APPENDIX D-4

Beneficiary Eligible Mitigation Action Certification

Estes Haul Truck Replacement Project 2020

NMED SUB-GRANT: # NM-DERA-21-01

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary State of New Mexico

Lead Agency Authorized to Act on Behalf of the Beneficiary New Mexico Environment Department

(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:	Estes Haul Truck Replacement Project 2020
Beneficiary's Project ID:	NM-DERA-21-01
Funding Request No.	(*sequential)024*
Request Type: **(Select one or more)**	☒Reimbursement ☐Other (specify):Click or tap here to enter text.
Payment to be made to: **(Select one or more)**	☐Beneficiary ☒Other (specify):Estes Express Lines Inc.
Funding Request & Direction **(Attachment A)**	☒Attached to this Certification ☐To be Provided Separately

SUMMARY

Eligible Mitigation Action ☒ Appendix D-2 item (specify): Eligible Mitigation Action 1. Class 8 Local Freight Trucks & Port Drayage Trucks (Eligible Large Trucks) **Action Type** ☒Item 10 – DERA Option (5.2.12) (specify and attach DERA Proposal)
Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1): The Beneficiary Mitigation Plan's overarching goal is to protect New Mexico's environment and the health of our citizens. The Trust allows the State the opportunity to offset (mitigate) the impact of excess nitrogen oxide (NO_X) emissions associated with the affected vehicles registered within New Mexico. The reduction of NO_X from mobile sources achieves the intended use of Trust funds by preventing the deterioration of air quality, ensuring the health and safety of the inhabitants of the state, and promoting visibility improvement within New Mexico. Implementation of diesel NO_X reduction projects using Trust funds will have immediate and long-lasting benefits. The proposed project will reduce emissions of NO_X, focusing on the most cost-effective vehicles that maximize emission reductions.
Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2): This project consists of replacing four 2006 Engine Model Year (MY) International, Model 8600 diesel-fueled Class 8 single axle freight hauling trucks with new, lower-emission 2022 MY International LT625 4x2 (LT62A) diesel vehicles. Emission benefits will be realized in the Albuquerque Metro Area in Bernalillo County, as well as in Sandoval, Torrance and Valencia counties
Estimate of Anticipated NO_X Reductions (5.2.3): The trucks in this project operate in Bernalillo, Sandoval, Torrance and Valencia counties, and sometimes in Rio Arriba county. Each of these counties has an ozone designation that is equal to or greater than 95% of the NAAQS. Total lifetime NOx reductions from the entire project are estimated to be 19.16 tons
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): The New Mexico Environment Department Administrative Services Division is the governmental entity responsible for reviewing and auditing expenditures of EMA funds to ensure compliance.

Describe how the Beneficiary will make documentation publicly available (5.2.7.2): The New Mexico Environment Department has created a public website, https://www.env.nm.gov/vw-settlement/ for information relating to the Trust, the VW Partial Consent Trust Decrees, New Mexico's Beneficiary Mitigation Plan, and project implementation information. To provide transparency and accountability, the NMED will post information on its website.
Describe any cost share requirement to be placed on each NO_X source proposed to be mitigated (5.2.8): The total project cost was Four Hundred Thirty-One Thousand, Three Hundred Ninety-Two dollars ($431,392). Estes Express was awarded Ninety-Five Thousand, Six Hundred Forty-Five dollars ($95,645)(25% DERA Funding Limit). VW Trust funding will provide Thirty-Eight Thousand, Two Hundred Fifty-Eight dollars ($38,258)(40% of Award). DERA Grant funding will provide Fifty-Seven Thousand, Three Hundred Eighty-Seven dollars ($57,387)(60% of Award). The remaining Three Hundred Thirty-Five Thousand, Seven Hundred Forty-Seven dollars ($335,747) constitutes Estes Express cost share. (Minimum Mandatory Cost-Share 75%).
Describe how the Beneficiary complied with Subparagraph 4.2.8, *Notice of Availability of Mitigation Action Funds*, regarding notice to U.S. Government Agencies (5.2.9): On February 27, 2018, NMED sent notice to the U.S. Department of the Interior (National Park Service, U.S. Fish & Wildlife Service) and the U.S. Department of Agriculture (Forest Service), using the contact information provided in Subparagraph 4.2.8.
If applicable, describe how the mitigation action will mitigate the impacts of NO_X emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10): Trust funds have afforded the State the opportunity to advance environmental justice goals. New Mexico's Draft Beneficiary Mitigation Plan expresses a commitment to prioritizing projects that benefit those communities most impacted by poor air quality. Minorities and those living below the poverty level historically have borne a disproportionate share of air pollution, including emissions associated with on-road vehicles. This project will have a significant impact on reducing pollution, reducing diesel fuel use by 20,970 gallons over the project life. These new lower polluting trucks will contribute to Improved air quality in the communities they serve. Cleaner air will contribute to better health conditions for all residents. Drivers of this new equipment will be trained to make the most effective use of the new engine idle reduction technology resulting in improved air quality and reduced fuel use. This project demonstrates Estes commitment to retiring older equipment and replacing with new lower emissions technology. As an Less Than Load (LTL)/Local Delivery fleet, the emission reductions will be of benefit to residents in high population area as well as rural areas between the population centers. Demographics: Bernalillo County, 50.3% Hispanic and 15.5% Persons in Poverty; Sandoval County, 39.9% Hispanic, and 10% Persons in Poverty; Torrance County, 43.8% Hispanic, and 21.6% Persons in Poverty; and Valencia County, 61.1% Hispanic, and 17.6% Persons in Poverty.

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**
☒	**Attachment D**	**Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding $25,000 (5.2.6).**
☒	**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).**

CERTIFICATIONS

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

1. **This application is submitted on behalf of Beneficiary the State of New Mexico, 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 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. **All 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: 6/2/2023

Michael Baca
Control Strategies Manager, Air Quality Bureau

New Mexico Environment Department

For

State of New Mexico

ATTACHMENT B
PROJECT MANAGEMENT PLAN
PROJECT SCHEDULE AND MILESTONES

Milestone	Date
Lead Agency Provides Notice of Availability of Mitigation Action Funds	7/15/2019
Pre-application meetings with applicants	NA
Project Sponsor Submits Proposal to Lead Agency	12/17/2020
Lead Agency Provides Written Approval of Project Sponsor's Proposal	1/4/2021
GRANT agreements signed.	4/13/21; 2/22/22; 9/29/22
Lead Agency Incorporates Project Sponsor's Proposal into Mitigation Plan	7/12/2019
Trustee Acknowledges Receipt of Project Certification and Funding Direction	Q2 2023
Trustee Allocates Share of State Funds for Approved Project	Q2 2023
Project Sponsor Obtains Cost Share, Notifies or Certifies to Lead Agency	Q2 2023
Project Sponsor Enters into Contracts, Purchase Orders, etc. – Start	Q2 2021
Project Sponsor Enters into Contracts, Purchase Orders, etc. – Complete	Q2 2023
Project Installations(s) – Start	Q2 2021
Project Installations(s) – Complete	Q2 2023
Project Sponsor provides detailed invoices for all claimed project costs, documentation for emission reduction estimates, required certification documents to Lead Agency to support direction to Trustee for Payment (Reimbursement, Direct-to-Vendor) or final accounting (Forward Funded Projects)	4/26/23
Lead Agency completes review and certifies payment direction to Trustee (Reimbursement)	Q2 2023
Trustee Acknowledges Receipt of Direction for Payment(s) (Advance Funded, Reimbursement)	Q2 2023
Lead Agency Reports Project Completion	Q2 2023

PROJECT BUDGET

Period of Performance: 7.1.2020-6.30.2023				
Budget Category	**Total Approved Budget**	**Share of Total Budget Funded by the Trust**	**Cost-Share (DERA)**	**Cost-Share (Estes Express Lines Inc.)**
1. Equipment Expenditure	$431,392	$38,258	$57,387	$335,747
2. Contractor Support	$0	$0	$0	$0
3. Subrecipient Support	$0	$0	$0	$0
4. Administrative [1]	$0	$0	$0	$0
Project Totals	$431,392	$38,258	$57,387	$335,747
Percentage	100%	8.9%	13.3%	77.8%

[1] Subject to Appendix D-2 15% administrative cap.

ATTACHMENT C
DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION IMPLEMENTATION

The New Mexico Environment Department (NMED), as the lead agency for the State of New Mexico for implementing the Volkswagen Environmental Mitigation Settlement Plan, has established a webpage for the Settlement and mitigations actions, www.env.nm.gov/vw-settlement/. NMED will post documents and links as required under Paragraph 7 of Appendix D-3 Certification for Beneficiary Status form. NMED is subject to the *Open Meetings Act*, which provides the statutory guidelines for conducting public meetings and the *Inspection of Public Records Act*, which is a New Mexico state law that provides the public and media access to public information.

For the initial round of funding, NMED solicited, through a competitive process, public and private entities for funding opportunities. Projects were selected through a scored application using an identified scoring criterion. The records of selected projects will be posted and made available on the NMED VW Settlement webpage. The public website was created specifically to provide information related to the Trust, the VW Partial Consent Decrees, and accountability. NMED will post timely updates on the following:

- General information on the Trust and Consent Decrees
- The State's final Beneficiary Plan
- All public records supporting funding requests NMED submits to the Trust
- All public records supporting all expenditures of the Trust Fund
- NMED contact information

After the initial round of funding, NMED will periodically evaluate the implementation of the State's Beneficiary Mitigation Plan (BMP) and associated Eligible Mitigation Actions and will determine whether any revisions to the BMP and funding levels need to be reevaluated. If revisions to the BMP are warranted, NMED will seek public input on BMP revisions with a minimum of a 30 – day public comment period.

In addition, the State will also comply with the reporting obligations listed in the Environmental Mitigation Trust Agreement for State Beneficiaries in Subparagraph 5.3.

ATTACHMENT D
DETAILED COST ESTIMATE FROM SELECTED OR POTENTIAL VENDORS
FOR EACH PROPOSED EXPENDITURE EXCEEDING $25,000 (5.2.6)

See attached invoices.

To: Neal Butt
New Mexico Environment Department
Clean Diesel Program
Neal.Butt@env.nm.gov

From: Dan Martin
Dual Green Consulting
Dan@DualGreenConsulting.com

Date: April 26, 2023

Re: Estes Express Lines, Inc., 2021 NMED DERA #NM-DERA-21-01
Proofs of Disposition & Purchase and Request for Reimbursement

Dear Neal,

On April 7, 2021, Estes Express Lines, Inc. (Estes) contracted with NMED to replace four (4) 2007 International Class 8 Diesel fueled trucks. We're respectfully submitting the following documents and photos for the referenced contract via the email provided link.

1. Proof of replacement includes:
   a. Rush Truck Centers Proof of Purchase invoices
   b. Proof of Payment
   c. Profile and Front view photos of new units

2. Proof of dismantling the donor vehicles according to guidelines includes:
   a. Photos of VIN tags and Engine Plates
   b. Before photos of each vehicle, engine and chassis
   c. After photos of each vehicle, engine and chassis
   d. Dismantler & Grantee signed Scrappage Statements for each vehicle

Activity #3 VIN 363980 was dismantled by a different company than the other three units. There are more photos of this unit, and they look different.

Estes respectfully requests reimbursement for the agreed contractual amount of $95,645. This is the final reimbursement request under Contract #NM-DERA-21-01.

Thanks for your assistance,

Dan Martin

cc:
Willard Bristow III – Estes Express Lines
Jennifer Crooke – Estes Express Lines

Payment #	Payment Document	Payment Date	Payee	Payment Amount	Remit to Address
581617	ACH	1/2/2023	Rush Truck Center Richmond	4,748,787.00	11525 N LAKERIDGE PKWY, ASHLAND, VA 23005

Unit	Invoice Number	Invoice Type	Due Date	Payment (USD) Discount	Payment (USD) Amount
	270100449	Standard	12/19/2022	0.0000	107,848.0000
	270100518	Standard	12/23/2022	0.0000	107,848.0000
	270100519	Standard	12/17/2022	0.0000	107,848.0000
61028	270100544	Standard	12/23/2022	0.0000	107,848.0000
61029	270100545	Standard	11/22/2022	0.0000	107,848.0000
61030	270100546	Standard	12/23/2022	0.0000	107,848.0000
61027	270100547	Standard	11/22/2022	0.0000	107,848.0000
	270100645	Standard	12/2/2022	0.0000	113,762.0000
	270100757	Standard	12/23/2022	0.0000	113,762.0000
	270100763	Standard	12/3/2022	0.0000	113,762.0000
	270100764	Standard	12/8/2022	0.0000	113,762.0000
	270100770	Standard	12/19/2022	0.0000	113,762.0000
	270100771	Standard	12/25/2022	0.0000	113,762.0000
	270100775	Standard	12/22/2022	0.0000	113,762.0000
	270100776	Standard	12/22/2022	0.0000	113,762.0000
	270100779	Standard	12/8/2022	0.0000	113,762.0000
	270100782	Standard	12/12/2022	0.0000	113,762.0000
	270100785	Standard	12/23/2022	0.0000	113,762.0000
	270100787	Standard	12/24/2022	0.0000	107,848.0000
	270100792	Standard	12/18/2022	0.0000	107,848.0000
	270100793	Standard	12/18/2022	0.0000	107,848.0000
	270100796	Standard	12/16/2022	0.0000	107,848.0000
	270100807	Standard	12/1/2022	0.0000	108,147.0000
	270100814	Standard	12/1/2022	0.0000	110,387.0000
	270100836	Standard	12/15/2022	0.0000	114,061.0000
	270100839	Standard	12/22/2022	0.0000	114,061.0000
	270100840	Standard	12/12/2022	0.0000	114,061.0000
	270100843	Standard	12/15/2022	0.0000	108,147.0000
	270100844	Standard	12/17/2022	0.0000	108,147.0000
	270100845	Standard	12/24/2022	0.0000	108,147.0000
	270100846	Standard	12/19/2022	0.0000	108,147.0000
	270100847	Standard	12/29/2022	0.0000	108,147.0000
	270100848	Standard	12/18/2022	0.0000	108,147.0000
	270100852	Standard	12/15/2022	0.0000	110,088.0000
	270100853	Standard	12/29/2022	0.0000	110,387.0000
	270100855	Standard	12/18/2022	0.0000	110,088.0000
	270100856	Standard	12/17/2022	0.0000	110,088.0000

270100857	Standard	12/18/2022	0.0000	110,088.0000
270100858	Standard	12/16/2022	0.0000	110,088.0000
270100859	Standard	12/12/2022	0.0000	110,387.0000
270100860	Standard	12/23/2022	0.0000	110,088.0000
270100862	Standard	12/19/2022	0.0000	110,088.0000
270100864	Standard	12/15/2022	0.0000	110,088.0000

Rush Truck Center, Richmond
11525 N. Lakeridge Parkway
Ashland, VA 23005
804-353-5555

Customer Invoice

2701-00545

TRUCK INFORMATION

YEAR - MAKE	2023 International	MODEL	LT625
SERIAL NO.	3HSDYAPN4PN746008	STOCK NO.	1522491
SALESMAN	Joseph Turner		

CUSTOMER INFORMATION

SOLD TO	Estes Express Lines			
ADDRESS	3901 West Broad Street			
CITY	Richmond	STATE	VA	ZIP 23230-3962

DATE	NEW OR USED	ENGINE NO.
	New	SHELL

108-1-3

61028

OPTIONAL EQUIPMENT AND ACCESSORIES

VEHICLE SALES All Sales are in US Dollars

Sales Price	95,571.14	
Factory Paid F.E.T	0.00	
F.E.T Tire Credit	0.00	
Total Factory Paid F.E.T	0.00	
Optional Extended Warranties	900.00	
Sub-Total	96,471.14	
Dealer Paid F.E.T*	11,376.86	
Local Taxes	0.00	
Documentary Fee **	0.00	
Total Cash Delivered Price	107,848.00	
Total Net Allowance on Used Vehicle(s)		0.00
Unpaid Balance Due on Delivery		107,848.00
Total Used Vehicle Allowance		0.00
Less Total Balance Owed		0.00

TRADE-IN(S)

YEAR	MAKE	MODEL	SERIAL NO.	TRADE ALLOWANCE

RUSH TRUCK CENTER

By: _____

State of _____

County of _____

_____, Being duly sworn says that he/she signed the Customer Invoice, and that the statements set forth on this Customer Invoice are true and correct.

_____ Notary Public

*** SUBJECT TO ADJUSTMENT - FINAL F.E.T. MAY VARY. ANY F.E.T. VARIANCE RESPONSIBILITY OF DEALER.**

Rush Truck Center, Richmond
11525 N. Lakeridge Parkway
Ashland, VA 23005
804-353-5555

Retail Sales Order

SALES ORDER

Please enter my order for the following:
☑ New ☑ F.E.T. Applicable
☐ Used ☐ F.E.T. Exempt

Make	International	Series	LT625
Year	2023	Body Type	
Color	YELLOW	Trim	

Serial # 3HSDYAPN4PN746008

Stock # 1522491

To be delivered on or about 5/31/2022

Date 09/27/2022

Estes Express Lines
Customer's Name

Street	City	State	Zip
3901 West Broad Street	Richmond	VA	23230-3962

Federal Tax ID #	Business Phone	Fax
54-0492941	(804) 353-1900	

Purchaser's Name

Street	City	State	Zip

Federal Tax ID #	Business Phone	Fax

Joseph Turner
By Salesman

Truck will be Titled in Richmond County.

LIENHOLDER INFORMATION

Date of Lien

Lien Holder

Draft Through

Sales Price	95,571.14
Factory Paid F.E.T.	0.00
F.E.T. Tire Credit	0.00
Total Factory Paid F.E.T.	0.00
Optional Extended Warranties	900.00
Sub-Total	96,471.14
Dealer Paid F.E.T. *	11,376.86
Local Taxes	0.00
Processing Fee	0.00
Delivered Price	107,848.00
Total Down Payment	0.00
Unpaid Balance Due on Delivery	107,848.00

	0.00
Total Used Vehicle Allowance *	0.00
Less Total Balance Owed	0.00
Total Net Allowance on Used Vehicle(s)	0.00
Deposit or Credit Balance	0.00
Cash with Order	0.00
	0.00

*See Trade-in details on page 5

A PROCESSING FEE IS NOT AN OFFICIAL FEE. A PROCESSING FEE IS NOT REQUIRED BY LAW, BUT MAY BE CHARGEDTO BUYERS FOR HANDLING DOCUMENT S RELAT ING TO T HE CLOSING OF A SALE.

NO LIABILITY INSURANCE INCLUDED

*SUBJECT TO ADJUSTMENT – FINAL F.E.T. MAY VARY.
ANY F.E.T. VARIANCE RESPONSIBILITY OF DEALER

NOTICE: THE FOLLOWING ARE IMPORTANT PROVISIONS OF THIS ORDER

THIS ORDER CANCELS AND SUPERCEDES ANY PRIOR AGREEMENTS AND, AS OF THE DATE HEREOF, COMPRISES THE COMPLETE AND EXCLUSIVE STATEMENT OF THE TERMS OF THE AGREEMENT BETWEEN THE PARTIES.

IF ANY REPRESENTATIONS, SPECIFICATIONS OR OTHER AGREEMENTS ARE RELIED UPON BY CUSTOMER, THEY MUST BE IN WRITING AND SPECIFICALLY IDENTIFIED AND REFERENCED IN THIS ORDER; OTHERWISE, THEY WILL NOT BE BINDING ON OR ENFORCEABLE AGAINST DEALER.

THERE ARE NO UNWRITTEN ORAL AGREEMENTS BETWEEN THE PARTIES.

Customer, by the execution of this Order, offers to purchase the motor vehicle described above upon the terms and conditions contained herein. Customer acknowledges that Customer has read the terms and conditions of this Order and has received a true copy of this Order.

This Order consists of this Page, as well as Page 3, which is initialed for identification, and only those other documents, which are specifically identified and referenced in this Order.

Customer's Signature — Date 10-3-22

OFFER RECEIVED BY: _____ 10-3-22
SALES REPRESENTATIVE — Date

OFFER ACCEPTED BY: _____
AUTHORIZED REPRESENTATIVE — Date

RUSH TRUCK CENTERS

Delivery Receipt

Make International Year 2023 Model LT625

Stock Number 1522491 Serial Number 3HSDYAPN4PN746008

Remarks

I HAVE RECEIVED THE ABOVE DESCRIBED VEHICLE AND I ASSUME ALL RISK OF LOSS THEREOF. THE CONDITION OF THE VEHICLE IS COMPLETELY ACCEPTABLE TO ME.

I UNDERSTAND THAT RUSH TRUCK CENTER MAY BE REQUIRED TO PROVIDE AN ODOMETER MILEAGE READING ON DOCUMENTS TO THIRD PARTIES IN CONNECTION WITH THIS TRANSACTION. I AGREE THAT RUSH TRUCK CENTER DOES NOT GUARANTEE OR MAKE ANY REPRESENTATION AS TO THE ACCURACY OF THE ODOMETER MILEAGE OF THE VEHICLE, AND SHALL HAVE NO LIABILITY OR RESPONSIBILITY OF ANY KIND IF THE ODOMETER MILEAGE READING IS NOT CORRECT. I WILL NOT MAKE ANY CLAIM AGAINST RUSH TRUCK CENTER BASED ON THE ODOMETER MILEAGE READING.

ADDITIONALLY, I HAVE PAID ALL APPLICABLE FEDERAL HIGHWAY USE TAX ON ANY UNIT(S) RUSH TRUCK CENTER ACCEPTED IN TRADE FOR THE ABOVE DESCRIBED VEHICLE AND NO OTHER TAXES OF ANY KIND ARE DUE ON ANY UNIT(S) RUSH TRUCK CENTER ACCEPTED IN TRADE FOR THE ABOVE DESCRIBED VEHICLE.

Customer Estes Express Lines

Annie L Willis
Signature

Date

Annie Willis
Printed Name

THE UNDERSIGNED RUSH TRUCK CENTER EMPLOYEE RELEASED THE VEHICLE DESCRIBED ABOVE TO THE CUSTOMER NAMED ABOVE.

Signature

Joe Turner
Printed Name

Rush Truck Center, Richmond
11525 N. Lakeridge Parkway
Ashland, VA 23005
804-353-5555

Customer Invoice

2701-00546

TRUCK INFORMATION

YEAR - MAKE	2023 International	MODEL	LT625
SERIAL NO.	3HSDYAPN3PN826805	STOCK NO.	1522493
SALESMAN	Joseph Turner		

CUSTOMER INFORMATION

SOLD TO	Estes Express Lines			
ADDRESS	3901 West Broad Street			
CITY	Richmond	STATE VA	ZIP 23230-3962	

DATE	NEW OR USED	ENGINE NO.
	New	SHELL

108-1-3

61029

OPTIONAL EQUIPMENT AND ACCESSORIES

VEHICLE SALES All Sales are in US Dollars

Sales Price	95,571.14	
Factory Paid F.E.T	0.00	
F.E.T Tire Credit	0.00	
Total Factory Paid F.E.T	0.00	
Optional Extended Warranties	900.00	
Sub-Total	96,471.14	
Dealer Paid F.E.T*	11,376.86	
Local Taxes	0.00	
Documentary Fee **	0.00	
Total Cash Delivered Price	107,848.00	
Total Net Allowance on Used Vehicle(s)		0.00
Unpaid Balance Due on Delivery		107,848.00
Total Used Vehicle Allowance		0.00
Less Total Balance Owed		0.00

TRADE-IN(S)

YEAR	MAKE	MODEL	SERIAL NO.	TRADE ALLOWANCE

RUSH TRUCK CENTER

By: _____

State of _____

County of _____

_____, Being duly sworn says that he/she signed the Customer Invoice, and that the statements set forth on this Customer Invoice are true and correct.

_____ Notary Public

*** SUBJECT TO ADJUSTMENT - FINAL F.E.T. MAY VARY. ANY F.E.T. VARIANCE RESPONSIBILITY OF DEALER.**

Rush Truck Center, Richmond
11525 N. Lakeridge Parkway
Ashland, VA 23005
804-353-5555

Retail Sales Order

SALES ORDER

Please enter my order for the following:
☑ New ☑ F.E.T. Applicable
☐ Used ☐ F.E.T. Exempt

Make	International	Series	LT625
Year	2023	Body Type	
Color	YELLOW	Trim	

Serial # 3HSDYAPN3PN826805

Stock # 1522493

To be delivered on or about 5/31/2022

Date 09/27/2022

Estes Express Lines
Customer's Name

Street	City	State	Zip
3901 West Broad Street	Richmond	VA	23230-3962

Federal Tax ID #	Business Phone	Fax
54-0492941	(804) 353-1900	

Purchaser's Name

Street	City	State	Zip

Federal Tax ID #	Business Phone	Fax

Joseph Turner
By Salesman

Truck will be Titled in Richmond County.

Sales Price	95,571.14
Factory Paid F.E.T.	0.00
F.E.T. Tire Credit	0.00
Total Factory Paid F.E.T.	0.00
Optional Extended Warranties	900.00
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Dealer Paid F.E.T. *	11,376.86
Local Taxes	0.00
Processing Fee	0.00
Delivered Price	107,848.00
Total Down Payment	0.00
Unpaid Balance Due on Delivery	107,848.00

LIENHOLDER INFORMATION

Date of Lien

Lien Holder

Draft Through

	0.00
Total Used Vehicle Allowance *	0.00
Less Total Balance Owed	0.00
Total Net Allowance on Used Vehicle(s)	0.00
Deposit or Credit Balance	0.00
Cash with Order	0.00
	0.00

*See Trade-in details on page 5

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NO LIABILITY INSURANCE INCLUDED

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ANY F.E.T. VARIANCE RESPONSIBILITY OF DEALER

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THERE ARE NO UNWRITTEN ORAL AGREEMENTS BETWEEN THE PARTIES.

Customer, by the execution of this Order, offers to purchase the motor vehicle described above upon the terms and conditions contained herein. Customer acknowledges that Customer has read the terms and conditions of this Order and has received a true copy of this Order.

This Order consists of this Page, as well as Page 3, which is initialed for identification, and only those other documents, which are specifically identified and referenced in this Order.

Customer's Signature — Date 10-3-22

OFFER RECEIVED BY: _____ 10-3-22
SALES REPRESENTATIVE — Date

OFFER ACCEPTED BY: _____
AUTHORIZED REPRESENTATIVE — Date

RUSH TRUCK CENTERS

Delivery Receipt

Make International Year 2023 Model LT625

Stock Number 1522493 Serial Number 3HSDYAPN3PN826805

Remarks

I HAVE RECEIVED THE ABOVE DESCRIBED VEHICLE AND I ASSUME ALL RISK OF LOSS THEREOF. THE CONDITION OF THE VEHICLE IS COMPLETELY ACCEPTABLE TO ME.

I UNDERSTAND THAT RUSH TRUCK CENTER MAY BE REQUIRED TO PROVIDE AN ODOMETER MILEAGE READING ON DOCUMENTS TO THIRD PARTIES IN CONNECTION WITH THIS TRANSACTION. I AGREE THAT RUSH TRUCK CENTER DOES NOT GUARANTEE OR MAKE ANY REPRESENTATION AS TO THE ACCURACY OF THE ODOMETER MILEAGE OF THE VEHICLE, AND SHALL HAVE NO LIABILITY OR RESPONSIBILITY OF ANY KIND IF THE ODOMETER MILEAGE READING IS NOT CORRECT. I WILL NOT MAKE ANY CLAIM AGAINST RUSH TRUCK CENTER BASED ON THE ODOMETER MILEAGE READING.

ADDITIONALLY, I HAVE PAID ALL APPLICABLE FEDERAL HIGHWAY USE TAX ON ANY UNIT(S) RUSH TRUCK CENTER ACCEPTED IN TRADE FOR THE ABOVE DESCRIBED VEHICLE AND NO OTHER TAXES OF ANY KIND ARE DUE ON ANY UNIT(S) RUSH TRUCK CENTER ACCEPTED IN TRADE FOR THE ABOVE DESCRIBED VEHICLE.

Customer Estes Express Lines

Annie L Willis
Signature

Date

Annie Willis
Printed Name

THE UNDERSIGNED RUSH TRUCK CENTER EMPLOYEE RELEASED THE VEHICLE DESCRIBED ABOVE TO THE CUSTOMER NAMED ABOVE.

Signature

Joe Turner
Printed Name

Rush Truck Center, Richmond
11525 N. Lakeridge Parkway
Ashland, VA 23005
804-353-5555

Customer Invoice

2701-00547

TRUCK INFORMATION

YEAR - MAKE	2023 International	MODEL	LT625
SERIAL NO.	3HSDYAPN5PN663204	STOCK NO.	1522489
SALESMAN	Joseph Turner		

CUSTOMER INFORMATION

SOLD TO	Estes Express Lines			
ADDRESS	3901 West Broad Street			
CITY	Richmond	STATE VA	ZIP 23230-3962	

DATE	NEW OR USED	ENGINE NO.
	New	SHELL

108-1-3

OPTIONAL EQUIPMENT AND ACCESSORIES

L1030

VEHICLE SALES All Sales are in US Dollars

Sales Price	95,571.14	
Factory Paid F.E.T	0.00	
F.E.T Tire Credit	0.00	
Total Factory Paid F.E.T	0.00	
Optional Extended Warranties	900.00	
Sub-Total	96,471.14	
Dealer Paid F.E.T*	11,376.86	
Local Taxes	0.00	
Documentary Fee **	0.00	
Total Cash Delivered Price	107,848.00	
Total Net Allowance on Used Vehicle(s)		0.00
Unpaid Balance Due on Delivery		107,848.00
Total Used Vehicle Allowance		0.00
Less Total Balance Owed		0.00

TRADE-IN(S)

YEAR	MAKE	MODEL	SERIAL NO.	TRADE ALLOWANCE

*** SUBJECT TO ADJUSTMENT - FINAL F.E.T. MAY VARY. ANY F.E.T. VARIANCE RESPONSIBILITY OF DEALER.**

RUSH TRUCK CENTER

By: _____

State of _____

County of _____

_____, Being duly sworn says that he/she signed the Customer Invoice, and that the statements set forth on this Customer Invoice are true and correct.

_____ Notary Public

Rush Truck Center, Richmond
11525 N. Lakeridge Parkway
Ashland, VA 23005
804-353-5555

Retail Sales Order

SALES ORDER

Please enter my order for the following:
☑ New ☑ F.E.T. Applicable
☐ Used ☐ F.E.T. Exempt

Make	International	Series	LT625
Year	2023	Body Type	
Color	YELLOW	Trim	

Serial # 3HSDYAPN5PN663204

Stock # 1522489

To be delivered on or about 5/31/2022

Date 09/27/2022

Estes Express Lines
Customer's Name

3901 West Broad Street	Richmond	VA	23230-3962
Street	City	State	Zip
54-0492941	(804) 353-1900		
Federal Tax ID #	Business Phone	Fax	

Purchaser's Name

Street	City	State	Zip
Federal Tax ID #	Business Phone	Fax	

Joseph Turner
By Salesman

Truck will be Titled in Richmond County.

Sales Price	95,571.14
Factory Paid F.E.T.	0.00
F.E.T. Tire Credit	0.00
Total Factory Paid F.E.T.	0.00
Optional Extended Warranties	900.00
Sub-Total	96,471.14
Dealer Paid F.E.T. *	11,376.86
Local Taxes	0.00
Processing Fee	0.00
Delivered Price	107,848.00
Total Down Payment	0.00
Unpaid Balance Due on Delivery	107,848.00

LIENHOLDER INFORMATION

Date of Lien

Lien Holder

Draft Through

	0.00
Total Used Vehicle Allowance *	0.00
Less Total Balance Owed	0.00
Total Net Allowance on Used Vehicle(s)	0.00
Deposit or Credit Balance	0.00
Cash with Order	0.00
◄	0.00

*See Trade-in details on page 5

A PROCESSING FEE IS NOT AN OFFICIAL FEE. A PROCESSING FEE IS NOT REQUIRED BY LAW, BUT MAY BE CHARGEDTO BUYERS FOR HANDLING DOCUMENT S RELAT ING TO T HE CLOSING OF A SALE.

NO LIABILITY INSURANCE INCLUDED

*SUBJECT TO ADJUSTMENT – FINAL F.E.T. MAY VARY.
ANY F.E.T. VARIANCE RESPONSIBILITY OF DEALER

NOTICE: THE FOLLOWING ARE IMPORTANT PROVISIONS OF THIS ORDER

THIS ORDER CANCELS AND SUPERCEDES ANY PRIOR AGREEMENTS AND, AS OF THE DATE HEREOF, COMPRISES THE COMPLETE AND EXCLUSIVE STATEMENT OF THE TERMS OF THE AGREEMENT BETWEEN THE PARTIES.

IF ANY REPRESENTATIONS, SPECIFICATIONS OR OTHER AGREEMENTS ARE RELIED UPON BY CUSTOMER, THEY MUST BE IN WRITING AND SPECIFICALLY IDENTIFIED AND REFERENCED IN THIS ORDER; OTHERWISE, THEY WILL NOT BE BINDING ON OR ENFORCEABLE AGAINST DEALER.

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Customer's Signature — Date 10-3-22

OFFER RECEIVED BY: _____ 10-3-22
SALES REPRESENTATIVE — Date

OFFER ACCEPTED BY: _____
AUTHORIZED REPRESENTATIVE — Date

RUSH TRUCK CENTERS

Delivery Receipt

Make International Year 2023 Model LT625

Stock Number 1522489 Serial Number 3HSDYAPN5PN663204

Remarks

I HAVE RECEIVED THE ABOVE DESCRIBED VEHICLE AND I ASSUME ALL RISK OF LOSS THEREOF. THE CONDITION OF THE VEHICLE IS COMPLETELY ACCEPTABLE TO ME.

I UNDERSTAND THAT RUSH TRUCK CENTER MAY BE REQUIRED TO PROVIDE AN ODOMETER MILEAGE READING ON DOCUMENTS TO THIRD PARTIES IN CONNECTION WITH THIS TRANSACTION. I AGREE THAT RUSH TRUCK CENTER DOES NOT GUARANTEE OR MAKE ANY REPRESENTATION AS TO THE ACCURACY OF THE ODOMETER MILEAGE OF THE VEHICLE, AND SHALL HAVE NO LIABILITY OR RESPONSIBILITY OF ANY KIND IF THE ODOMETER MILEAGE READING IS NOT CORRECT. I WILL NOT MAKE ANY CLAIM AGAINST RUSH TRUCK CENTER BASED ON THE ODOMETER MILEAGE READING.

ADDITIONALLY, I HAVE PAID ALL APPLICABLE FEDERAL HIGHWAY USE TAX ON ANY UNIT(S) RUSH TRUCK CENTER ACCEPTED IN TRADE FOR THE ABOVE DESCRIBED VEHICLE AND NO OTHER TAXES OF ANY KIND ARE DUE ON ANY UNIT(S) RUSH TRUCK CENTER ACCEPTED IN TRADE FOR THE ABOVE DESCRIBED VEHICLE.

Customer Estes Express Lines

Annie L Willis
Signature

Date

Annie Willis
Printed Name

THE UNDERSIGNED RUSH TRUCK CENTER EMPLOYEE RELEASED THE VEHICLE DESCRIBED ABOVE TO THE CUSTOMER NAMED ABOVE.

Joe Turner
Signature

Joe Turner
Printed Name

Rush Truck Center, Richmond
11525 N. Lakeridge Parkway
Ashland, VA 23005
804-353-5555

Customer Invoice

2701-00544

TRUCK INFORMATION

YEAR - MAKE	2023 International	MODEL	LT625
SERIAL NO.	3HSDYAPN2PN746007	STOCK NO.	1522490
SALESMAN	Joseph Turner		

CUSTOMER INFORMATION

SOLD TO	Estes Express Lines			
ADDRESS	3901 West Broad Street			
CITY	Richmond	STATE	VA	ZIP 23230-3962

DATE	NEW OR USED	ENGINE NO.
	New	SHELL

108-1-3

61027

OPTIONAL EQUIPMENT AND ACCESSORIES

VEHICLE SALES All Sales are in US Dollars

Sales Price	95,571.14	
Factory Paid F.E.T	0.00	
F.E.T Tire Credit	0.00	
Total Factory Paid F.E.T	0.00	
Optional Extended Warranties	900.00	
Sub-Total	96,471.14	
Dealer Paid F.E.T*	11,376.86	
Local Taxes	0.00	
Documentary Fee **	0.00	
Total Cash Delivered Price	107,848.00	
Total Net Allowance on Used Vehicle(s)		0.00
Unpaid Balance Due on Delivery		107,848.00
Total Used Vehicle Allowance		0.00
Less Total Balance Owed		0.00

TRADE-IN(S)

YEAR	MAKE	MODEL	SERIAL NO.	TRADE ALLOWANCE

RUSH TRUCK CENTER

By: _____

State of _____

County of _____

_____, Being duly sworn says that he/she signed the Customer Invoice, and that the statements set forth on this Customer Invoice are true and correct.

_____ Notary Public

*** SUBJECT TO ADJUSTMENT - FINAL F.E.T. MAY VARY. ANY F.E.T. VARIANCE RESPONSIBILITY OF DEALER.**

Rush Truck Center, Richmond
11525 N. Lakeridge Parkway
Ashland, VA 23005
804-353-5555

Retail Sales Order

SALES ORDER

Please enter my order for the following:
☑ New ☑ F.E.T. Applicable
☐ Used ☐ F.E.T. Exempt

Make	International	Series	LT625
Year	2023	Body Type	
Color	YELLOW	Trim	

Serial # 3HSDYAPN2PN746007

Stock # 1522490

To be delivered on or about 5/31/2022

Date 09/27/2022

Estes Express Lines
Customer's Name

3901 West Broad Street	Richmond	VA	23230-3962
Street	City	State	Zip
54-0492941	(804) 353-1900		
Federal Tax ID #	Business Phone	Fax	

Purchaser's Name

Street	City	State	Zip

Federal Tax ID #	Business Phone	Fax

Joseph Turner
By Salesman

Truck will be Titled in Richmond County.

Sales Price	95,571.14
Factory Paid F.E.T.	0.00
F.E.T. Tire Credit	0.00
Total Factory Paid F.E.T.	0.00
Optional Extended Warranties	900.00
Sub-Total	96,471.14
Dealer Paid F.E.T. *	11,376.86
Local Taxes	0.00
Processing Fee	0.00
Delivered Price	107,848.00
Total Down Payment	0.00
Unpaid Balance Due on Delivery	107,848.00

LIENHOLDER INFORMATION

Date of Lien

Lien Holder

Draft Through

	0.00
Total Used Vehicle Allowance *	0.00
Less Total Balance Owed	0.00
Total Net Allowance on Used Vehicle(s)	0.00
Deposit or Credit Balance	0.00
Cash with Order	0.00
	0.00

*See Trade-in details on page 5

A PROCESSING FEE IS NOT AN OFFICIAL FEE. A PROCESSING FEE IS NOT REQUIRED BY LAW, BUT MAY BE CHARGEDTO BUYERS FOR HANDLING DOCUMENT S RELAT ING TO T HE CLOSING OF A SALE.

NO LIABILITY INSURANCE INCLUDED

*SUBJECT TO ADJUSTMENT – FINAL F.E.T. MAY VARY.
ANY F.E.T. VARIANCE RESPONSIBILITY OF DEALER

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This Order consists of this Page, as well as Page 3, which is initialed for identification, and only those other documents, which are specifically identified and referenced in this Order.

Customer's Signature — Date 10-3-22

OFFER RECEIVED BY: _____ Date 10-3-22
SALES REPRESENTATIVE

OFFER ACCEPTED BY: _____
AUTHORIZED REPRESENTATIVE Date

RUSH TRUCK CENTERS

Delivery Receipt

Make International Year 2023 Model LT625

Stock Number 1522490 Serial Number 3HSDYAPN2PN746007

Remarks

I HAVE RECEIVED THE ABOVE DESCRIBED VEHICLE AND I ASSUME ALL RISK OF LOSS THEREOF. THE CONDITION OF THE VEHICLE IS COMPLETELY ACCEPTABLE TO ME.

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Customer Estes Express Lines

Annie L Willis
Signature

Date

Annie Willis
Printed Name

THE UNDERSIGNED RUSH TRUCK CENTER EMPLOYEE RELEASED THE VEHICLE DESCRIBED ABOVE TO THE CUSTOMER NAMED ABOVE.

Signature

Lee Turner
Printed Name

2022 DERA State Grants
New Mexico Scrappage Statement - Activity 1

Unit#:	65276	Engine make:	Cummins
Vehicle make:	International/Navistar	Engine model:	ISM 330
Vehicle model:	8600	Engine model year:	2006
Vehicle model year:	2007	Engine horsepower:	330/370
VIN:	1HSHWAHN47J363937	Engine ID or serial number:	35155534
Odometer/usage meter reading:			

I certify that on (date) 3/30/2023, the above engine and chassis were permanently disabled. Disabling the engine consisted of drilling a three-inch hole in the engine block. Disabling the chassis consisted of cutting completely through the frame/frame-rails on each side of the vehicle/equipment at a point located between the front and rear axles. The following required, labeled digital photos of the disabled engine and chassis are attached: Side profile of the vehicle, prior to disabling; VIN tag or equipment serial number; Engine label (showing serial number, engine family number, and engine model year); Engine block, prior to hole; Engine block, after hole; and cut frame rails.

If signing electronically, I understand and agree that I will be held as legally bound, obligated, and responsible for the use of my electronic signature as I would be using my hand-written signature.

Mike Palmer

Grantee Authorized Representative (Print Grantee Name)

Grantee Authorized Representative (Grantee Signature) Date 4/21/23

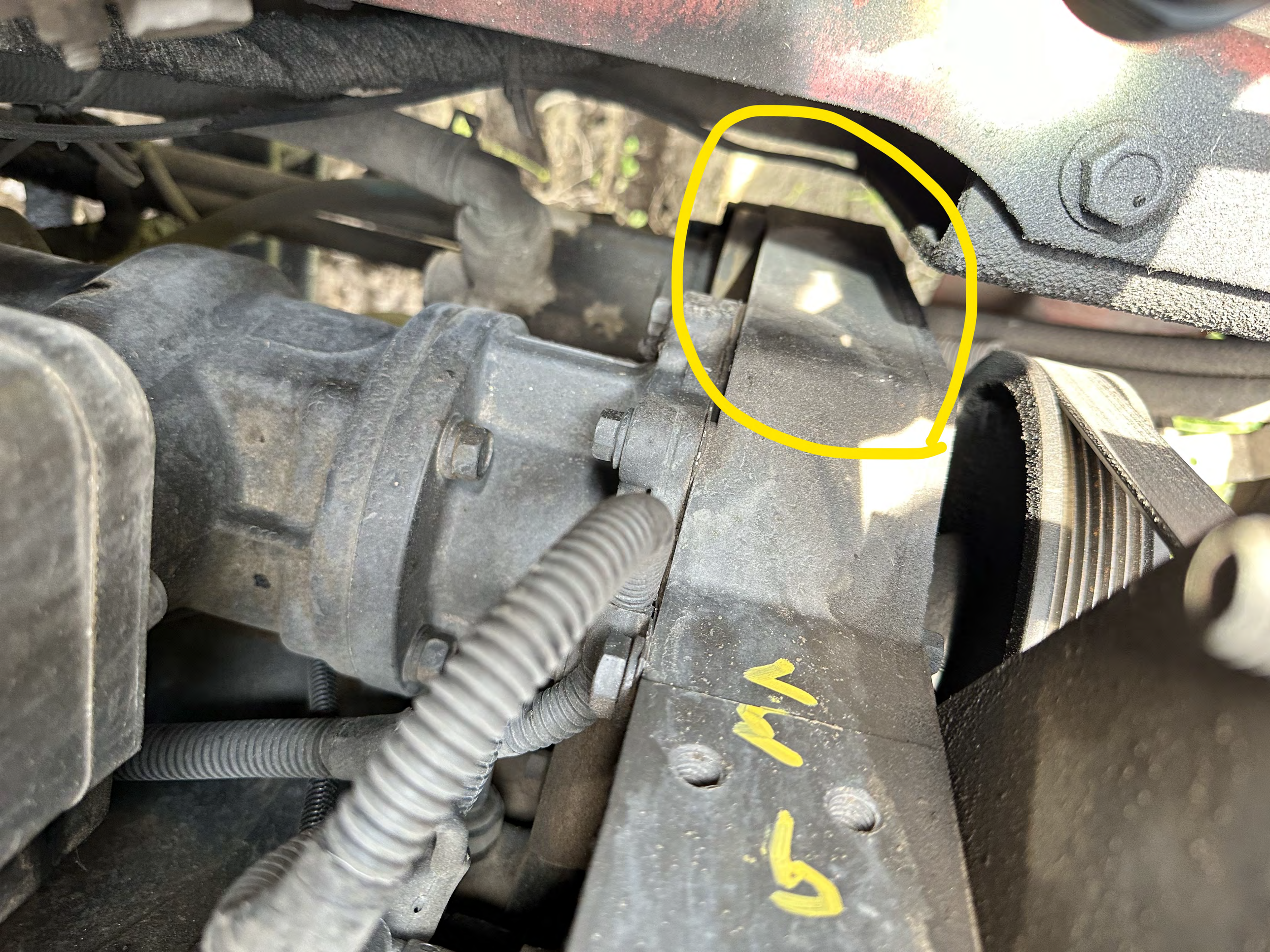
Vehicle owner's name and address: Estes Express Lines Inc 3901 West Broad St Richmond, VA 23230

Dismantler /Scrapper name and address: CRJ heavy trucks and parts
24752 HWY 59 Pastor Tx 77365

Dismantler/Scrapper (Signature) Date 4/4/2023




HYDRAULIK
HOMBURG
Made in Germany








CRJ
HEAVY TRANSPORT
HOUSTON, TX
832-906-3101

TE 03-2006
AR-RR

LB
KG

COLD DUAL
SAFTEY

EHICLE
ATION.

INTERNATIONAL TRUCK AND ENGINE CORPORATION
WARRENVILLE, ILLINOIS **INTERNATIONAL®**

VIN
1HSHWAHN47J363937

MODEL
8600 SBA 4X2

W.B.
370

DATE MFG.
03-2006

PD LOC - DATE

MADE IN THE UNITED STATES OF AMERICA

61028

EQUIPPED WITH ELECTRONIC LOGS

INTERNATIONAL

MAR Cal Apportioned YP82268

INTERNATIONAL®

MODEL

LT625 4x2

VIN

3HSDYAPN4PN746008

W.B.

400 cm 158 in

PD LOC-DATE

DATE MFG.

10/2022

G.

2022 DERA State Grants
New Mexico Scrappage Statement - Activity 2

Unit#:	65384	Engine make:	Cummins
Vehicle make:	International/Navistar	Engine model:	ISM 330
Vehicle model:	8600	Engine model year:	2006
Vehicle model year:	2007	Engine horsepower:	330/370
VIN:	1HSHWAHN27J363970	Engine ID or serial number:	35163666
Odometer/usage meter reading:			

I certify that on (date) 3/30/2023, the above engine and chassis were permanently disabled. Disabling the engine consisted of drilling a three-inch hole in the engine block. Disabling the chassis consisted of cutting completely through the frame/frame-rails on each side of the vehicle/equipment at a point located between the front and rear axles. The following required, labeled digital photos of the disabled engine and chassis are attached: Side profile of the vehicle, prior to disabling; VIN tag or equipment serial number; Engine label (showing serial number, engine family number, and engine model year); Engine block, prior to hole; Engine block, after hole; and cut frame rails.

If signing electronically, I understand and agree that I will be held as legally bound, obligated, and responsible for the use of my electronic signature as I would be using my hand-written signature.

Mike Palmer

Grantee Authorized Representative (Print Grantee Name)

Grantee Authorized Representative (Grantee Signature)

4/21/2023

Date

Vehicle owner's name and address: Estes Express Lines Inc 3901 West Broad St Richmond, VA 23230

Dismantler /Scrapper name and address: CRS heavy trucks and parts
24752 Hwy 59 Porter, TX 77365

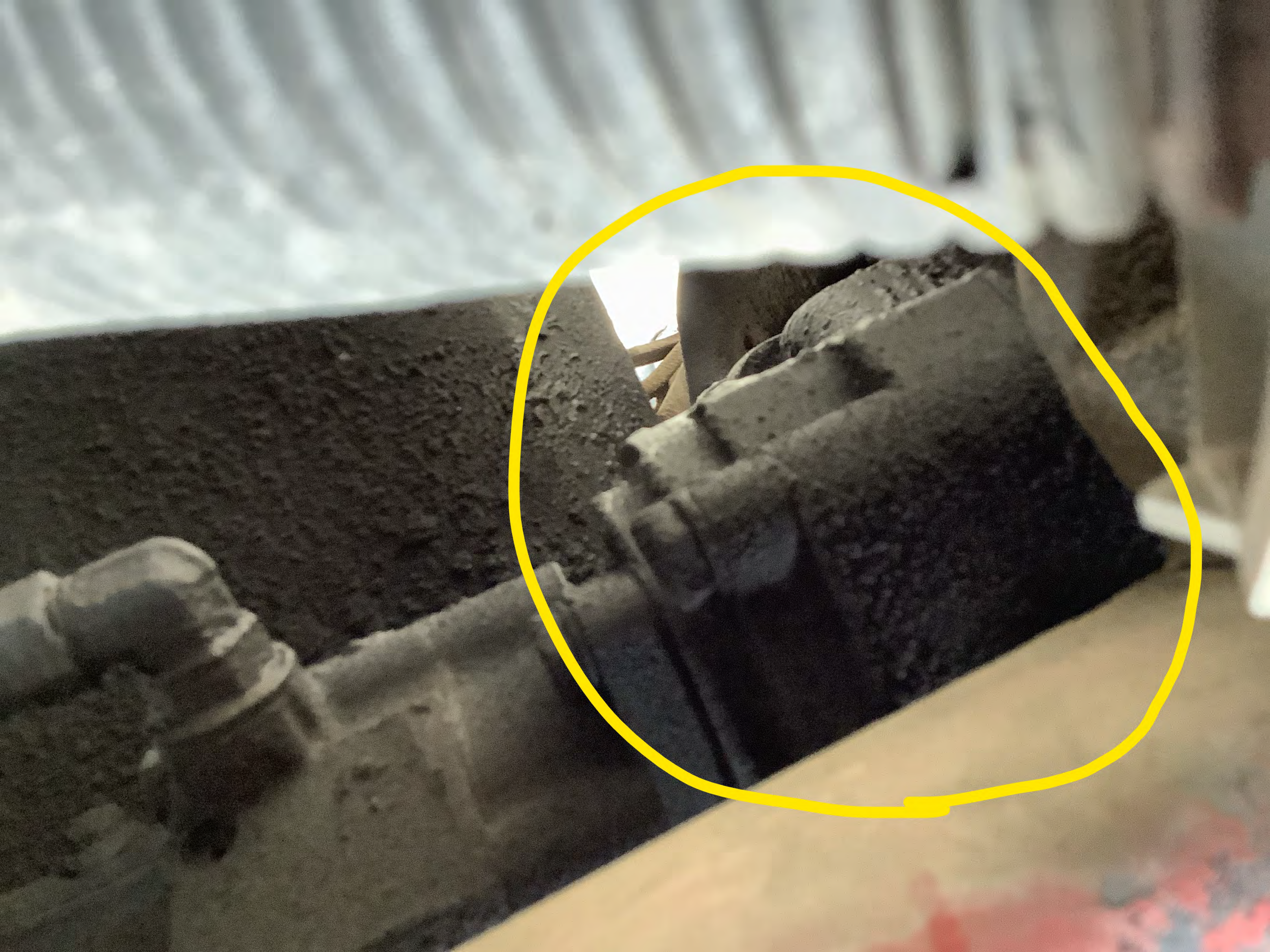
Dismantler/Scrapper (Signature)

4/4/2023

Date












Summerland
Mini
ALSA

INTERNATIONAL

8600

363970

363970

CRJ HEAVY TRUCKS
AND PARTS
NOT FOR HIRE

FIRE EXTINGUISHER INSIDE


INTERNATIONAL
8600
363970
CRJ HEAVY TRUCKS
AND PARTS
NOT FOR HIRE
USDOT
3277852
363970
7J363970
MERRITT

RPORATION DATE 08-2006
FR-REAR-RR
20000 LB
9071 KG
5R22.5G TIRES
.25 RIMS
89 KPA / 100PSI COLD DUA
OTOR VEHICLE SAFTEY
HOWN ABOVE.
UCK TRACTOR
MAY AFFECT VEHICLE
CITY INFORMATION

INTERNATIONAL TRUCK AND ENGINE CORPORATION
WARRENVILLE, ILLINOIS **INTERNATIONAL®**

VIN
1HSHWAHN27J363970

MODEL
8600 SBA 4X2

W.B.
370

DATE MFG.
08-2006

PD LOC - DATE

MADE IN THE UNITED STATES OF AMERICA

61029

61027

INTERNATIONAL

MAR Cal Apportioned
YP82269

INTERNATIONAL®

VIN
3HSDYAPN3PN826805

MODEL
LT625 4x2

DATE MFG.
10/2022

W.B.
400 cm **158** in

PD LOC-DATE

2022 DERA State Grants
New Mexico Scrappage Statement - Activity 3

Unit#:	65394	Engine make:	Cummins
Vehicle make:	International/Navistar	Engine model:	ISM 330
Vehicle model:	8600	Engine model year:	2006
Vehicle model year:	2007	Engine horsepower:	330/370
VIN:	1HSHWAHN57J363980	Engine ID or serial number:	35163537
Odometer/usage meter reading:			

I certify that on (date) 41723, the above engine and chassis were permanently

disabled. Disabling the engine consisted of drilling a three-inch hole in the engine block. Disabling the chassis consisted of cutting completely through the frame/frame-rails on each side of the vehicle/equipment at a point located between the front and rear axles. The following required, labeled digital photos of the disabled engine and chassis are attached: Side profile of the vehicle, prior to disabling; VIN tag or equipment serial number; Engine label (showing serial number, engine family number, and engine model year); Engine block, prior to hole; Engine block, after hole; and cut frame rails.

If signing electronically, I understand and agree that I will be held as legally bound, obligated, and responsible for the use of my electronic signature as I would be using my hand-written signature.

Mike Palmer

Grantee Authorized Representative (Print Grantee Name)

Grantee Authorized Representative (Grantee Signature) **4/21/203** Date

Vehicle owner's name and address: Estes Express Lines Inc 3901 West Broad St Richmond, VA 23230

Dismantler /Scrapper name and address: LKQ WESTERN TRUCK PARTS 9090 BRIGHTON RD HENDERSON, CO 80640

Dismantler/Scrapper (Signature) 4-17-2023 Date






3516353?
6CEXH0661MAU
ISM 330ST
05/06
600-800
DE9DD53C
330
2100
1250/1350
1200
190
.014
.027
4SH
POWER EGR
LG
661/10.8
8556
2100
.10

No. 35163537

Famille 6CEXH0661MAU

Model
Modèle ISM 330ST

Date of Mfg.
Date de Fabrication 05/06

Speed RPM
Vitesse de Ralenti 600-800

Ref. No. DE9DD53C

Advert. HP	
Puiss. Indiquée(ch)	3
Peak Torque(FT-LB)	
Torque Cime	
Fuel rate at Advert. HP	
Débit Combust. à Puiss,	
Valve Lash Cold	
Jeux Soupapes à Froid	
Inj. Set	
Course Inj.	.02


11007I
8-15-07




CLEAN BURN








INTERNATIONAL
UE81201


INTERNATIONAL
CAL APPORTIONED
UP81201


PWF 5339
21664
PHILLIPS
TA-DRY


INTERNATIONAL
8600
GVWR 80,000
FIRE EXTINGUISHER INSIDE

INTERNATIONAL TRUCK AND ENGINE
WARRENVILLE, ILLINOIS INTERN

VIN

1HSHWAHN57J363980

MODEL

8600 SBA 4X2

DATE MFG.

08-2006

P

MADE IN THE UNITED STATES OF AMERICA

61030

INTERNATIONAL

ESTES

MAR Cal Apportioned

YP82270

INTERNATIONAL®

VIN
3HSDYAPN5PN663204

MODEL
LT625 4x2

DATE MFG.
10/2022

W.B.
400 cm 158 in

PD LOC-DATE

2022 DERA State Grants
New Mexico Scrappage Statement - Activity 4

Unit#:	65469	Engine make:	Cummins
Vehicle make:	International/Navistar	Engine model:	ISM 330
Vehicle model:	8600	Engine model year:	2006
Vehicle model year:	2007	Engine horsepower:	330/370
VIN:	1HSHWAHN07J012166	Engine ID or serial number:	60434266
Odometer/usage meter reading:			

I certify that on (date) 3/30/2023, the above engine and chassis were permanently disabled. Disabling the engine consisted of drilling a three-inch hole in the engine block. Disabling the chassis consisted of cutting completely through the frame/frame-rails on each side of the vehicle/equipment at a point located between the front and rear axles. The following required, labeled digital photos of the disabled engine and chassis are attached: Side profile of the vehicle, prior to disabling; VIN tag or equipment serial number; Engine label (showing serial number, engine family number, and engine model year); Engine block, prior to hole; Engine block, after hole; and cut frame rails.

If signing electronically, I understand and agree that I will be held as legally bound, obligated, and responsible for the use of my electronic signature as I would be using my hand-written signature.

Mike Palmer

Grantee Authorized Representative (Print Grantee Name)

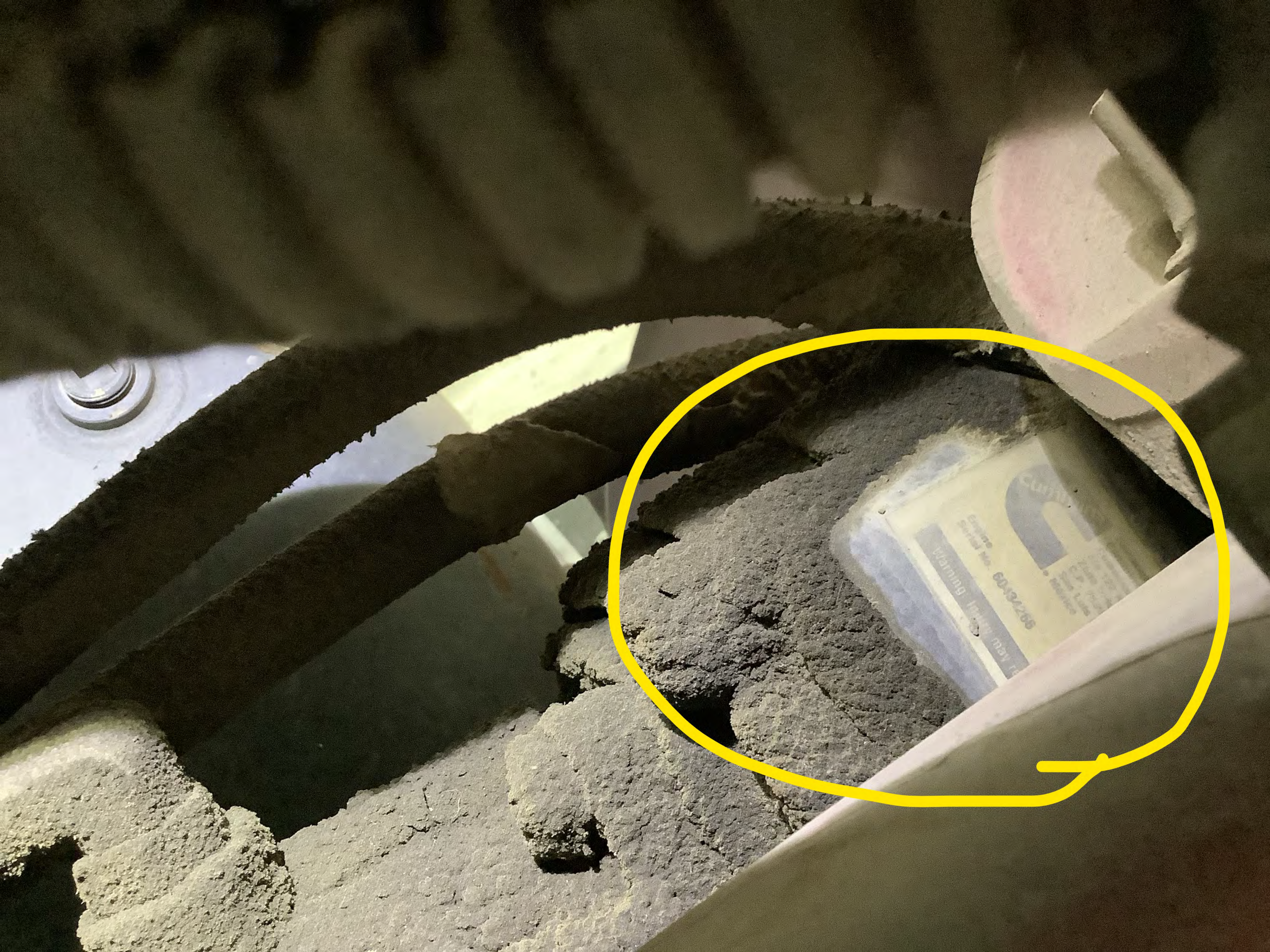
Grantee Authorized Representative (Grantee Signature) — Date: **4/21/2023**

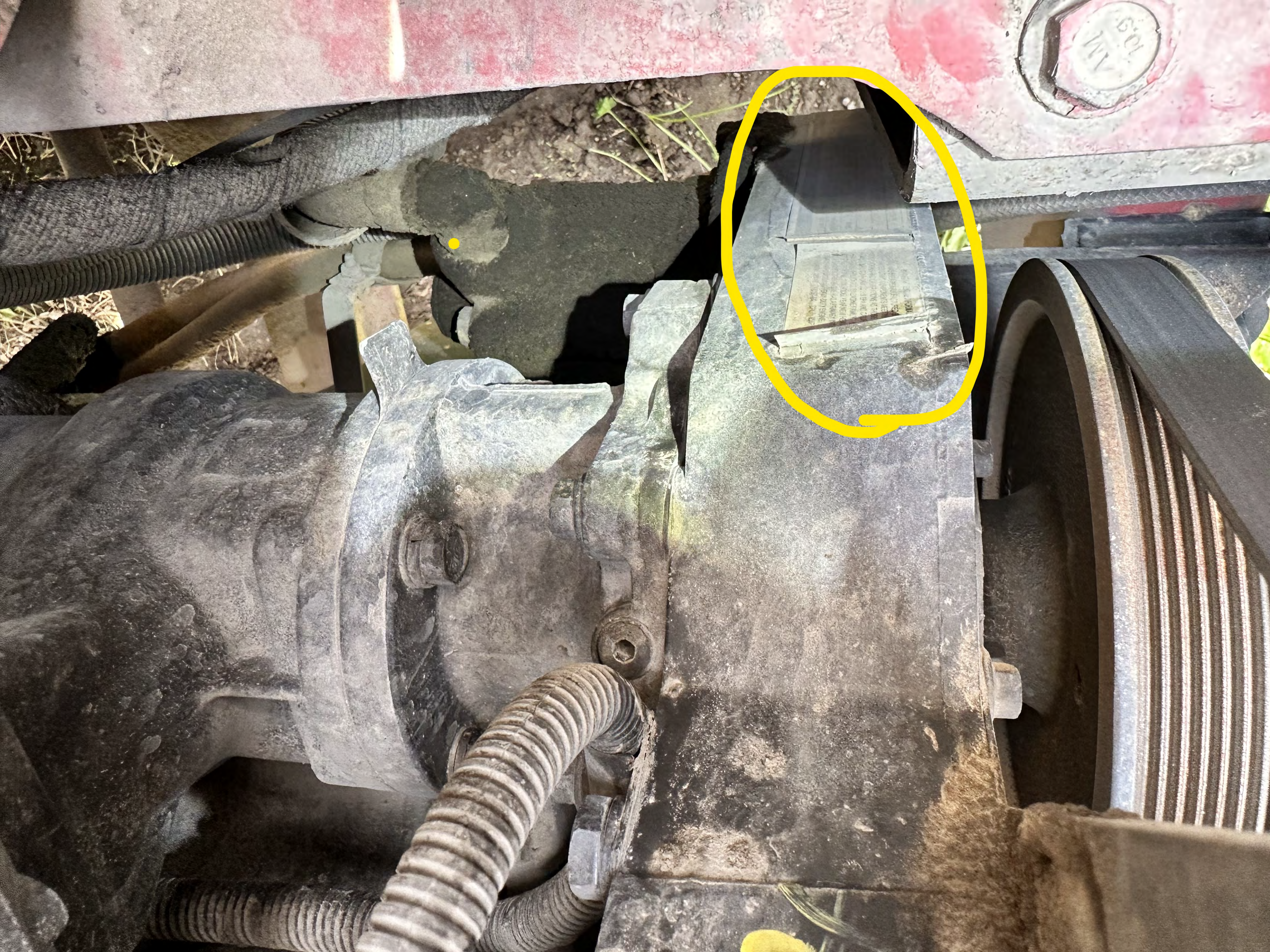
Vehicle owner's name and address: Estes Express Lines Inc 3901 West Broad St Richmond, VA 23230

Dismantler /Scrapper name and address: CRJ heavy trucks and parts
24752 HWY 59 Porter Tx 77365

Dismantler/Scrapper (Signature) — Date: 4/4/2023











MAY 19, 2023
2M6930Y

MAY 19, 2023
2M6930Y


INTERNATIONAL

E CORPORATION DATE 09-2006
FR-REAR-RR
20000
9071 LB KG
295/75R22.5G TIRES
22.5X8.25 RIMS
AT 689 KPA / 100 PSI COLD DUAL
ERAL MOTOR VEHICLE SAFTEY
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FISCAL YEAR 2019

STATE CLEAN DIESEL GRANT PROGRAM

WORK PLAN AND BUDGET NARRATIVE TEMPLATE

INSTRUCTIONS: States and territories applying for FY 2019 DERA State Clean Diesel Grant Program funding must use this template to prepare their Work Plan and Budget Narrative.

Please refer to the FY 2019 STATE CLEAN DIESEL PROGRAM INFORMATION GUIDE for full Program details, eligibility criteria and funding restrictions, and application instructions.

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SUMMARY PAGE

Project Title:

Project Manager and Contact Information

Organization Name: New Mexico Environment Department

Project Manager: Neal Butt

Mailing Address: 525 Camino de los Marquez, Santa Fe NM 87505

Phone: (505) 629-2972

Fax: 505-476-4375

Email: neal.butt@state.nm.us

Project Budget Overview:

	FY 2019
EPA Base Allocation	$ 317,553
State or Territory Voluntary Matching Funds (if applicable)	$ 317,553
EPA Match Incentive (Bonus) (if applicable)	$ 158,777
Mandatory Cost-Share	$TBD
TOTAL Project Cost	**$793,883**
Other Leveraged Funds	$0

Project Period

October 1, 2019 – September 30, 2023. The AQB is requesting a no-cost time extension for the DERA FY19 state allocation to extend the Project Period until September 30, 2023.

Summary Statement

The mission of the New Mexico Environment Department's Air Quality Bureau (AQB) is to "Protect the inhabitants and natural beauty of New Mexico by preventing the deterioration of air quality." Reducing harmful emissions generated from heavy-duty diesel-fueled vehicles is a progressive step towards upholding the mission of the AQB.

DERA funds afford the State of New Mexico the opportunity to address and reduce harmful emissions generated by heavy-duty diesel-fueled trucks. The AQB has successfully implemented a variety of diesel emission reduction projects throughout the state, enhancing air quality and the quality of the lives of the residents that are regularly exposed to the harmful emissions emitted from diesel-fueled vehicles.

New Mexico's Clean Diesel Program is a sub-grant program designed to reduce diesel emissions. The program will be applied broadly across various sectors in the state, employing a variety of diesel emission reduction technologies. The program will primarily target publicly-owned fleets that operate in highly populated areas, areas with sensitive receptor groups such as schools or medical facilities, areas that receive a disproportionate quantity of air pollution for diesel fleets, and areas that are, or near non-attainment for particulate matter or ozone.

Selected early vehicle replacement projects will meet the requirements as outlined in the program guide. The project(s) will be thoroughly documented, and the older vehicles will be disabled according to the program guide. New Mexico intends to use Volkswagen Environmental Mitigation Trust funds (VW Trust Funds) to match federal funds for fiscal year 2019.

The New Mexico Clean Diesel website can be found at: https://www.env.nm.gov/air-quality/diesel/

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SCOPE OF WORK

The New Mexico Environment Department (NMED) will implement a sub-grant program that reduces on- and non-road (including stationary) diesel emissions in the state. The State plans to use VW Trust Funds as the non-federal voluntary match for the fiscal year 2019 grant as outlined in Appendix D-2 of the Final Trust. Use of those funds will be in line with the scope of work outlined in this plan and the funding restrictions outlined in the FY-19 State Clean Diesel Grant Program Information Guide.
https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100WK7X.pdf

STATE/TERRITORY GOALS AND PRIORITIES:

The AQB is the agency with jurisdiction over air quality within New Mexico except for tribal lands and Bernalillo County. The mission of the AQB is to protect the inhabitants and natural beauty of New Mexico by preventing the deterioration of air quality. The AQB is responsible for enforcing the National Ambient Air Quality Standards (NAAQS). Regulatory authority comes from the New Mexico Environmental Improvement Act, Air Quality Control Act, and our EPA-approved State Implementation Plan (SIP). The New Mexico Clean Diesel Program (NMCDP)

supports the mission of the AQB by reducing diesel emissions generated by on-road and non-road diesel engines.

With the longevity, popularity and need for diesel-fueled trucks, emissions generated from diesel-fueled vehicles continue to be a growing concern, especially in those areas that are disproportionally affected by diesel fleets. DERA funds have afforded the State of New Mexico the opportunity to address the harmful emissions from diesel-fueled on-road and non-road vehicles, supporting the AQB's mission.

The AQB will select projects that will reduce or eliminate emissions associated with diesel-fueled on-road and non-road sources, focusing on the most cost-effective projects that will maximize emission reductions. The following list indicates the State's overall goals utilizing the DERA funds. This list is not meant to be inclusive. The State may consider other qualifications and factors when selecting projects for funding.

1. Focus on funding projects that repower or replace older diesel-fueled vehicles and engines.
2. Focus on vehicles, engines, and equipment operating or located in or near areas that bear a disproportionate share of the air pollution burden (priority areas), such as:
    a. Distribution centers;
    b. Fleet yards, to include school bus fleets;
    c. Truck stops;
    d. Major roadways/highways;
    e. Multimodal centers;
    f. Ports;
    g. Rail and bus terminals;
    h. Airports; and
    i. Environmental justice areas.
3. Prioritize projects located in or near areas that are in nonattainment of the NAAQS for ozone (O_3), particulate matter (PM), or nitrogen dioxide (NO_2).
4. Focus on projects located in areas with high population density and high traffic density. In New Mexico, areas of high population density are often the areas with the poorest air quality.

While priority will be given to the areas mentioned above, the AQB will also implement diesel emission reduction projects in other areas within the state allowing other communities to benefit from diesel emissions reductions on local fleets as funds allow.

New Mexico is considered a freight bridge state that is subject to high volumes of diesel truck and rail traffic. Along with the high volume of truck traffic, there is the needed infrastructure, truck stops, rail fueling facilities, and distribution centers, to support heavy-duty diesel-fueled vehicles as they pass through the state. There are three major interstate highways, several U.S. highways, and several railroad lines that traverse the state. Disproportionally affected residents often reside near and adjacent to areas that are heavily impacted by diesel emissions.

New Mexico is known for its blue skies and scenic vistas, with the majority of the state having clean air. However, there are areas of concern within the state that will receive priority for project funding, including the following:

San Juan County is a 5,500-square-mile county in the northwest corner of New Mexico with a population of 130,044 (2010 census, U.S. Census Bureau). In recent years, monitoring conducted in San Juan County by the AQB has recorded levels of ozone that have come close to, but not yet exceeded, the NAAQS for ozone. San Juan County is near several Class I areas and adjacent to the Navajo Nation, Southern Ute Indian Tribe, Ute Mountain Ute, and Jicarilla Apache Nation reservations. This region has a history of elevated levels of ground-level ozone and impaired visibility. Oil and gas production and coal-fired power plants result in air pollution that contribute to the ozone design value. Specific concerns include exceedances of the ozone NAAQS, Prevention of Significant Deterioration (PSD) increment consumption, degradation of visibility, and increased deposition.

In addition to oil and gas facilities and power plants in the area, there is heavy truck traffic on the arterial highways that lead through San Juan County and the cities of Farmington, Aztec, and Bloomfield. With the increasing popularity of both light- and heavy-duty diesel-fueled vehicles used for commercial and personal use, diesel exhaust emissions are likely to increase in this area contributing to the further degradation of air quality in this area.

The City of Albuquerque, in Bernalillo County, is the largest city in New Mexico. Bernalillo County has a population of approximately 674,221 (2010 census, U.S. Census Bureau). Albuquerque is located at the intersection of Interstate 40 and Interstate 25. Interstate 40 is a thoroughfare for the east-west transport of goods through the state and Interstate 25 is a major United States-Mexico-Canada Agreement, (USMCA) thoroughfare. As the largest city in the state and its location at the intersection of two major thoroughfares, Albuquerque is a hub for freight fleets, distributions centers and several large truck stops. Growth in freight demand (both within and outside of New Mexico) continues to add more trucks to these corridors. An international airport and two rail lines are located within the city. The Rail Runner Express commuter train has approximately 22 north and south bound trains running daily through ABQ during the work week. Transportation infrastructure contributes to sources of emissions generated by heavy-duty diesel-fueled vehicles.

Doña Ana County is comprised of 3,804-square-miles in the south-central section of New Mexico with an estimated population of 209,233 (2010 census, U.S. Census Bureau). This region has historically had air quality problems, including particulate matter from high wind dust events and ozone pollution. There are two areas designated as nonattainment, one area for particulate matter 10 microns or less in size (PM10) in the town of Anthony, NM and one located in Sunland Park for ozone.

Doña Ana County's population is greater than 65% Hispanic, with approximately 25% of the county residents living below the poverty level. Interstate 10 intersects with the southern

terminus of I-25 in Doña Ana County. I-10 is a thoroughfare for the east-west transport of goods and I-25 is a major USMCA thoroughfare. There is an east/west Class I rail line that passes through southern Dona Anna County, including the southern part of the nonattainment area in Sunland Park. Up to 200 trains may pass through this area each day. An intermodal facility services the rail line.

Other areas of concern in the state are those where the ozone design value is within 95 percent of the ozone standard, such as the ozone monitors located in San Juan, Eddy, Lea, Rio Arriba, Sandoval, Valencia and Dona Aña counties. Carlsbad Caverns, a Class I area, is located in Eddy County, and an additional Class-I area, Guadalupe Mountains National Park, is adjacent to the county's southern border. In addition to the heavy presence of the oil and gas industry in Lea and Eddy counties, there is heavy truck traffic on the arterial highways that lead throughout the counties.

Doña Ana, Luna and Valencia Counties are listed in the EPA's 2018 National Priority List for counties and areas where all or part of the population is exposed to more than 2.0 μg/m3 of diesel particulate matter emissions in the 2011 National Scale Air Toxics Assessment.

VEHICLES AND TECHNOLOGIES

NMED chooses to support a variety of emission reduction strategies and project partners in order to maximize our success. In past years, grantees with the State Clean Diesel program favored idle reduction technology and vehicle replacements. In addition to continuing to support vehicle replacement projects that utilize new, cleaner diesel engines, NMED will also encourage applicants to consider use of cleaner alternative fuels and exhaust controls.

1. Eligible Applicants
   The solicitation will be open to municipal, State or regional agencies and departments and, as funds allow, to private sector businesses operating primarily in New Mexico.

2. Eligible Diesel Vehicles, Engines and Equipment
   A. Buses (school buses Types A-D, medium and heavy-duty transit);
   B. Medium-duty or heavy-duty trucks;
   C. Marine Engines;
   D. Locomotives; and
   E. Nonroad engines, equipment or vehicles used in:
      i. Construction;
      ii. Handling of cargo (including at a port or airport);
      iii. Agriculture;
      iv. Mining; or
      v. Energy production (including stationary generators and pumps).

3. Eligible Diesel Emission Reduction Solutions

Projects must include one or more of the following diesel emission reduction solutions that utilize a certified engine configuration and/or a verified technology.

A. Diesel Engine Retrofit Technologies
NMED will fund up to 100% of the cost (labor and equipment) for an eligible verified diesel engine retrofit technology. The eligible cost of retrofits includes the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the equipment functional, including related labor expenses.

A list of eligible, EPA verified diesel engine retrofit technologies is available at: www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel ; a list of eligible, California Air Resources Board (CARB) verified diesel engine retrofit technologies is available at: www.arb.ca.gov/diesel/verdev/vt/cvt.htm. The types (e.g., diesel oxidation catalysts (DOC), and diesel particulate filters (DPF)) of retrofits proposed for funding under this category must exist on one of these lists for the specific vehicle/engine application specified in the application at the time of application submission to NMED. If selected for funding, the actual engine retrofit technologies used by the grant recipient must be specifically named on EPA or CARB's Verified Technologies lists at the time of acquisition and used only for the vehicle/engine applications specified on the list to be eligible for funding.

B. Engine Upgrades and Remanufacture Systems
NMED will fund up to 40% of the cost (labor and equipment) of an eligible nonroad, locomotive engine upgrade. To be eligible for funding, the upgrade must either be a verified retrofit as described above, or a certified remanufactured system that will result in a significant emissions benefit by rebuilding the engine to a cleaner engine configuration. For an engine to be eligible for an upgrade, the engine must be currently operating and performing its intended function. If a certified remanufacture system for a locomotive includes a full engine replacement, the funding restrictions in Fleet Expansion will apply. If a certified remanufacture system is applied at the time of rebuild, funds under this award cannot be used for the entire cost of the engine rebuild, but only for the cost of the certified remanufacture system and associated labor costs for installation.

A list of eligible, EPA verified engine upgrade technologies is available at: www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel. Lists of certified remanufacture systems for locomotives engines are available at: www.epa.gov/compliance-and-fuel-economy-data/engine-certification-data, and additional information on remanufacture systems, are available at: www.epa.gov/vehicle-and-engine- certification/remanufacture-systems-category-1-and-2-marine-diesel-engines. The actual engine upgrades or remanufacture systems used by the grant recipient must be specifically named on EPA's list of certified remanufacture systems or EPA's or CARB's Verified Exhaust Control Technologies lists at the time of acquisition, and used only for the vehicle/engine applications specified on the lists, to be eligible for funding.

C. Cleaner Fuels and Additives:

NMED will not fund stand-alone cleaner fuel/additive use. For new or expanded use, this funding can cover the cost differential between the cleaner fuel/additive and conventional diesel fuel if that cleaner fuel is used in combination, and on the same vehicle, with a new eligible verified engine retrofit or an eligible engine upgrade or an eligible certified engine replacement or an eligible certified vehicle/equipment replacement funded under this Program, as described in this Section.

A list of eligible, EPA-verified cleaner fuels and additives is available at: www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel; a list of eligible, CARB-verified cleaner fuels and additives is available at: www.arb.ca.gov/diesel/verdev/vt/cvt.htm.

D. Idle Reduction Technologies

An idle reduction project is generally defined as the installation of a technology or device that reduces unnecessary idling of diesel vehicles or equipment and/or is designed to provide services (such as heat, air conditioning, and/or electricity) to vehicles and equipment that would otherwise require the operation of the main drive or auxiliary engine(s) while the vehicle is temporarily parked or remains stationary. The reduction in idling will conserve diesel fuel and must also lower emissions.

Lists of eligible, EPA verified idle reduction technologies are available at: www.epa.gov/verified-diesel-tech/smartway-technology. The types of idle reduction technologies proposed for funding under this category must exist on this list for the vehicle/engine application specified in the application at the time of application submission to EPA. The technology categories include: auxiliary power units and generator sets; battery air conditioning systems; thermal storage systems; electrified parking spaces (truck stop electrification); fuel operated heaters; and automatic shutdown/start-up systems for locomotives. The actual idle reduction technologies used must be specifically named on EPA's SmartWay Verified Technologies list at the time of acquisition and used only for the vehicle/engine applications specified on the list, to be eligible for funding.

i. Locomotive Idle Reduction Technologies: NMED will fund up to 40% of the cost (labor and equipment) of eligible verified idle reduction technologies for locomotives.

ii. Electrified Parking Spaces: Electrified Parking Spaces (EPS), also known as Truck Stop Electrification (TSE), operate independently of the truck's engine and allows the truck engine to be turned off as the EPS system supplies heating, cooling, and/or electrical power. The EPS system provides off-board electrical power to operate either:

- an independent heating, cooling, and electrical power system, or
- a truck-integrated heating and cooling system, or
- a plug-in refrigeration system that would otherwise be powered by an engine.

NMED will fund up to 30% of the cost (labor and equipment) of eligible electrified parking space technologies, including the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the equipment functional. Examples of eligible EPS costs include, but are not limited to, the purchase and installation of electrical infrastructure or equipment to enable heating, cooling, and the use of cab power for parked trucks, or to enable the use of power for transport refrigeration units (TRUs) and auxiliary power systems at distribution centers, intermodal facilities, and other places where trucks congregate. Examples of ineligible costs for EPS include but are not limited to: on-board auxiliary power units and other equipment installed on trucks; equipment and services unrelated to heating and cooling (e.g., telephone, internet, television, etc.); TRUs; electricity costs; and operation and maintenance costs.

iii. Highway Idle Reduction Technologies: Funding can cover up to 100% of the cost (labor and equipment) for verified idle reduction technologies installed on long haul Class 8 trucks that primarily operated in the State and school buses, if combined on the same vehicle with the new installation of one or more of the Verified Engine Retrofit Technologies funded under this Program, as described in this Section. Funding can cover up to 100% of the cost (labor and equipment) for verified idle reduction technologies installed on long haul Class 8 trucks and school buses with model year 2006 or older engines that have been previously retrofitted with a verified emission control device. Funding can cover up to 25% of the cost (labor and equipment) of stand-alone installations of eligible, verified idle reduction technologies on long-haul trucks and school buses.

E. Aerodynamic Technologies and Verified Low Rolling Resistance Tires

To improve fuel efficiency, long haul Class 8 trucks can be retrofitted with aerodynamic trailer fairings or the fairings can be provided as new equipment options. Certain tire models can provide a reduction in NO_x emissions and fuel savings, relative to the "standard" new tires for long haul Class 8 trucks, when used on all axles.

A list of eligible, EPA verified aerodynamic technologies is available at: www.epa.gov/verified-diesel-tech/smartway-verified-list-aerodynamic-devices, and includes:

- gap fairings that reduce the gap between the tractor and the trailer to reduce turbulence;

- trailer side skirts that minimize wind under the trailer; and
- trailer rear fairings that reduce turbulence and pressure drop at the rear of the trailer.

A list of EPA verified low rolling resistance tires is available at: www.epa.gov/verified- diesel-tech/smartway-verified-list-low-rolling-resistance-lrr-new-and-retread-tire, and includes both dual tires and single wide tires (single wide tires replace the double tire on each end of a drive or trailer axle, in effect turning an "18" wheeler into a "10" wheeler). Low rolling resistance tires can be used with lower-weight aluminum wheels to further improve fuel savings, however aluminum wheels are not eligible for funding under this program.

The actual technologies/tires used by the grant recipient must be specifically named on EPA's SmartWay Verified Technologies list at the time of acquisition and used only for the vehicle/engine applications specified on the list, in order to be eligible for funding.

NMED will not fund stand-alone aerodynamic technologies or low rolling resistance tires. Funding can cover up to 100% of the cost (labor and equipment) for verified aerodynamic technologies or verified low rolling resistance tires installed on long haul Class 8 trucks, if combined on the same vehicle with the new installation of one or more of the Verified Engine Retrofit Technologies funded under this program, as described in this Section.

F. Engine Replacement:

Engine Replacement includes, but is not limited to, diesel engine replacement with an engine certified for use with diesel or an alternative fuel (e.g., gasoline, CNG, propane), diesel engine replacement with a zero tailpipe emissions power source (grid, battery or fuel cell), and/or diesel engine replacement with an electric generator(s) (genset). Zero tailpipe emissions engine replacements do not require EPA or CARB certification.

The eligible cost of engine replacement includes the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the equipment functional, including related labor expenses. Charges for equipment and parts on engine replacement projects are only eligible for funding if they are included in the certified engine configuration and/or are required to ensure the effective installation and functioning of the new technology but are not part of typical vehicle or equipment maintenance or repair. Examples of ineligible engine replacement costs include, but are not limited to: tires, cabs, axles, paint, brakes, and mufflers. For engine replacement with battery, fuel cell, and grid electric, examples of eligible engine replacement costs include, but are not limited to: electric motors, electric inverters,

battery assembly, direct drive transmission/gearbox, regenerative braking system, vehicle control/central processing unit, vehicle instrument cluster, hydrogen storage tank, hydrogen management system, fuel cell stack assembly, and the purchase and installation of electrical infrastructure or equipment to enable the use of power. Examples of ineligible costs include, but are not limited to, electricity, and operation and maintenance costs.

No funds awarded under the Program may be used for the purchase of engines to expand a fleet. Engine replacement projects are eligible for funding on the condition that the following criteria are satisfied:

- The replacement engine will continue to perform the same function and operation as the engine that is being replaced.
- The replacement engine will be of the same type and similar gross vehicle weight rating or horsepower as the engine being replaced.
- The engine being replaced must be scrapped or rendered permanently disabled within ninety (90) days of being replaced.

i. Locomotive and Nonroad Diesel Vehicles and Equipment:
   a. NMED will fund up to 40% of the cost (labor and equipment) of replacing a diesel engine with a 2019 model year or newer engine certified to EPA emission standards. Previous engine model year engines may be used if the engine is certified to the same emission standards applicable to the engine in EMY 2019. Nonroad, locomotive engine emission standards are on EPA's website at: www.epa.gov/emission- standards-reference-guide/epa-emission-standards-nonroad-engines-and-vehicles.
   b. Funding can cover up to 60% of the cost (labor and equipment) of replacing a diesel engine with a zero tailpipe emissions power source.
   c. Funds cannot be used to replace a non-road engine that runs for less than 500 hours per year. Funds cannot be used to replace a locomotive engine that runs less than 1,000 hours per year.

ii. Highway Diesel Vehicles:
   a. NMED will fund up to 40% of the cost of a replacement vehicle powered by a 2016 model year or newer engine certified to EPA emission standards. Highway engine emission standards are on EPA's website at: https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles
   b. NMED will fund up to 50% of the cost (labor and equipment) of replacing a diesel engine with a 2016 model year or newer engine that is certified to CARB's Optional Low-NOx Standards of 0.1 g/bhp-hr, 0.05 g/bhp-hr, or 0.02 g/bhp-hr NOx. Engines certified to CARB's Optional Low NOx Standards may be found by searching CARB's Executive Orders for Heavy-duty Engines and Vehicles, found at: www.arb.ca.gov/msprog/onroad/cert/cert.php.
   c. NMED will fund up to 60% of the cost of a new, zero tailpipe emissions

replacement vehicle.

G. Vehicle and Equipment Replacements:

Nonroad and highway diesel vehicles and equipment can be replaced under this program with newer, cleaner vehicles and equipment that operate on diesel or alternative fuels and use engines certified by EPA and, if applicable, CARB to meet a more stringent set of engine emission standards. Replacement includes, but is not limited to, diesel vehicle/equipment replacement with newer, cleaner diesel, zero tailpipe emission (grid, battery or fuel cell), hybrid or alternative fuel (e.g., gasoline, CNG, propane) vehicles/equipment. Zero tailpipe emissions vehicles and equipment do not require EPA or CARB certification.

The eligible cost of a vehicle/equipment replacement includes the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the equipment functional. The cost of additional "optional" components or "add-ons" that significantly increase the cost of the vehicle may not be eligible for funding under the grant; the replacement vehicle should resemble the replaced vehicle in form and function. For grid electric powered equipment replacements, examples of eligible replacement costs include, but are not limited to, the purchase and installation of electrical infrastructure or equipment to enable the use of power. Examples of ineligible costs include, but are not limited to, electricity, and operation and maintenance costs.
No funds awarded under the Program may be used for the purchase of vehicles or equipment to expand a fleet. Vehicle or equipment replacement projects are eligible for funding on the condition that the following criteria are satisfied:

- The replacement vehicle or equipment will continue to perform the same function and operation as the vehicle or equipment that is being replaced. The replacement vehicle or equipment will be of the same type and similar gross vehicle weight rating or horsepower as the vehicle or equipment being replaced.
- The vehicle or equipment being replaced must be scrapped or rendered permanently disabled within ninety (90) days of being replaced.

i. Locomotives and Nonroad Diesel Vehicles and Equipment
   a. NMED will fund up to 25% of the cost of a replacement locomotive or nonroad vehicle or piece of equipment powered by a 2019 model year or newer engine certified to EPA emission standards. Previous engine model year engines may be used if the engine is certified to the same emission standards applicable to EMY 2019. Nonroad, locomotive and marine engine emission standards are on EPA's website at: www.epa.gov/emission-standards-reference-guide/epa-emission- standards-nonroad-engines-and-vehicles.

b. NMED will fund up to 45% of the cost of a new, zero tailpipe emissions locomotive, marine vessel, or nonroad vehicle or piece of equipment.
c. Funds cannot be used to replace a non-road vehicle that runs for less than 500 hours per year. Funds cannot be used to replace a locomotive that runs less than 1,000 hours per year.

ii. Highway Diesel Vehicles and Buses (other than Drayage)
a. NMED will fund up to 25% of the cost of a replacement vehicle powered by a 2016 model year or newer engine certified to EPA emission standards. Highway engine emission standards are on EPA's website at: www.epa.gov/emission-standards- reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles.
b. NMED will fund up to 35% of the cost of a replacement vehicle powered by a 2016 model year or newer engine certified to meet CARB's Optional Low-NO_x Standards of 0.1 g/bhp-hr, 0.05 g/bhp-hr, or 0.02 g/bhp-hr NO_x. Engines certified to CARB's Optional Low NO_x Standards may be found by searching CARB's Executive Orders for Heavy-duty Engines and Vehicles, found at: www.arb.ca.gov/msprog/onroad/cert/cert.php.
d. NMED will fund up to 45% of the cost of a new, zero tailpipe emissions replacement vehicle.

iii. Drayage Vehicles:
NMED will fund up to 50% of the cost of a replacement drayage truck powered by a 2013 model year or newer certified engine.

a. Definition of Drayage Truck: A "Drayage Truck" means any Class 8 (GVWR greater than 33,000) highway vehicle operating on or transgressing through port or intermodal rail yard property for the purpose of loading, unloading or transporting cargo, such as containerized, bulk or break-bulk goods.
b. Drayage Operating Guidelines: If an application for the replacement of drayage trucks is selected for funding, the grant recipient will be required to establish guidelines to ensure that any existing truck replaced with grant funds has a history of operating on a frequent basis over the prior year as a drayage truck, and to ensure any new truck purchased with grant funds is operated in a manner consistent with the definition of a drayage truck, as defined above. For an example of sample guidelines, see https://www.epa.gov/cleandiesel/clean-diesel-state-forms-and-documents.

H. Clean Alternative Fuel Conversions:

Conventional, original equipment manufacturer (OEM) highway diesel vehicles and engines that are altered to operate on alternative fuels such as propane or natural gas are classified as aftermarket clean alternative fuel conversions. Clean alternative fuel conversions are accomplished by applying a certified or compliant alternative fuel conversion "kit" to an existing highway diesel engine.

Funding can cover up to 40% of the cost (labor and equipment) of an eligible certified or compliant clean alternative fuel conversion. Eligible conversions are limited to those systems that have been certified by EPA and/or CARB, and those systems that have been approved by EPA for Intermediate-Age engines. EPA's lists of "Certified Conversion Systems for New Vehicles and Engines" and "Conversion Systems for Intermediate-Age Vehicles and Engines" are available at www.epa.gov/vehicle-and-engine-certification/lists-epa-compliant- alternative-fuel-conversion-systems; CARB's list of "Approved Alternate Fuel Retrofit Systems" are available at: www.arb.ca.gov/msprog/aftermkt/altfuel/altfuel.htm.

To be eligible for funding, conversion systems for engine model years 1995-2006 must achieve at least a 30% NO_x reduction and a 10% PM reduction from the applicable certified emission standards of the original engine. To be eligible for funding, conversion systems for engine model years 2007-2009 must achieve at least a 20% NO_x reduction with no increase in PM from the applicable certified emission standards of the original engine. Applications for clean alternative fuel conversions should include a discussion of the availability of conversion systems and indicate the pre- and post-project emission standard levels of the engines to demonstrate that the conversions result in the required emissions benefit.

ROLES AND RESPONSIBILITIES:

As with prior projects, NMED will collaborate with other state agencies, municipalities and school districts, public and private transit companies, and private fleets. As noted, we believe that making the sub-grants and participant support costs available to the widest possible audience will help with our success. Subawards will be disbursed through a solicitation for projects and the participant support costs will be disbursed through a rebate type program.

Use of VW Trust Funds to match the federal fiscal year 2018 funds for will likely focus on municipal and state-owned fleets as well as other publicly owned fleets.

TIMELINE AND MILESTONES:

Activity	Anticipated Start Date*	Comments

Initiate RFP/Application process	Date of award	This date is dependent on the date that the AQB receives notice of award.
Select fleet	First quarter after the notice of award.	The NMED will send out an announcement for the availability of the DERA state allocation.
Project implementation	Second and third quarters after award.	This time frame will allow the NMED to draft grant agreements and get signatures.
Project completion	September 30, 2023	Projects must be completed by this date including all documentation needed for reimbursement.
*Anticipated date of award is October 1, 2019.		

DERA PROGRAMMATIC PRIORITIES

New Mexico will ensure that the programmatic priorities, as outlined in the FY 19 State Clean Diesel Grant Program Information Guide will be met by selecting diesel emission reduction projects that achieve significant reductions in diesel emissions and reductions in diesel emission exposure from vehicles, engines, and equipment. Additionally, EPA's priorities include projects located in areas that receive a disproportionate quantity of air pollution from diesel fleets, including: truck stops; ports; rail yards; terminals; construction sites; and school bus depots/yards. The State's Clean Diesel Program will prioritize projects for diesel vehicles and equipment operating in highly populated areas, areas with sensitive receptor groups such as schools or hospitals, or areas that receive a disproportionate quantity of air pollution from diesel fleets, and in areas that are near non-attainment for other pollutants such as particulate matter. EPA has identified a list of priority counties and areas, which can be found here https://www.epa.gov/sites/production/files/2018-04/documents/fy18-priority-counties-national.pdf . In New Mexico, Doña Ana, Luna and Valencia Counties have been identified as a priority counties as areas with toxic air pollutant concerns as identified from the National Air Toxics Assessment data.

Diesel exhaust is a complex mixture of pollutants including particulate matter, nitrogen oxides and volatile organic compounds which contribute to smog, acid rain, climate change, and a range of health problems. Truck drivers, railroad workers and equipment operators may have an increased risk of health-related issues from occupational exposure to diesel exhaust. The PM2.5 and toxic chemicals found in diesel exhaust can lead to respiratory problems and exacerbate asthma. According to "The Burden of Asthma in New Mexico: 2014," New Mexico has a higher asthma prevalence rate when compared to the rest of the nation, with

approximately 9.6 percent of adults and 9.0 percent of children currently afflicted with the disease. EPA indicates the fine particles in diesel exhaust can aggravate asthma and cause lung damage and premature death. In 2012, the World Health Organization declared diesel exhaust to be carcinogenic to humans.

Vehicle replacements are an effective option because they eliminate the need for matching retrofit equipment to the engine or vehicle, and provide immediate, long-lasting and the highest emission reduction over the useful life of the engine. Alternative fuel vehicles accomplish emission reductions and promote the use of alternative fuels in the region. Replacing a diesel-powered vehicle with a vehicle fueled by propane, CNG or electricity eliminates the high maintenance costs associated with the newer diesel engine systems.

Engine replacements can be a cost-effective means of reducing emissions in existing vehicles, particularly for non-road equipment. Exhaust controls are another lower cost option, but they do not offer the economic incentive of fuel savings or maximizing the useful life of the vehicle or engine. NMED seeks to promote all diesel emission reduction strategies outlined in this document, to promote emissions reduction and further the improvement of promising technologies.

New Mexico intends to use VW Trust Funds to match the federal funds for the federal fiscal year 2019 grant. Projects utilizing VW Trust Funds will reduce emissions of NOx and support the goals of the New Mexico Beneficiary Environmental Mitigation Plan.

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

1. Linkage to EPA's Strategic Plan

With the use of FY-19 DERA funding, the NMCDP will have profound and immediate effects reducing air pollution associated with heavy-duty diesel-fueled vehicles not only reducing the impacts on the residents of the state that are regularly exposed to the harmful emissions, but those that are at greatest risk such as the elderly, children, and the economically disadvantaged that reside near or adjacent to sources of diesel emission. The projects funded under this award will support EPA's FY 2018-22 Strategic Plan, Objective.1,1, Improving Air Quality, thus improving all quality of life for the residents through the reduction of emissions generated by heavy-duty diesel-fueled vehicles.

2. Outputs

Anticipated outputs for the New Mexico Clean Diesel include:

a. NMED will issue a Request for Applications as described in the Project Description section of this work plan. NMED will evaluate the proposals based on program goals.
b. The Diesel Emission Quantifier (DEQ) will be used to quantify project benefits before project selections are made.

c. NMED will encourage the use of the funds for municipal and state fleets as well as other publicly owned fleets.
d. NMED will produce quarterly reports to the EPA identifying the progress of the program
e. Notification of grants awarded will be posted on a public facing website along with a complete list of awardees.

3. Outcomes
   a. Some specific outcomes of the New Mexico Clean Diesel Program include:
      i. Potential Outcomes presented below were estimated using the Diesel Emissions Quantifier:
      ii. Engine Repower: Engine repowers can provide up to one ton of NOx and 500 lbs. PM2.5 of annual emission reductions.
      iii. Idle Reduction: Transit buses and long-distance haulers can provide 4 and 6 tons respectively of NOx emission reductions in their lifetime. Idle reduction devices also provide cost effective reductions in greenhouse gas and result in fuel savings.
   b. Vehicle Replacements: Vehicle replacements can yield cost-effective NOx reductions and can provide sustained clean air benefits in a community. Deployment of alternative fuel vehicles and associated infrastructure promotes adoption by others and reduces petroleum imports.
   c. Community engagement and partnership;
   d. Better understanding, knowledge and acceptance of currently available pollution control technology and equipment by state and municipal fleet managers, fleet owners and the public and school transportation sectors;
   e. Increased data and information on verified control equipment/technology for use by other potential users;
   f. Expansion of alternative fuel vehicle use in the state;
   g. Increased awareness of the health and climate change benefits of particulate controls, alternative fuels, and reduced idling in the state's transportation sector and by the traveling public who will be made aware of the program through outreach; and
   h. Sustained or improved air quality in New Mexico.

SUSTAINABILITY OF THE PROGRAM:

The State of New Mexico will continue to seek funding to implement diesel emissions reduction projects statewide for both public and private fleets. Information with respect to the NMCDP will be placed on the AQB website and updated as appropriate to disseminate program objectives, program accomplishments, and educational information.

We intend to use this collaborative project not only to make significant reductions in diesel emissions, but also to share our experience and demonstrate to others the feasibility of the technologies so that they may be more widely adopted. The more we can implement technologies across diesel fleets, the greater the environmental benefits that can be achieved.

Once grant agreements are in place there will be press releases sent out via the NMED Public Information Officer and the grantee. The press releases will also be posted on the NMED's website. Once the project is completed the project will be documented and information with respect to the completed project will be placed on the AQB's website.

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BUDGET NARRATIVE

Itemized Project Budget

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable)		Line Total
			VW Mitigation Trust Funds	Other Funds	
1. Personnel	$9,222				$9,222
2. Fringe Benefits	$3,228				$3,228
3. Travel					
4. Equipment					
5. Supplies					
6. Contractual					
7. Other	$461,131		317,553		$778,684
8. Total Direct Charges (sum 1-7)	$473,581		317,553		$791,134
9. Indirect Charges	$2,749				$2,749
10. Total (Indirect + Direct)	$476,330		317,553		$793,883
11. Program Income					
12. Other Leveraged Funds*					

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

Explanation of Budget Framework

Personnel –

Annual Salary $63,938	% of Time 14.4 % (300 hours)		Total Salary $9,222
Grant Manager	$0	0	$ 0

Transportation Program Specialist	$ 0	0	$ 0
Total $9,222		$ 9,222	

Fringe Benefits –

FICA: 6.2%

Health Insurance: Percentage Varies

Medicare: 1.45%

Retirement: 12.5%

Dental: Percentage Varies

Life Insurance: Percentage Varies

Benefits - 35 % of Salary		Total $3,228
Grant Manager	0	$ 0
Transportation Program Specialist	0	$ 0
Total $3,228		$ 3,228

Travel

No travel expenses will be charged to this grant for program implementation. Existing state funds will be used to cover such expenses if any are incurred.

Equipment

No equipment purchases beyond the subawards for equipment specified under “other” below will be made using these funds.

Supplies

No supplies will be purchased using these funds.

Contractual

No contractual/consultant services are anticipated to be needed for this project.

Other

Subawards and participant support costs will be made under this category and the details of those subawards and costs will not be known prior to the completion of a solicitation for project proposals. NMED intends to issue subawards via grant agreements with eligible applicants and for eligible projects as described in New Mexico's Program Plan, which is consistent with EPA's DERA program requirements. All subawards will be made according to the Terms and Conditions of the award agreement.

Category	**Amount**
Subawards	$0
Total	$0

Indirect Charges -

Indirect Costs = 2.73% of the sum of personnel and fringe benefits. **Total Indirect Costs**	
Grant Manager	**$** 0
Transportation Program Specialist	**$** 0
Total	**$**0

Administrative Costs Expense Cap
Based on the calculations completed in the tables above, the administrative costs are below the 15% allowable cap.

Matching Funds and Cost-Share Funds
As stated in Appendix D-2 of the Partial Consent Decree for the Volkswagen "Clean Diesel" Marketing, Sales Practices, and Products Liability Litigation, an eligible mitigation action expenditure is to utilize trust funds for the non-federal voluntary match of the Diesel Emission

Reduction Act (DERA) grant. New Mexico intends to use this option to match the federal funds for the fiscal year 2018 grant using the Volkswagen Trust Funds, provided they are available in time.

In the event that the Volkswagen settlement funds are not made available during the project period of this assistance agreement and New Mexico decides to not match the DERA base allocation, the State will submit an amendment to the award to decrease the total award amount down to the EPA base allotment of $317,553and return the state Match Bonus funds totaling $158,777.

The mandatory cost-share funds will be determined after a solicitation of projects has been completed. The solicitation of projects will be completed with a focus on public fleets (municipal and state) and the cost share funds will be provided by the subaward grantees.

Funding Partnerships

NMED will collaborate with other state agencies, municipalities and school districts, public and private transit companies, and marine operators and private fleets. As noted, we believe that making the sub-grants and participant support costs available to the widest possible audience will help with our success.