Attachment 1 to Appendix D-4 and Attachment A
DEP Funding Request 0023-57A-F

Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):

These projects adhere to PA's stated overall goal of funding projects throughout the state that will reduce or eliminate emissions of oxides of nitrogen (NO_X), focusing on the most cost-effective projects that will maximize emission reductions, including those that focus on: large number of diesel engines and vehicles; priority areas; nonattainment or maintenance areas for National Ambient Air Quality Standards (NAAQS); high population density and high traffic density areas; and advancing PA's energy, environmental, or economic development goals. These projects comply with PA's stated intent to consider funding for all Eligible Mitigation Actions and Eligible Mitigation Action Administrative Expenditures. These projects are included under the on-road fleet projects funding category identified in PA's Beneficiary Mitigation Plan (BMP) and is within the percentage of funding PA expects to request for this category. If scrappage requirements apply to these Eligible Mitigation Actions, funding recipients were required to submit proof of scrappage for their projects. These projects will contribute to PA's expected NO_X emission reductions from the on-road fleet project category established in PA's BMP. Finally, these projects were awarded funding under both competitive grant and rebate programs, identified as eligible funding mechanisms by PA in its BMP.

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

The purpose of these projects is to replace (9) eligible medium-duty local freight trucks with new trucks. These projects will improve the air quality in the communities where they are located by reducing exposure of NO_X and other emissions from diesel-powered mobile sources to residents and others. For vehicle and engine replacement or repower projects, this will occur because of a cleaner vehicle or engine replacing the older diesel vehicle or engine. In addition to the NO_X emission reduction listed below, these projects will annually reduce .265 tons of volatile organic compounds (VOC), 0.855 tons of carbon monoxide (CO), 339.4 tons of carbon dioxide (CO_2), and 0.147 tons of fine particulate matter ($PM_{2.5}$). Additionally, these projects are expected to result in lifetime emission reductions of 1.045 tons of VOC, 3.220 tons of CO, 1,492.6 tons of CO_2, and 0.525 tons $PM_{2.5}$.

Estimate of Anticipated NO_X Reductions (5.2.3):

These projects are expected to reduce 2.358 tons of annual NO_X emissions and 8.753 tons of lifetime NO_X emissions.

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 Pennsylvania Department of Environmental Protection (DEP) is the government entity responsible for reviewing and auditing expenditures of Eligible Mitigation Action funds to ensure compliance with applicable laws in accordance with subparagraph 5.2.7.1.

Describe how the Beneficiary will make documentation publicly available (5.2.7.2):

DEP created and maintains a public web site as a clearinghouse for information relating to the Environmental Mitigation Trust Agreement for State Beneficiaries, including all public information relating to PA's BMP and programs funded by the State Mitigation Trust. On this web site or an associated web site, DEP will post summary information about all funding requests submitted to the Trustee, including the funding recipient, funding amount, and a summary of the project. In addition to the summary information, DEP will post and comply with the following statement: "The following is a summary of all funding requests submitted to the Trustee. Public records supporting the submitted funding requests, and public records supporting all expenditures of the Trust Fund by PA, are available

to the public upon request, subject to all applicable laws governing the publication of confidential business information and personally identifiable information. A public record excludes confidential proprietary information, confidential business information, and personal identification information. Please contact DEP for additional information." The web site can be accessed at: https://www.dep.pa.gov/Business/Air/Volkswagen/Pages/default.aspx.

Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8):

For these projects, the applicants committed to funding 25.0 to 87.9 percent for their vehicle replacements. DEP committed to reimburse 12.1 to 75.0 percent of the total project costs, through a direct payment from the Commonwealth. The funds used for payment will be transferred to a Commonwealth account by the Trustee from PA's allocation of the State Mitigation Trust, in accordance with approved Appendix D-4s. See Appendix D-4, Attachment B for detailed project budgets.

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

DEP complied with subparagraph 4.2.8 by submitting letters to the personnel at the U.S. Department of the Interior and the U.S. Department of Agriculture on February 8, 2018. In the letters, DEP explained that PA may request Eligible Mitigation Action funds for use on lands within the custody, control, or management (including, but not limited to, Clean Air Act Class I and II areas) of these agencies. Additionally, DEP set forth in the letters the procedures by which PA will review, consider, and make a written determination on requests for funding from these agencies, in accordance with subparagraph 4.2.8. The DEP provided a copy of the Trust Agreement with Attachments as an attachment to the letters.

If applicable, describe how the mitigation action will mitigate the impacts of NOx emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10).

These projects address pollution in areas which bear a disproportionate share of the air pollution burden, such as NAAQS nonattainment or maintenance areas, brownfields, Environmental Justice Areas, high pollution areas (ports, bus depots, etc.), and high traffic density areas. These projects accomplish that goal by reducing exposure to diesel emissions for residents where the replaced vehicles operated. DEP's programs, through application scoring or eligibility criteria, give additional weight to projects occurring in these types of communities, thus prioritizing funding in these areas.