs.



See a demo of FleetBox at the following links:

- [FleetBox Mobile App Demo](#)
- [FleetBox Web Portal Demo](#)



Red Clay Schools

Project Management

Nuvve has a dedicated operations team based in San Diego who are dispatched around North America to oversee customer infrastructure projects. From estimating costs and planning site upgrades to working closely with utilities for interconnection applications, our team works closely with our customers to ensure Nuvve charging solutions are implemented smoothly.

Here are a few photos of recent DC and AC deployments in North America:



EVSE Deployment Experience

Since 2010, Nuvve has been partnering with leaders in the V2G space to test, prove, and deploy our platform globally. Nuvve has a Sourcewell Awarded Contract and our EVSE offerings are Energy Star Certified. To see recent press articles outlining partnership, customer deployments, and product announcements, please visit our

Press page at: <https://nuvve.com/press/>. To learn about V2G projects around the world, please visit <https://nuvve.com/projects/>.



Contract # 042221-NUV





NUVVE PROJECT EXAMPLES

Below please find a list of project examples and references. More can be provided upon request.

Durango School District/La Plata Electric Association

Durango School District 9-R, La Plata Electric Association (LPEA), and Nuvve deployed the first V2G electric Blue Bird school bus and V2G DC fast charger in the state of Colorado. The deployment leveraged funding from Alt Fuels Colorado program and funds provided by LPEA to cover costs associated with the bus and infrastructure. The bus will serve Durango and its students during the day, provide power back to the grid in the early evening, and then charge when rates are low. This technology transforms the bus into an energy storage asset that provides flexibility and can help reduce LPEA's members' costs. Read the full announcement [here](#).

San Diego Unified School District

San Diego Unified School District (SDUSD) is the second largest district in California and is presently expanding its fleet to EV buses. They acquired 13 Type D vehicles

(Blue Bird and IC buses) that needed charging solutions. Nuvve provided a mix of Level 2 AC charging and V2G DCFC stations. Costs for infrastructure were paid through rebates and incentives with the local utility, San Diego Gas & Electric (SDG&E). The school district did not incur any expenses due to available infrastructure funding. Regular monthly meetings were set in place with the utility,

the project management team, and the customer to ensure all efforts were aligned and moving forward. The site is currently under construction to install three DCFCs. Continued meetings are in place to discuss next phase deployments.

Steamboat Springs School District

Steamboat Springs School District was awarded funding for electric vehicles and associated charging infrastructure through the Alt Fuels Colorado program. One Blue Bird Type C bus has been recently delivered. Additionally, four Type C Blue Bird buses and four Nuvve V2G DCFC charging stations are on order. The district is handling the installation internally in conjunction with support from the local utility and Nuvve.

RCCSD Environmental Justice School Bus Project

NOx Reductions Attachment/DEQ Analysis

Group Name: school bus

Type Onroad	Engine Model Year 2009	Fuel Type ULSD (diesel)
Target Fleet School Bus	Upgrade Year 2023	Annual Fuel Gallons 4,032
Quantity 1	Remaining Life 3	Diesel-equivalent Gallons 4,032
		Annual Miles Traveled 18,000
		Annual Idling Hours 107
Edit Group	Copy This Group	Delete

Upgrades to school bus

Action	Upgrade	Cost per Unit		Percent Reduction				
		Upgrade	Labor	NO _x	PM2.5	HC	CO	CO ₂
Edit Delete	Vehicle Replacement - All-Electric	\$269,970	\$25,000	100	100	100	100	100

Remaining Life

school bus: School Bus

Vehicle Replacement - All-Electric

3 years

Emission Results ²

Here are the combined results for all groups and upgrades entered for your project.¹

<u>Annual Results (short tons)²</u>	NO _x	PM2.5	HC	CO	CO ₂	Fuel ³
Baseline for Upgraded Vehicles/Engines	0.071	0.000	0.005	0.020	45.4	4,032
Amount Reduced After Upgrades	0.071	0.000	0.005	0.020	45.4	4,032
Percent Reduced After Upgrades	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

<u>Lifetime Results (short tons)²</u>	NO _x	PM2.5	HC	CO	CO ₂	Fuel ³
Baseline for Upgraded Vehicles/Engines	0.214	0.001	0.014	0.061	136.1	12,096
Amount Reduced After Upgrades	0.214	0.001	0.014	0.061	136.1	12,096
Percent Reduced After Upgrades	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Lifetime Cost Effectiveness (\$/short ton reduced)

Capital Cost Effectiveness ⁴ (unit & labor costs only)	\$1,376,918	\$294,369,003	\$20,475,382	\$4,820,495	\$2,168
Total Cost Effectiveness ⁴ (includes all project costs)	\$1,260,218	\$269,419,940	\$18,740,004	\$4,411,937	\$1,984

¹ Emissions from the electrical grid are not included in the results.

² 1 short ton = 2000 lbs.

APPENDIX B1

The Volkswagen Environmental Mitigation Trust Program

APPLICATION FORM

Project Title:

RCCSD Environmental Justice Electric School Bus Project

General Information:

Applicant: Red Clay Consolidated School District/ Kelly Shahan

Mailing Address: 1502 Spruce Avenue Wilmington, DE 19805

City: Wilmington

State: DE

Zip: 19805

County: New Castle

Daytime Phone: (302) 322-0215

Alternate Phone:

Email: kelly.shahan@redclay.k12.de.us

Equipment Owner (if different from Applicant): N/A

Mailing Address:

City:

State:

Zip:

County:

Daytime Phone:

Alternate Phone:

Email:

The following table lists **eligible mitigation actions** pursuant to the Environmental Mitigation Trust. Please select the eligible mitigation action(s) for which you are applying (Check all that apply).

Project Title: <u>RCCSD Environmental Justice Electric School Bus Project</u>	
Type of Mitigation Action: Vehicle Replacement: <input checked="" type="checkbox"/> Engine Repower: <input type="checkbox"/>	
Type of Entity: Government: <input type="checkbox"/> Non-government: <input checked="" type="checkbox"/> <u>Public School District</u>	
Quantity	Vehicle Replacement: <u>1</u> Engine Repower: _____
Check all that apply	Eligible Mitigation Actions
<input type="checkbox"/>	Class 8 Local Freight Trucks and Port Drayage Trucks (engine model year 2009-1992) repowered with any new diesel or alternate fueled engine or all-electric engine, or replaced with any new diesel or alternate fueled or all-electric vehicle, with the engine model year in which the eligible large trucks mitigation action occurs or newer.
<input checked="" type="checkbox"/>	Class 4-8 school buses, shuttle buses, or transit buses (engine model year 2009 to 1992) repowered with any new diesel or alternate fueled or all-electric engine, or replaced with any new diesel or all-electric vehicle, with the engine model year in which the eligible bus mitigation action occurs or newer.
<input type="checkbox"/>	Freight switchers that operate 1000 or more hours per year repowered with any new diesel or alternate fueled or all-electric freight switcher certified to meet the applicable EPA emissions.
<input type="checkbox"/>	Ferries/Tugs - Unregulated, Tier 1 or Tier 2 marine engines repowered with Tier 3, Tier 4, alternate fueled, or all-electric engine, or upgraded with an EPA certified remanufacture system or an EPA verified engine upgrade.
<input type="checkbox"/>	Ocean Going Vessels - Marine shore power systems or components of such systems that enable a compatible vessel's main and auxiliary engines to remain off while the vessel is at berth.
<input type="checkbox"/>	Class 4-7 local freight trucks (engine model year 1992-2009) repowered with a new diesel, alternate fueled or all-electric engine, or replaced with any new diesel, alternate fueled or all-electric vehicle, with the engine model year in which the eligible medium trucks mitigation action occurs.
<input type="checkbox"/>	Airport Ground Support Equipment - (Tier 0, Tier 1, or Tier 2 diesel powered) uncertified or certified to 3 g/bhp-hr. or higher emissions spark ignition engine powered airport ground support equipment repowered with an all-electric engine, or replaced with the same airport ground support equipment or newer in an all-electric form.
<input type="checkbox"/>	Forklifts and Port Cargo Handling Equipment - Forklifts with greater than 8000 pounds (lbs.) of lift capacity and port cargo handling equipment repowered with an all-electric engine, or replaced with the same equipment or newer in an all-electric form.

Mitigation Action Description

Please provide a brief narrative describing how the project relates to Delaware's VW Environmental Mitigation Plan by reducing NOx emissions and how this project will benefit the State of Delaware. If additional space is needed please label (no more than one page) in your application "Title of Project, Mitigation Action Description."

Our project will scrap 1 Type C diesel school bus and replace it with 1 2023 Type C Blue Bird (BB) Electric School Bus in Red Clay Consolidated School District (RCCSD). We have partnered with Nuvve Holding Corp. (Nuvve) to provide a turnkey EVSE solution including a 60kW DC fast charger, and I.G Burton of Delaware as our electric school bus vendor. Red Clay Consolidated School District is in Urban Northern New Castle County, an EPA Priority County in a non-attainment and air quality maintenance area. Red Clay Consolidated School District is in a Justice40 Disadvantaged Community (DAC) and serves the following communities: Elsmere, Greenville, Hockessin, Newport, northwestern

Wilmington, most of Pike Creek, most of Pike Creek Valley, and half of North Star. Our district is near Delaware Route 41 (DE 41), a highway in northwestern New Castle County with the frequent traffic of heavy MD/HD diesel trucks due to DE 41 serving as part of the main route connecting Wilmington, Delaware to Lancaster, Pennsylvania. It will decrease greenhouse gases to benefit the County population of 556,165 and the entire state of Delaware.

The EPA DEQ verifies our project will eliminate 25 tons of CO2 in the air per year. Please see DEQ print out in attachments for robust NOx lifetime emission benefits in New Castle County where the population has a 10% Asthma Rate. The Argonne Laboratories' Heavy Duty Vehicle Emission Calculator verified that our project will have a new vehicle cost benefit of the following:

\$355.00 (NOx \$/lb)

\$59,289 (PM2.5 \$/lb)

\$1,049.00 (GHG \$/lb)

Red Clay Consolidated School District is a public school district that serves 16,119 students in 28 schools. District demographic data includes 60% minority enrollment (majority Hispanic), 80% free/reduced lunch and 16% of students living in poverty. Our mission is to educate all students to become highly successful, healthy, and contributing citizens in a global society.

Our Environmental Justice School Bus Electrification Project will help provide cleaner air and a higher quality of life for our. Also, we will have the ability to integrate STEM education as our project partners, Nuvve and I.G Burton, will provide STEM career discussions with our students in person and/or online discussion. Having industry experts engaged with our student body will provide exponential learning experiences. The Grants Team at Nuvve spearhead curriculum and educational integration with school district clients.

Red Clay Consolidated School District is prepared to proceed and sign a tax exempt municipal lease with NCL Government Capital for 8 years with monthly payments of \$3,302.05 for 1 Type C Blue Bird ESB, 1 Nuvve 60kW DCFC and Infrastructure upon receiving authorization to proceed from the Department of Natural Resources and Environmental Control.

We will take possession of the Blue Bird Electric School Bus six to nine months upon order. The purchase and installation of 1 Nuvve DC fast charger will follow the same timeline as the ESB delivery to ensure that the project is completed promptly. Scrapping will occur when the Electric School Bus is received. We have partnered with Nuvve and Blue Bird, which have over 350+ ESB and EVSE deployments. Our partner's experience in fleet electrification projects, our grant experience managing and reporting to the State of Delaware, and ability to fiscally implement this project before the reimbursement ensures that our Environmental Justice Electric School Bus Electrification Project will be implemented in the required timeline, be replicable, financially feasible and produce measurable outcomes related to GHG reductions that benefit the entire state of Delaware.

Estimated NOx Reductions

Please describe and calculate the NOx reductions achieved for this project using the Diesel Emission Quantifier (DEQ) on the EPA website. Estimate the NOx emission reductions from the project in terms of dollar per ton of NOx using the DEQ found at <https://www.epa.gov/cleandiesel/diesel-emissions-quantifier-deq>. Attach a separate summary calculation worksheet generated by the DEQ for each vehicle or piece of equipment and label pages in your application "Title of Project, Estimated NOx Reductions."

Please identify the Inputs entered into the DEQ for Vehicles and/or Equipment proposed for replacement or repower under this application. Copy this form if more space is needed.

Diesel Emission Quantifier (DEQ) Inputs	Vehicles & equipment proposed for replacement or repower (Leave fields blank that do not apply)		
Vehicle or Engine Group	School Bus Type C		
VIN	1BAKGCPA59F259978		
Engine Serial Number	Capacity 72 Blue Bird Chassis		
Propulsion Engine (marine)			
Total Auxiliary Engines (Marine)			
Vehicle Make	Blue Bird Type C		
Vehicle Model			
Vehicle Model Year	2009		
Engine Make	Cummins		
Engine Model	ISX		
Engine Model Year	2009		
Engine Cylinder Displacement	359.cu		
Number of Engine Cylinders	6		
Retrofit Year	2009		
Engine Tier			
Engine Horsepower	350		
Annual Fuel Used (gal/yr)			
Annual Usage Rate (hrs)	1200		
Annual Miles	16,000		
Annual Idling Hours	110		
Fuel Type	Diesel		
Remaining Life	3		
Normal Attrition Year	2024		
Proposed Fuel Type	electric		
Technology Cost	195930.00		

Project Budget

All projects require a cost share. Please be as detailed as possible when completing your budget. The applicant is responsible for detailing the proposed budget associated with the project. This includes "eligible mitigation actions" which includes the equipment necessary for the project while the "ineligible mitigation action expenditures" includes all administrative expenses related to the project.

Eligible Mitigation Actions are those projects that qualify for funding under this RFP. See Section 6 "Eligible Mitigation Actions" in the RFP for additional information. Copy this form if more space is needed.

Eligible Mitigation Actions					
Eligible Item	Make and Model	VIN or Serial Number	Number of Each Item	Cost per Item	Estimated Costs
Electric School Bus			1	365,400	365,400.00
Nuvve DCFC			1	45,000.00	45,000.00
Infrastructure			1	25,000	25,000.00
Total Eligible Mitigation Action Costs					\$ 435,400.00

Ineligible Mitigation Action Expenditures are those administrative expenses that do not qualify for funding under this announcement. See Section 8 "Ineligible Mitigation Action Expenditures" under this RFP for additional information. If additional space is needed please label pages in your application "Title of Project, Proposed Budget"

Ineligible Mitigation Action Expenditures				
Ineligible Item	Description	Number of Each Item	Cost per Item	Estimated Costs
Total Ineligible Mitigation Action Expenditures (no match requirement)				\$

Total Budget Summary	
Total Eligible Mitigation Actions (from above)	\$ 435,400.00
Total Ineligible Projects Mitigation Action Expenditures (from above)	\$
Total Costs	\$
Cost Share Percentage (See Section 7 "Cost Share" of the RFP)	% 45
Total Cost share required from VW Mitigation Funds (matching funds)	\$ 195,930.00
Are you willing to accept funds from the DERA grant? If no, please explain below.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Proposed Project Location

Define the project area. Please note the following:

1. if the project is sited near a major highway or transportation corridor, shipping route, or near a shipping logistics center,
2. is the project in an environmental justice (EJ) area or related location that receives a disparate proportion of environmental impacts,
3. if the project avoids environmentally sensitive areas or areas containing critical habitats.

Indicate if the proposed project is located in a non-attainment and air quality maintenance areas. If additional space is needed please label page (no more than one) in your application "Title of Project, Proposed Project Location.

Red Clay Consolidated School District is in Northern New Castle County, an EPA Priority County in a non-attainment and air quality maintenance area. Red Clay Consolidated School District is in a Justice40 Disadvantaged Community (DAC) and serves the following communities: Elsmere, Greenville, Hockessin, Newport, northwestern Wilmington, most of Pike Creek, most of Pike Creek Valley, and half of North Star. Our district is near Delaware Route 41 (DE 41), a highway in northwestern New Castle County with the frequent traffic of heavy MD/HD diesel trucks due to DE 41 serving as part of the main route connecting Wilmington, Delaware to Lancaster, Pennsylvania. Our project will decrease greenhouse gases

Project Timeline

All projects must be completed within one (1) year of signing a final contract or MOU. The milestones included in this template are provided as guidance. Applicants may substitute other milestones that suit their purpose, please be as detailed as possible.

Project Timeline	
Milestone	Estimated Date
Project Equipment Purchase Made <u>and all permitting aquired if applicable</u>	<u>September 2022</u>
Equipment Delivery	<u>March 2023</u>
Equipment Installation (if applicable) <u>EVSE Installation by Nuvve</u>	<u>Oct.- Nov. 2022</u>
Submit Proof of Scrapping of Replaced Vehicle or Engine (pictures) and Certificate of Destruction, Bill of Sale, and an Invoice to the Department	<u>March 2023</u>

*We will adhere by the 1-year timeline, September 1, 2022 through December 31, 2023 as stipulated in the RFP. However, we are ready to start whenever the contract is signed. Our project is "shovel ready."

Ability to be Replicated throughout the State

Provide a brief narrative to explain how the proposed project has the ability to be replicated throughout the state with other fleets or for public access. If additional space is needed please label (no more than one page) in your application "Title of Project, Replication."

RCCSD Environmental Justice Electric School Bus Project is replicable as we have vetted best practices in school bus electrification projects and aligned ourselves with experienced partners with over 350 EVSE deployments related to MD/HD fleet electrification. I.G Burton was the very first Blue Bird Dealership in the United States. Nuvve is Red Clay Consolidated School District's vendor of choice to electrify 1 Blue Bird electric school bus by providing a 60kW DC fast charger and EVSE turn-key solution. Nuvve's EVSE turn-key solution includes warranties, infrastructure and installation services, site design, utility connection services, assistance in permitting, EVSE site training, energy management software, data collection software, and software training. Both I.G Burton and Nuvve will provide on-site training and maintenance to the RCCSD Transportation Team. Implementing a cost-efficient project through financing packaging the ESB, Infrastructure and Charger, also is a very easy and cost-efficient way to electrify a school bus fleet. By choosing a budget friendly and simplified approach to deploying an electric school bus, we will act as a model for school districts throughout Delaware to electrify!

Collaboration with Other Entities in the State

Provide a brief narrative to demonstrate that the project includes collaborative efforts between the applicant and project team. If additional space is needed please label the narrative (no more than one page) in your application "Title of Project, Collaboration."

RCCSD has partnered with I.G Burton, the 1st Blue Bird Bus dealer in the United States, and Nuvve as our EVSE turnkey solution vendor who has deployed over 350 Vehicle to Grid EVSE fleet electrification projects on 5 continents. I.G Burton is a 5-generation company and have proudly provided the highest quality, best value and safest school buses for the children of Delaware. Their mission statement is "Too Care." Besides providing the highest quality Type C electric school bus with warranties and on-site service, they also provide "Blue Bird Academy" to train RCCSD transportation staff on their new electric bus. Nuvve will innovate electric school bus charging in Delaware by utilizing Vehicle to Grid technology. Nuvve holds a patent portfolio for V2G technology after more than 25 years of R&D development. Nuvve's V2G concept was first developed by Nuvve's co-founder, Professor Willett Kempton, at the University of Delaware to harness offshore wind energy. This dynamic technology created in Delaware will not be used to create a resilient and reliable electric school bus deployment and electrical grid at the same time.

Economic Development

Provide a brief narrative to explain how the project creates and/or retains local jobs for Delawareans and serves as an economic development engine for local Delaware based companies. If additional space is needed label the narrative (no more than one page) in your application "Title of Project, Economic Development."

In alignment with the U.S. Employment Plan (USEP), we have chosen to source "Made in America" assets that will be deployed for the RCCSD Environmental Justice Electric School Bus Project. Both Blue Bird School Buses and Nuvve DC fast chargers are made in the United States. Nuvve's co-founder founded Nuvve and Vehicle to Grid Technology at the University of Delaware. I.G Burton is a Delaware based Blue Bird Bus dealership. Nuvve will use certified technicians

Certification

The Applicant certifies that they have been authorized by the Equipment Owner to submit this application. The Equipment Owner agrees to comply with all requirements of Delaware's Volkswagen Environmental Mitigation Plan and that the information provided is true, accurate, and complete.

Applicant's Signature: Kelly Shahan

Date: 03/16/22

Equipment Owner's Signature: _____ Date: _____
(If different from Applicant)

Nuvve DC Heavy Duty Charging Station

V2G | 60KW | DC CCS | HEAVY-DUTY

The Nuvve DC Heavy-Duty Charging Station (RES-HD60-V2G) is designed specifically for vehicle-to-grid (V2G) applications and is the ideal solution for the rapid, smart charging of heavy-duty fleet vehicles such as electric school buses. The RES-HD60-V2G is fully controllable through Nuvve's fleet management app and our V2G platform (GIVe™) enables unidirectional charging of any vehicle or bidirectional V2G charging and grid-connected building load management services when connected to a V2G-compatible vehicle.

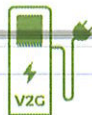
KEY FEATURES

 **CCS1 CONNECTOR (COMBO)**

 **UL-1741 SA**

 **IEEE 1547**

 **95% EFFICIENCY**



POWERFUL, RELIABLE CHARGES

The Nuvve DC Heavy-Duty Charging Station (RES-HD60-V2G) features a CCS1 connector that can charge any vehicle with combo connector and discharge V2G-compatible vehicles with Nuvve software integration. It is designed to meet all utility safety standards in North America to enable interconnection of vehicles as a distributed energy resource.



YOUR FLEET'S CHARGING ACTIVITY AT A GLANCE

Drivers and fleet managers can remotely monitor and configure the charging of their buses via a fleet management app and trigger instant charging if needed.*



INTELLIGENT GRID SERVICES

Nuvve's solution is fully scalable to fit your needs and can perform a variety of grid services including frequency regulation, demand response, demand charge management, and time-of-use rate arbitrage, depending on region and interconnection.

Technical Specs RES-HD60-V2G

AC SPECIFICATIONS (POWER)

Bidirectional Capable	Yes
Rated Power	60 kW/kVA
Utility Grid Voltage	480 Vac-3P
Max Rated Utility Current	79 Aac @ 480VAC (60 Hz)
Wiring	3 phase WYE (L1, L2, L3, Neutral, Ground)
Utility Grid Frequency (Hz)	60
Power Factor Range	+/- 0.5
THD for Linear Loads	<5%
Charging Efficiency	>95%
Grid Isolation	Galvanic, Integrated

DC OUTPUT

Maximum Power	60 kW
Voltage Operating Range	270Vdc to 870Vdc
Maximum Current	+/- 200A (charging cable limited)
Connector and Cable	CCS1, up to 8m (25 ft)

ENERGY METERING

AC Energy Meter	+/- 1% from 10% to full scale
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MECHANICAL

PCS Dimensions	800mm x 622mm x 2083mm (31.5"W x 24.5"D x 82"H)
PCS Weight	748 kg (1600 lbs)
Dispenser Dimensions	559mm x 432mm x 1905 mm (22"W x 17"D x 75"H)
Dispenser Weight	68 kg (150 lbs) (configuration dependent)

ENVIRONMENTAL

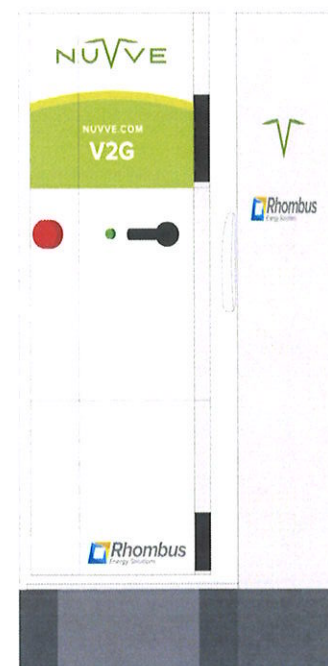
Cooling	Air cooled
Environmental Rating	NEMA 3R
Operating Ambient Temp.	-20°C to 45°C (-4 to 113°F)
Storage Temperature Range	-30°C to 60°C (-22 to 140°F)
Humidity	0 to 95% (non-condensing)
Altitude	De-rated over 2,000m (1.2 miles) above sea level

COMMUNICATION & CONTROL

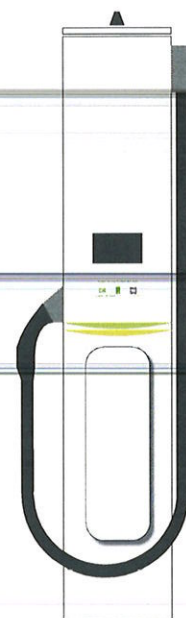
Network Interface	Ethernet, WiFi, 3G, 4G, LTE
EV Communication	DIN 70121, SAE J1772, ISO 15118-2, ISO 15118-20, & custom implementations
Cloud Management	OCPP 1.6J compliant & Nuvve proprietary protocol

CERTIFICATION, SAFETY, COMPLIANCE

Certifications	UL1741-SA, UL 2202, UL 2231, IEEE 1547.1 & CSA C22.2 No. 107.1-16
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Charging Station



Dispenser

© 2022 Nuvve Holding Corp. All rights reserved. Version 6.0. All product specifications as of January 2022 and are subject to change. Please contact Nuvve for updated information. Charging station and dispenser not to scale.



Company Address 2488 Historic Decatur Rd.
Suite #200
San Diego, CA 92106
US

General Information

Quote Number	00000239	Prepared By	Dick Johnson
Created Date	3/15/2022	Phone	(215) 498-2111
Expiration Date	7/1/2022	Email	djohnson@nuvve.com

Prepared for

Account Name	Red Clay Consolidated School District
Description	VW Grant application Shipping to be determined

Address Information

Bill To Name	Red Clay Consolidated School District	Ship To Name	Red Clay Consolidated School District
Bill To	1502 Spruce Avenue Wilmington, DE 19805 United States		

Product	Product Code	Product Description	List Price	Sales Price	Quantity	Total Price
Commissioning for Nuvve Rhombus DC (1st unit per site)	COM-RH-1UNIT	Commissioning for Nuvve Rhombus DC (60kW and 125kW) per PCS (1st unit per site)	\$1,350.00	\$1,350.00	1.00	\$1,350.00
Dispenser Nuvve Rhombus GEN2 (CCS)	DISP-RH-CCS-GEN2	Generation 2 dispenser for Nuvve Rhombus DCFC Power Control System (60kW and 125kW)	\$9,800.00	\$9,800.00	1.00	\$9,800.00
GIVE Platform Subscription - 5 years	SW-NV-GIVE-5Y	GIVE Platform Subscription (per EVSE) - 5 years	\$1,000.00	\$1,000.00	1.00	\$1,000.00
PCS Nuvve Rhombus 60kW DC (w/o dispenser)	PCS-RH-HD60-V2G	Nuvve Rhombus DCFC 60kW Power Control System (w/o dispenser)	\$34,200.00	\$34,200.00	1.00	\$34,200.00
Standard OEM Warranty Nuvve Rhombus DC (2 years)	WTY-RH-DC	Standard Nuvve Rhombus DC (60kW and 125kW) warranty included w/ EVSE purchase - 2 years	\$0.00	\$0.00	1.00	\$0.00

Total Price \$46,350.00

Grand Total \$46,350.00

You acknowledge that V2G functionality is not guaranteed since it is highly dependent upon the vehicle manufacturer's technology capabilities, as well as the local electric distribution utility interconnection requirements. All V2G functionality must be through Nuvve's software and is not available for third party control.

All Equipment shall be shipped FOB (meaning, the Free on Board trade term as published by the International Chamber of Commerce and entitled Incoterms 2020) from Nuvve's shipping point, with title and risk of loss passing from Nuvve to Customer at such point.

While title of the EV Storage Resources will have transferred to Customer, should the Customer desire to engage Nuvve to provide warehousing and related services, then Customer agrees to Nuvve's Warehousing Policy.

TERMS AND CONDITIONS OF SALE

See attached Nuvve Terms and Conditions of Sale

BLUE BIRD VISION - ELECTRIC



Technical Specification Highlights

CAPACITY	Multiple floor plans available with passenger seating up to 72	TIRE SIZE	11R22.5 (G)
EXTERIOR WIDTH	96"	BRAKES	Air brakes 5" front and 7" rear
INTERIOR WIDTH	90 3/4"	SUSPENSION	Front - 10,000 lb. parabolic springs Rear - 23,000 lb. leaf springs
aisle WIDTH	Varies by floor plan	STEERING	Tilting/telescoping steering
SKIRT LENGTH	25	FRONT AXLE	10,000 lb.
3/4" INTERIOR HEADROOM	77"	REAR AXLE	23,000 lb.
OVERALL HEIGHT	123"	WHEEL CUT	50°
WHEELBASE	252" / 273"	GVWR	Up to 33,000 lb.
BATTERIES	155 kWh Li-ION NMC/ G cell	MILES PER CHARGE	Up to 120 miles
ENTRANCE DOOR	27" wide x 78" high / double "full view" outward opening	RECHARGE TIME	Standard CCS1 connector with AC and DC Fast Charging capabilities: - Level 2 charging in approx. 8hrs - Level 3 (DCFC) charging in approx. 3hrs
PROPULSION SYSTEM	Cummins PowerDrive 7000 MOTOR		
	TM4® SUMO™		



BLUE BIRD VISION ELECTRIC SPECIFICATIONS

Chassis

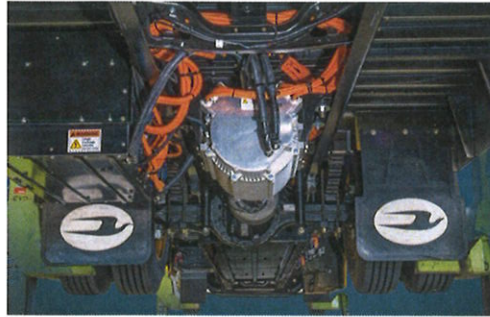
- 100,000 psi steel frame rails 10 1/8" high x 3" flanges x 1/4" thick
- Cummins PowerDrive 7000 propulsion system, Utilizing an electric motor, 315 peak horsepower, 2,400ft-lbs peak torque
- 155 kWh Lithium ion NMC/G cell between frame rails
- 620 Nominal Voltage
- Up to 120 miles per charge dependent on drive cycle, driver behavior, accessories and HVAC usage
- 11R22.5 (G) tires
- Large, easy to read gauges
- 10,000 lb. front axle with 10,000 lb. parabolic springsuspension
- 23,000 lb. rear axle with leaf spring suspension
- Rubber coolant hoses
- Anti-lock brakes
- 15" steel front bumper
- Tilting/telescoping steering column
- Group-31 12v battery
- "Huck Spin" fasteners on all permanent frame fixtures

Durability

- All parts are pre-primed or thoroughly rust-proofed after fabrication and before assembly
- Entire underbody (body skirt and floor) is undercoated before mounting on chassis
- Exterior surfaces are painted with heat-cured polyurethane
- Interior surfaces are painted with high-quality, hot-sprayed, baked-on enamel
- 1/8" Smooth black rubber flooring, 3/16" ribbed rubber aisle
- Rubber cooling hoses
- Rubber molded wheelhouse
- "Huck Spin" frame fasteners

Strength

- 14-gauge steel, hat shaped posts and roof bows
- Rigid 16-gauge steel roof longitudinal internal structural members
- 16-gauge, channeled interior steel window headers
- Riveted and welded construction
- Four full-length, 16-gauge exterior side rub rails
- 20-gauge fluted exterior side panels
- 22-gauge interior galvalume side panels
- 14-gauge steel floor panels
- 100,000 psi steel chassis frame, 1/4" thick with permanent fixtures and attached with "Huck Spin" fasteners



Safety

- 4-wheel anti-lock brakes
- Single halogen headlights
- Driver's three-point seat belt with adjustable 7 1/2" pillar loop
- Outward-opening entrance door with 1,350 square-inch tempered safety glass
- Best driver's line of sight in the school bus industry for a Type C product
- Flat and convex rearview mirrors
- Crossview mirrors
- Electric horn with high and low note
- Blue Bird's unitized construction of the passenger compartment
- 15" steel front bumper, 12" steel rear bumper
- 8.25 x 22.5 Disc, hub-piloted steel wheels
- Certified to Colorado Rack and Load and Kentucky Pole testing
- Sound generator enabled with speeds less than 20mph

Serviceability

- Chassis multiplex wiring
- Large work space under hood
- Easy hood assist
- Body wiring terminal is easily accessible through exterior electrical compartment
- Wiring is color coded and continuously numbered for easy identification
- Fused circuit protection
- Grease fittings on emergency door hinges
- Easy-opening, outward opening entrance door; features long-lasting, oil-impregnated, bronze pivotal bearings
- Body wiring is encased in "easy to access" ABS molding above passenger windows

Comfort & Convenience

- 77" headroom at aisle, front to rear
- 12" Split-sash, tempered windows
- Tinted windshield
- 90,000 btu front heater and defroster
- Full "panoramic" cockpit view
- Full body insulation
- Acoustic headlining (Driver's section)
- Efficiency meter



Driver Ergonomics

- "Best-in-class" driver visibility
- Power steering with tilting/telescoping column
- Large, easy to read gauges
- Backlit, easy to reach switch panel with rocker switches
- Electric, intermittent, single switch windshield wipers
- 3-point seat belt with 7 1/2" vertical adjustment
- Fully adjustable driver's seat
- Wraparound dash

Optional Features

- Front and rear air ride suspension available on 273" wheelbase only
- Roof or skirt mounted HV self contained A/C
- Wheelchair lift is available as right side rear mount only
- Driver side tool compartment
- Driver side mid-mount luggage compartment
- Stepwell area heater, front of bus heaters and rear bus heaters

Dimensions

Headroom	77"
Width Exterior	96"
Width Interior	90 3/4"
Skirt Length	25 3/4"
Overall Length	393" - 477"
Overall Height	123" excluding options
Wheelbase/Passenger Capacity	252" = 66 273" = 72



BLUE BIRD

In the w

VW Award Recipient	Red Clay Consolidated School District
Contract #	
Reporting Period	

Eligible Mitigation Action	Amount Spent
Total	\$0.00
Program Income Generated	

timelines/milestones specified in the project work plan.		
If any cost-shares are reported for this Reporting Period in Table 1 above, identify the source of the funds.		
Was any program income generated during the reporting period? Include a copy of the receipt for program income, how it was generated.		
Did any public relations events regarding this grant take place during the reporting period?		

Blue Bird Body Company - Sales Quotation

Quote 209810 - I G Burton & Company Inc.

Market	PLBT	Prod Code	Length	Capacity	Chassis	Wheelbase	Qty	Promise Date
US School Bus	BBCV	RG	3303	72	BB-BBCV	273.0	1	08/31/2022

Quoted To: I G Burton & Company Inc.
793 Bay Road
Milford DE 19963

Quoted By: I G Burton & Company Inc.

Quantity	Base Model / Feature	Description
1	BBCV 3303	B.B. CONVENTIONAL
Quote Id: 209810		Standard Options
1	0019802	LATCH, LOCKING, DOOR BATTERY CMPT
1	0025400	STEPWELL, NATL STDS, 1990
1	0037401	RETAINER REAR EMERG DOOR
1	0050506	FUEL TANK DOOR, SPRING LOADED
1	0098400	PLYWOOD FLOOR SCREWED DOWN
1	0156100	EMERGENCY DOOR ARROWS
1	0192202	DAYTIME RUN LGTS, W/ P/BRAKE DEACTIVATE
1	0223000	DOOR SWITCH, STEPWELL LIGHT
1	0232400	EXTERIOR SOLID NSBY
1	0244911	GALVALUME I/S PNL, FULL HEM, TEXTURIZED
1	0318301	VISOR, ACRYLIC, LEFT SIDE, ADJUSTABLE
1	0328800	4 PC FLAT SHADED W/S
1	0626601	UNDERCOAT, MODIFIED WAX, PREMIUM
1	3000100	ACCESSORY POWER SOCKET W/CAP, BATTERY
1	3005618	HOSE, HTR, EPDM, W/CT CLAMPS
1	3010215	LIGHTS, CL/MK, LED, 2 AMBER, 2 RED
1	3010310	LIGHTS, ID, GROMMET MOUNT, LED
1	3010510	LIGHTS, MKR, LED, INTERMEDIATE
1	3010901	PRE-TRIP EXTERIOR LIGHT TEST
1	3015101	LIGHTS, DOME, 15 CANDLEPOWER
1	3021802	SWITCH, W/L, MASTER, GREEN PILOT
1	3022501	SWITCH, W/L START, MANUAL
1	3029505	LOCATION, STOP ARM, FRONT
1	3029711	WIRING, S/ARM, ELECT W/INDEP FL SHR
1	3031601	WIRING, W/L SYSTEM, 14 GA
1	3032101	LIGHT, SWITCH PANEL, CHASSIS CTRL
1	3033101	CIRCUIT PROTECTION, FUSES
1	3038605	PAINT, CHASSIS, GRILLE, SURROUND SILVER, CV
1	3040001	PAINT, INTERIOR, ASTRO WHITE
1	3043002	VINYL, REFL, RR EMER DR YELLOW, 3M
1	3045602	MIRROR, REARVIEW, INT 6X30
1	3048417	MIRROR, CROSSVIEW, EYE-MAX LP
1	3052902	3" REFLECT, FRONT, INT & REAR, 3M DIA GRADE
1	3092102	LATCH, LOCKABLE, ELEC PANEL
1	3094511	BODY CONSTRUCTION FM/CMVSS 221
1	3095908	PANEL, OUTSIDE SIDE, 20 GA, 16.25 SKIRT
1	3096006	STEPWELL, GALVANIZED
1	3097702	DOOR, ENTRANCE, OUTWARD OPENING
1	3101502	DOOR, EMERGENCY, REAR, 2 WINDOW
1	3102402	TRIM, AISLE, ALUMINUM

1	3104901	HANDRAIL, ENT DR, BARRIER 3.25 - 5.25
1	3111401	END CAP, RUB RAIL, STAMPED STEEL
1	3115601	LIGHT, STEPWELL, 15 CANDLE POWER
1	3116601	MARKER LGT CONTROL, STEPWELL LGT
1	3118401	GLASS, RR EMER DR, LWR, CLR, TEMP
1	3118501	GLASS, RR EMER DR, UPR, CLR, TEMP
1	3118701	GLASS, REAR VISION, CLR, TEMP
1	3118801	GLASS, ENT DR, LOWER, CLR, TEMP
1	3118901	GLASS, ENT DR, UPPER, TEMPERED
1	3120103	BUZZER, REAR EMERG DOOR
1	4000418	SUSP, SPRG, FRT, SOFTEK, LEAF&BIT, 8500
1	4004802	LUBRICATION, OIL, PETROLEUM, AXLE
1	4008604	BUMPER, REAR, STEEL
1	4008806	BUMPER, FRONT, STEEL 15IN
1	4009704	COLUMN, STEER, TILT/TELESCOPE, DOUG AUTOTEC
1	4014103	BATTERY COMPARTMENT, SLIDER TRAY, CHAS MTD
1	4028004	GAUGE, SPEEDOMETER, MILES

Quote Id: 209810		Optional Features
1	0016100	EMERGENCY EQUIPMENT CMPT,UPR FRONT
1	0021901	SLIDING BOLT VANDAL LOCK - RCED
1	0022202	EMERGENCY RELEASE,AIR PWR DRS,RELOC
1	0028800	FORWARD GRABRAIL
1	0057500	FLAPS FRONT RUBBER
1	0058600	FLAPS REAR WITH BB LOGO
1	0060000	FENDERS REAR RUBBER
1	0066101	FE 5 LB DRY W/HOSE (DRIVERS CPT)
1	0075500	TRIANGULAR WARNING DEVICE REAR
1	0098906	FLOOR,PLYWOOD,5/8 BB,MARINE GRADE
1	0101201	AISLE STRIP WHITE 4IN FRONT
1	0148504	INSULATION,BODY,FIBERGLASS,ADDITIONAL
1	0148505	INSULATION,BOW CAVITY,FIBERGLASS
1	0150203	INSULATED DRIVERS AREA,FIREWALL
1	0150702	ACOUSTIC HEADLINING FULL LENGTH
1	0232523	LOGO,BIRD,ELECTRIC BUS,VINYL,GREEN
1	0233003	PAINT DESIGN,BRIGHT WHITE ROOF,12.5 IN
1	0267900	EXTEND WINDOW RAIL
1	0268300	EXTEND SEAT RAIL
1	0283616	S/BELT,DRV,3PT,SGL RET,BUZ/WRN LT,ORANGE
1	0311000	GRIP HANDLES
1	0311001	STEP,COWL,FOLDING
1	0311805	INSULATION,STEPWELL,NR 3
1	0347011	77 IN HEADROOM CONVENTIONAL
1	3002602	FAN,AUXILIARY,UPPER LEFT,6"
1	3002603	FAN,AUXILIARY,UPPER CENTER,6"
2	3002901	WIRING,VENT,ROOF HATCH,BUZZER
2	3003025	VENT,SPHEROS,STANDARD
1	3005702	SWITCH,NOISE SUPPRESSION,LATCHING
1	3005805	PUMP,HEATER WATER
1	3006007	HEATER,50K,FRT STEPWELL AREA
1	3006011	HEATER,50K,LH,REAR,F/M
1	3011605	LIGHTS,DIRECTIONALS,RR,AMBER LED
1	3011732	LGT,DIR/MKR,SIDE,LED,FRT,BELT,W/SHIELD
1	3011734	LGT,DIR/MKR,SIDE,LED,RR,BELT,W/SHIELD
1	3012005	LGTS,DIR,FRT AMBER,FENDER MNT,LED
1	3012103	WIRING,DIR,SIDE,FRONT,BELTLINE
1	3012105	WIRING,DIR,SIDE,REAR,BELTLINE
1	3015501	LIGHT,1 DOME,DRIVERS,SEPERATE SW
1	3015703	DOME,RR SW,2 LGTS/2 ROWS
1	3015802	DOME,2 ROW/2 SWITCHES,L & RS,CONFIG
1	3016504	LIGHT,RED,OVER R.E.D. OR R.E.W.,LED
1	3017306	LIGHT,4" LED,STOP/TAIL,VANDAL RESIST
1	3017503	LIGHT,7" STOP/TAIL,LED
1	3017609	LIGHT,7 INCH BACKUP,LED
1	3018401	ARM CONDITION,PTI,NOT ACC MAINTAINED
1	3018505	MONITOR,POST TRIP INSPECT,BLUE BIRD D01
1	3018601	ARMING,PTI,WARNING LIGHTS
1	3018701	ALARM CONDITION,PTI,ENT DOOR OPEN
1	3018801	ALARM INDICATION,PTI,HEADLIGHTS & HORN
1	3019512	MONITOR,UNIV.,EXTERIOR LT,DORAN
1	3019515	MONITOR,W/L SYSTEM,2 PILOTS,LED
1	3019605	HOODS,WARNING LIGHTS,INDIVIDUAL
1	3019913	SYSTEM,WARN 8-LGT,N/SEQ,MD

1	3020019	LIGHTS, WARN, LED, 8-LGT, AMB/RED
1	3020102	SEQUENCE, W/L SYSTEM, NON-SEQUENTIAL
1	3021002	SWITCH, W/L MASTER, LOC, RH
1	3021004	SWITCH, W/L START, LOC, RH
1	3021008	SWITCH, W/L, EM OVERRIDE, LOC, RH
1	3021012	MONITOR, PILOT, W/L SYSTEM, LOC, RH
1	3021018	SWITCH, DOOR CONTROL, LOC, RH
1	3021107	CONTROLS, CONFIG, W/L, OPT #7, SPL, RH
1	3022204	SWITCH, EMERGENCY OVERRIDE
1	3022801	INDICATOR, W/L SYSTEM, RED
1	3022803	INDICATOR, W/L SYSTEM, AMBER
1	3024402	LOCATION, STROBE, 4 FEET FROM REAR OF ROOF
1	3024510	LIGHT, STROBE, SELF-CONT, LED, CLEAR
1	3024603	CONTROL, STROBE, S/CONT, W/PILOT
1	3024607	PILOT, STROBE LIGHT, ADDITIONAL INDICATION
1	3024901	ACTIVATION, STROBE, WARNING LIGHTS
1	3026025	RADIO, AM, FM, MP3, USB, SD, MMC, BT WITH PA
1	3026906	SPEAKER, DLX, 8 SPKR SYS W/WIRING
1	3026912	SPEAKER, O/S, UNDER HOOD W/WIRING
1	3028602	WIRING, CROSSING ARM, ELECTRIC
1	3029217	CROSSING ARM, ELECTRIC, POLYROD
1	3029344	STOP ARM, ELEC, LED, HI-IN, STROBE
1	3029804	ALERT, PEDESTRIAN, FWD DIR, NOISE GENERATOR
1	3031002	HORN, BACKING SAFETY, 112 DB
1	3033706	INSULATION, ENTRANCE DOOR HEADER
1	3033707	INSULATION, BODY, POLYESTER/FIBERGLASS
1	3035905	DECAL, "WE STOP AT RXR"
4	3036501	LETTERING, EMERGENCY EXIT, ABOVE EXIT
1	3036502	LETTERING, EMERGENCY DOOR, ABOVE EXIT
5	3036601	LETTERING, EMERGENCY, INTERIOR, VINYL, BLACK
5	3036602	LETTERING, EMERGENCY, EXTERIOR, VINYL, BLACK
1	3038505	PAINT, RUBRAILS ONLY, FULL WIDTH BLACK
1	3039502	BACKGROUND, WARN LGT, 3" BLACK
4	3043004	VINYL, REFL, P/O WINDOW YELLOW, 3M
1	3043007	VINYL, REFL, 2IN SIDE YELLOW, 3M
1	3043008	VINYL, REFL, 1.75 IN RR YELLOW, 3M
1	3043062	VINYL, REFL, SB SIGN, FRT/RR YELLOW
1	3048213	HEATED MIRROR, EXT, 15 MIN TIMER, REM CTRL
1	3048309	MIRROR BRACKETS, RRVIEW, SS
1	3048328	MIRROR, ROSCO, ACCUSTYLE, 8X17, DETENT
1	3048409	MIRROR BRACKETS, C/VIEW, SS
1	3055301	FAK, DELAWARE
1	3065001	BODY FLUID KIT, DELAWARE
1	3075801	CERTIFICATION, 4-WHEEL ALIGNMENT
1	3078409	PANEL, MODESTY, BARRIER, ENT DOOR
1	3078443	PANEL, MODESTY, BARRIER, DRIVER, LH
1	3079606	SEAT, DRVR, NATIONAL, AIR, MORD, BLUE
1	3079701	ARMREST, RH, DRIVER, SEAT, NATIONAL
1	3081502	CUTTER, SEAT BELT, TIE-TECH
2	3082009	BARRIER, 39 INCH HIGH BACK
24	3083406	CUSHION, SEAT, STANDARD, REBOND FOAM
24	3085202	MODULE, SEAT, COLOR, BLUE
24	3085303	MODULE, CUSHION, ASSY, TILT W/FLEX MAT, SEAT
2	3085751	UPH, FIRE BLOCK, BLUE, BARRIER
24	3086404	SEAT, 39, CONVERT, LAP BELT READY
1	3088202	60 kW DC FAST CHARGING, CCS1

1	3090504	DASH,GLOVE BOX
1	3090505	CONSOLE MOUNT,ARM REST
1	3090602	COMPARTMENT,STORAGE,OVERHEAD,LOCKNG
1	3090603	COMPARTMENT,DOCUMENT,BARRIER MTD
1	3097807	DOOR CONTROL,AIR PWR,LATCH SW,3-POS
1	3098103	LOCK,SECURITY,ENT DOOR
1	3102109	COVERING,FLOOR,RUBBER,DARK GREY
1	3102601	STEPTREAD,VINYL,STUDDDED
1	3102702	STEPTREAD,VINYL,GRAY
1	3102811	COVERING,FLOOR,RUBBER
4	3119322	WINDOW,S/S,P/O,12",TEMP,TINT,BLK
1	3120046	WINDOW ASSY,DRV,R,CLEAR,TEMP,BLK
4	3120110	WIRING,P/O WINDOW,DRS BUZ ONLY
20	3120224	WINDOW,S/S,12",TEMP,TINT,BLK
1	3130026*	WARRANTY, SILVER 3/10
1	3811544*	DECLINE,SYSTEM BACKUP CAMERA
1	3999901	WATER TEST DOCUMENTATION
1	4000012	AXLE,STEER,HENDRICKSON NXT,12000 LB
1	4000523	SUSPENSION,SPRG,REAR,1-STAGE,23000
1	4001856	AXLE,REAR,23K LBS,5.29
1	4004905	COVER,PARKING BRAKE,E-Z GRIP
1	4005107	BRAKE INTERLOCK,PARKING,AIR BRAKES
1	4005203	ADJ,SLK,AUTO,MERITOR
1	4005303	CHAMBERS,BRAKE,AIR,WABCO
1	4007006	BRAKES,AIR,MERITOR,5"FRT/7"RR
1	4007601	BRAKES,ANTI-LOCK(ABS),AIR
1	4008119	DRYER,AIR,BENDIX AD-IP
1	4009802	DELETE CRUISE CONTROL
1	4010804	HOSE,COOLANT,RUB,PREM,W/CONST TRQ CLAMP
1	4011104	FLUID,ANTIFREEZE,-34 F
1	4014201	SWITCH,BATTERY DISCONNECT
1	4014223	BATTERY,AUXILIARY,GROUP 31,ONE,700 CCA
1	4017107	GOVERNOR,ROAD SPEED,65 MPH
1	4019702	EV POWERDRIVE SYSTEM
1	4024802	BATTERY SYS,HIGH VOLT,W/INSULATION,155KW
1	4035503	TIRE,COOPER,11R22.5,LRG,RHA
1	4041104	TOW EYES,FRONT
1	4041105	TOW EYES,REAR
1	4044115	WHEELS,ALUM,8.25/22.5 DSC W/O WHL TRIM
1	4044205	DUAL WHEEL SEPARATOR PLATE
1	4045302	ELECTRONIC STABILITY CONTROL
1	4049502	SOFTWARE,CORE 2

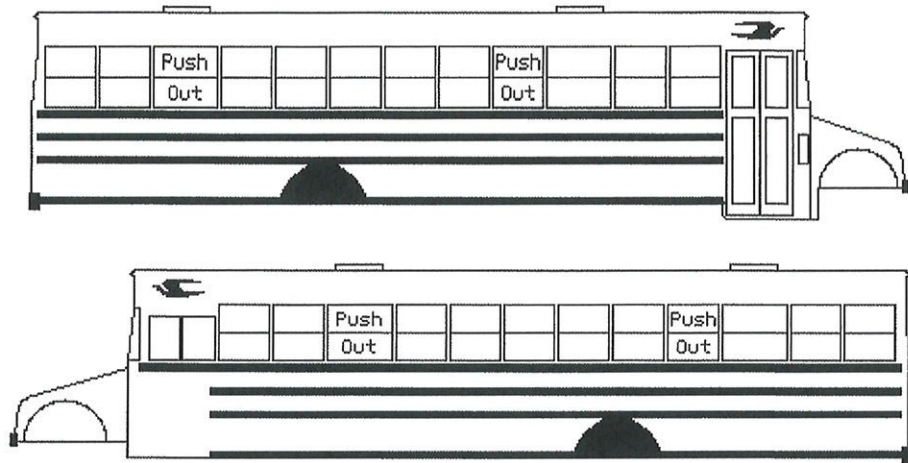
* Indicates a non-discountable option

Quote Id: 209810	Additional Feature Information
3085202	MODULE,SEAT,COLOR,BLUE Vendor Feature: 3086404, SEAT, 39, CONVERT, LAP BELT READY Category: Fire-Block, Fire-Block Color Code A: Blue, Size: Fire-Block, Fire-Block

Quote Id: 209810	Lettering / Bus Number
Bus Numbers	
Locations/Color/Size	NONE / NONE / NONE letters
	NONE / NONE / NONE letters

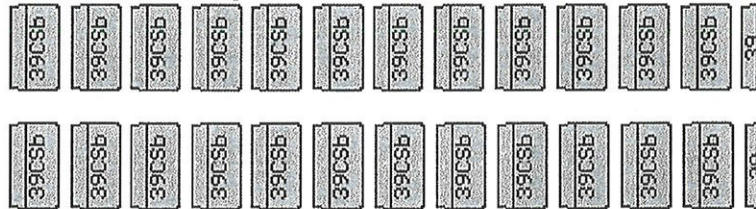
Quote Id: 209810	Body Plan / Seat Plan Information
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Body Plan: 5015375

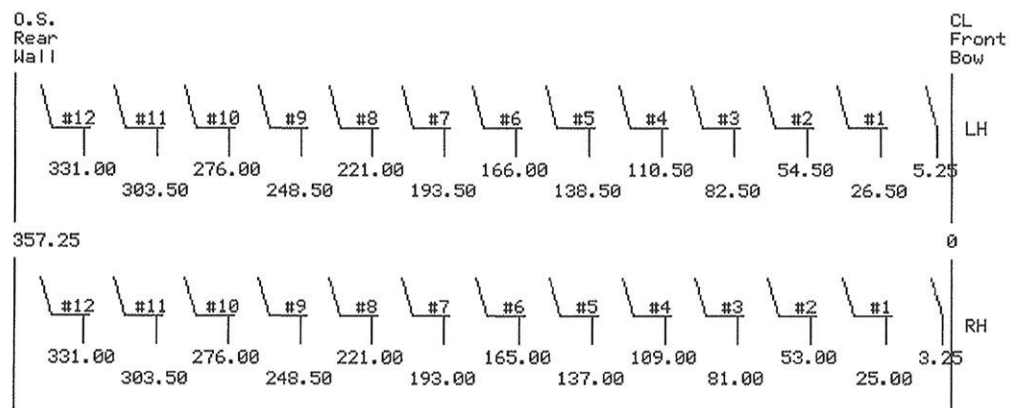


Seat Plan: 22993

SP: 22993 BBCV 3303, 72 CAP



Quote Id: 209810	Seat Plan Spacing Chart
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Row	RH Seats	LH Seats
1	39CNVLBR	39CNVLBR
2	39CNVLBR	39CNVLBR
3	39CNVLBR	39CNVLBR
4	39CNVLBR	39CNVLBR
5	39CNVLBR	39CNVLBR
6	39CNVLBR	39CNVLBR
7	39CNVLBR	39CNVLBR
8	39CNVLBR	39CNVLBR
9	39CNVLBR	39CNVLBR
10	39CNVLBR	39CNVLBR
11	39CNVLBR	39CNVLBR
12	39CNVLBR	39CNVLBR

Dimensions are to center line of front mounting hole.

LH Seat Spacing: 27.50

LH Knee Clearance: 25.74

RH Seat Spacing: 28.00, 27.50

RH Knee Clearance: 26.24, 25.74

BBCV 3303

BBCV3303 NEXTGEN LBR RELOC LH BAR

DO NOT SCALE

Capacity	72
Seat Plan #	22993
Wheelbase	273.0

ENVIRONMENTAL MITIGATION PLAN ATTACHMENT

A Copy of Delaware's Environmental Mitigation Plan 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/>

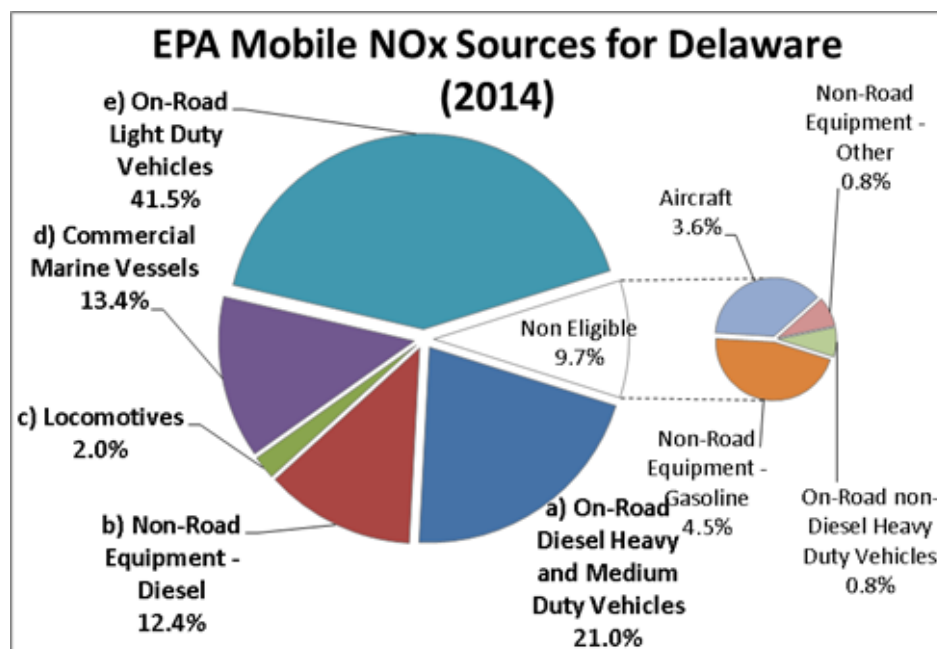


Figure 1 - Mobile NOx Sources for Delaware (Source 2014 NEI v1)

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
Measurable, verifiable reduction in NOx emissions - 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		
Project Budget - The proposed budget is thorough, robust, realistic and cost effective. - The applicant must show a detailed budget with all cost shares explained.	15		
Proposed Project Location - 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		
Project Timeline The proposed project must define when the project will commence and will end.	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.