

**APPENDIX D-4**  
**Beneficiary Eligible Mitigation Action Certification**

State of Nebraska  
Funding Request #12

## BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

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Beneficiary State of Nebraska

Lead Agency Authorized to Act on Behalf of the Beneficiary Nebraska Dept. of Water, Energy, and Environment  
*(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)*

<b>Action Title:</b>	Nebraska 2024 DERA Program Projects
<b>Beneficiary's Project ID:</b>	VWT2025-12
<b>Funding Request No.</b>	<i>(sequential)</i> 12
<b>Request Type: (select one or more)</b>	<input type="checkbox"/> Reimbursement <span style="float: right;"><input checked="" type="checkbox"/> Advance</span> <input type="checkbox"/> Other (specify): _____
<b>Payment to be made to: (select one or more)</b>	<input checked="" type="checkbox"/> Beneficiary <input type="checkbox"/> Other (specify): _____
<b>Funding Request &amp; Direction (Attachment A)</b>	<input checked="" type="checkbox"/> Attached to this Certification <input type="checkbox"/> To be Provided Separately

### SUMMARY

<b>Eligible Mitigation Action</b>	<input type="checkbox"/> Appendix D-2 item (specify): _____ <input checked="" type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal): _____
<b>Action Type</b>	
<b>Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):</b>	See attached SUMMARY Supplement (page 5)
<b>Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):</b>	See attached SUMMARY Supplement (page 5)
<b>Estimate of Anticipated NOx Reductions (5.2.3):</b>	See attached SUMMARY Supplement (page 5)
<b>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):</b>	Nebraska Auditor of Public Accounts
<b>Describe how the Beneficiary will make documentation publicly available (5.2.7.2).</b>	See attached SUMMARY Supplement (page 5)
<b>Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8).</b>	See attached SUMMARY Supplement (page 6)
<b>Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9).</b>	On 26 February 2018, NDEQ (now DWEE) sent e-mail notices of availability of funds to representatives of the U.S. Dept. of Interior and the U.S. Dept. of Agriculture listed in subparagraph 4.2.8 of the Trust Agreement.

**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).**

See attached SUMMARY Supplement (page 6)

**ATTACHMENTS**  
**(CHECK BOX IF ATTACHED)**

- Attachment A Funding Request and Direction.
- Attachment B Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline (5.2.4).
- Attachment C Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11).
- Attachment D Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding \$25,000 (5.2.6). [Attach only if project involves vendor expenditures exceeding \$25,000.]
- Attachment E DERA Option (5.2.12). [Attach only if using DERA option.]
- Attachment F Attachment specifying amount of requested funding to be debited against each beneficiary's allocation (5.2.13). [Attach only if this is a joint application involving multiple beneficiaries.]

**CERTIFICATIONS**

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

- 1. This application is submitted on behalf of Beneficiary State of Nebraska, and the person executing this certification has authority to make this certification on behalf of the Lead Agency and Beneficiary, pursuant to the Certification for Beneficiary Status filed with the Court.**
- 2. Beneficiary requests and directs that the Trustee make the payments described in this application and Attachment A to this Form.**
- 3. This application contains all information and certifications required by Paragraph 5.2 of the Trust Agreement, and the Trustee may rely on this application, Attachment A, and related certifications in making disbursements of trust funds for the aforementioned Project ID.**
- 4. Any vendors were or will be selected in accordance with a jurisdiction's public contracting law as applicable. (5.2.5)**
- 5. Beneficiary will maintain and make publicly available all documentation submitted in**

support of this funding request and all records supporting all expenditures of eligible mitigation action funds subject to applicable laws governing the publication of confidential business information and personally identifiable information. (5.2.7.2)

DATED:

Dec 2, 2025

Kevin Stoner  
Deputy Director

\_\_\_\_\_  
[NAME]

[TITLE]

Nebraska Dept. of Water, Energy, and Environment

\_\_\_\_\_  
[LEAD AGENCY]

for

State of Nebraska

\_\_\_\_\_  
[BENEFICIARY]

  
\_\_\_\_\_  
Signature

**SUMMARY SUPPLEMENT**

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

Nebraska’s Beneficiary Mitigation Plan posted in January 2018 proposed to use 25% of Nebraska’s initial allocation, or approximately \$3 million, to supplement federal funding of the Nebraska Clean Diesel Program under the U.S. Environmental Protection Agency (EPA) DERA State Grant Program, consistent with Eligible Mitigation Action 10 (DERA Option) of the State Trust Agreement. This request will provide partial funding for the state’s FY2024 Clean Diesel Rebate Program under DERA.

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

The Nebraska Dept. of Water, Energy, and Environment (DWEE) provides DERA rebates to individual Clean Diesel Rebate recipients using either federal funds or voluntary state matching funds obtained through the Volkswagen Diesel Emission Environmental Mitigation Trust for States (VW State Trust). The individual rebate projects in this funding request are those being funded entirely by the voluntary state matching funds from the VW State Trust.

**1) Replacement of Diesel School Buses**

Under DERA Eligible Diesel Emission Reduction Solution VIII.C.1 (Vehicle and Equipment Replacements), DWEE is providing rebates for replacement of eligible diesel school buses by a new diesel or gasoline-fueled bus certified to meet EPA emissions standards (25% reimbursement up to a maximum set by DWEE of \$33,000. Two diesel buses are expected to be replaced with new diesel buses through this funding request. Recipients are listed in Attachment B.

**2) Replacement of Medium and Heavy-Duty Diesel Refuse Trucks**

Under DERA Eligible Diesel Emission Reduction Solution VIII.C.1 (Vehicle and Equipment Replacements), DWEE is providing rebates for replacement of eligible diesel refuse trucks by a new diesel-fueled truck certified to meet EPA emissions standards (25% reimbursement up to a maximum set by DWEE of \$160,000). One diesel refuse truck is expected to be replaced with a new diesel truck through this funding request. The recipient is listed in Attachment B.

**Estimate of Anticipated NOx Reductions (5.2.3):**

Nebraska DWEE estimated diesel emission reductions using the EPA on-line Diesel Emissions Quantifier. We calculated reductions for applicant using the provided annual operating mileage, fuel use, engine horsepower, and estimated remaining lifetime of the vehicle.

We estimate that the diesel vehicle replacement projects funded by this request will result in annual reductions in NOx emissions of 0.55 tons and lifetime reductions of 1.95 tons.

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

DWEE maintains a series of webpages describing the Nebraska Clean Diesel Program, with the main page at <https://dec.nebraska.gov/aid/air-loans-grants-rebates/nebraska-clean-diesel-rebate-program>. Separate pages are provided for applicants and rebate recipients for each type of project under the program.

All application materials, reimbursement requests, and required documentation submitted by applicants and rebate recipients for the Clean Diesel Program are archived in Nebraska’s Enterprise Content Management (ECM) system and are available to the public through a Public Records Search web page accessed through the NDEE website. Also see Attachment C.

Information about DWEE’s participation in the Volkswagen Environmental Mitigation Trust Fund is posted at <https://dec.nebraska.gov/aid/air-loans-grants-rebates/volkswagen-environmental-mitigation-trust-fund>.

**Beneficiary Eligible Mitigation Action Certification – Nebraska Funding Request #12**

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

Recipients of Clean Diesel rebates are subject to a minimum 75% cost-share for the purchase of the new diesel vehicle. Cost-share percentages for individual projects may exceed the minimum percentage if the dollar amount corresponding to the maximum reimbursement percentage exceeds the rebate limit imposed by DWEE based on typical project costs. See Attachment B for listings of recipients, expected rebates, and expected cost-share amounts.

**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)**

Residents of urban areas in eastern Nebraska have historically borne a disproportionate share of the adverse effects of NOx emissions. The replacement of diesel refuse trucks that operate in these metropolitan areas will directly reduce NOx emissions and their impact on the health of residents in these communities.

Children are more vulnerable than adults to the harmful effects of nitrogen oxides and particulates in diesel exhaust; these effects can include decreased lung function, retarded lung growth, and development or exacerbation of asthma. Replacement of these older buses with new, much cleaner buses will thus greatly reduce the exposure of vulnerable school children and school neighbors to harmful diesel emissions and thus reduce these potential adverse health impacts.

**ATTACHMENT B**

**PROJECT MANAGEMENT PLAN INCLUDING DETAILED BUDGET AND IMPLEMENTATION AND EXPENDITURES TIMELINE (5.2.4)**

**PROJECT SCHEDULE AND TIMELINE,**  
**2024 NEBRASKA CLEAN DIESEL REBATE PROGRAM**

<b>Project Milestone</b>	<b>Date</b>
DWEE posts program information and application materials on agency website; e-mail notification to interested parties.	2 June 2025
Deadline for submission of applications	29 August 2025
Selection and notification of rebate recipients	4 August to 3 September 2025
Finalization of agreements with rebate recipients	September 2025
Submission of Project Certification and Funding Direction	December 2025
Trustee Allocates Advanced Funding to DWEE	By 15 February 2025
DWEE reviews reimbursement requests from recipients and provides payment for projects as completed	2026 Quarter 1-4
DWEE reports on project progress	July 2026, January 2027
DWEE reports project completion	January 2027

**Beneficiary Eligible Mitigation Action Certification – Nebraska Funding Request #12**

**EXPECTED COSTS OF INDIVIDUAL PROJECTS FUNDED THROUGH THIS REQUEST**

Two types of DERA rebate project will be funded through this request:

**1) Replacements of Diesel School Buses**

Applications for this program were required to include price quotes for a specific replacement bus. The expected rebate recipients are listed below.

<b>Rebate Recipient</b>	<b>Location</b>	<b>Rebate Amount</b>	<b>Recipient Cost-Share</b>	<b>Total Project Cost</b>
Creighton Community Schools	Creighton, NE	\$ 33,000.00	\$ 110,850.00	\$ 143,850.00
Hampton Public Schools	Hampton, NE	\$ 31,552.50	\$ 94,657.50	\$ 126,210.00
<b>TOTAL</b>		<b>\$ 64,552.50</b>	<b>\$ 205,507.50</b>	<b>\$ 270,060.00</b>

**2) Replacement of Heavy-Duty Diesel Refuse Trucks**

Applications for this program were required to include price quotes for a specific replacement bus. The expected rebate recipient is listed below.

<b>Rebate Recipient</b>	<b>Location</b>	<b>Rebate Amount</b>	<b>Recipient Cost-Share</b>	<b>Total Project Cost</b>
D & D Refuse II LLC	Lincoln, NE	\$ 54,500.00	\$ 163,500.00	\$ 218,000.00
<b>TOTAL</b>		<b>\$ 54,500.00</b>	<b>\$ 163,500.00</b>	<b>\$ 218,000.00</b>

**PROJECT BUDGET**

<b>Period of Performance: July 2024 – January 2026</b>			
<b>Budget Category</b>	<b>Share of Total Budget to be Funded by the Trust</b>	<b>Cost-Share to be Paid by Project Recipients</b>	<b>Total Budget Amount</b>
Rebates for Vehicle Replacements	\$ 119,053	\$ 369,008	\$ 488,060
Contractor Support	\$ 0	\$ 0	\$ 0
Subrecipient Support	\$ 0	\$ 0	\$ 0
Administrative Costs	\$ 0	\$ 0	\$ 0
<b>Project Totals</b>	<b>\$ 119,053</b>	<b>\$ 369,008</b>	<b>\$ 488,060</b>
<b>Percentage</b>	<b>24.4%</b>	<b>75.6%</b>	<b>100%</b>

**Beneficiary Eligible Mitigation Action Certification – Nebraska Funding Request #12**

**FUNDING REQUESTS: PREVIOUS, CURRENT, AND PLANNED**

<b>Funding Request</b>	<b>Received from Trust</b>	<b>Trust Funds Expended</b>	<b>Recipient Cost-Share</b>	<b>Total Project Funding</b>	<b>Status</b>	<b>Unspent Amount Returned to Trust</b>	<b>Project Amount Remaining</b>
<u>Previous Requests</u>							
1. 2017 DERA Program Projects	\$ 287,243	\$ 287,243	\$ 713,968	\$ 1,001,211	Complete	\$ 0	\$ 0
2. 2018 School Bus Rebates	\$ 1,891,527	\$ 1,746,840	\$ 2,012,772	\$ 3,759,612	Complete	\$ 144,687	\$ 0
3. 2018 Transit Bus Rebates	\$ 1,255,206	\$ 1,241,620	\$ 2,089,368	\$ 3,330,988	Complete	\$ 13,780	\$ 0
4. 2018 DERA Program	\$ 775,213	\$ 720,227	\$ 856,317	\$ 1,576,543	Complete	\$ 55,036	\$ 0
5. 2019 School Bus Rebates	\$ 2,758,981	\$ 2,652,775	\$ 3,429,763	\$ 6,082,538	Complete	\$ 106,206	\$ 0
6. Electric Vehicle Charging Rebates	\$ 1,909,134	\$ 1,844,043	\$ 907,161	\$ 2,751,204	Complete	\$ 65,091	\$ 0
7. 2019 DERA Program Projects	\$ 525,784	\$ 393,425	\$ 546,211	\$ 939,635	Complete	\$ 132,359	\$ 0
8. 2020 School Bus Rebates	\$ 2,033,476	\$ 1,877,319	\$ 2,420,619	\$ 4,307,938	Complete	\$ 146,157	\$ 0
9. 2020 DERA Program Projects	\$ 843,735	\$ 712,738	\$ 1,782,562	\$ 2,495,345	Complete	\$ 130,952	\$ 0
10. 2021 DERA Program Projects	\$ 811,860	\$ 532,896	\$ 1,334,373	\$ 1,867,269	Complete	\$ 278,894	\$ 0
11. 2023 DERA Program Projects	\$ 217,933	\$ 217,933	\$ 249,458	\$ 467,391	Complete	\$ 0	\$ 0
<u>Current Request:</u>							
12. 2024 DERA Program Projects	\$ 119,053		\$ 369,008	\$ 488,060			
<b>TOTALS</b>	<b>\$ 13,429,144</b>	<b>\$ 12,237,103</b>	<b>\$ 16,711,580</b>	<b>\$ 29,067,735</b>		<b>\$ 1,073,163</b>	

**Beneficiary Eligible Mitigation Action Certification – Nebraska Funding Request #12**

**PROJECTED ANNUAL TRUST ALLOCATIONS**

	<b>2025</b>	<b>2026-27</b>
1. Anticipated Annual Project Funding Request to be paid through the Trust	\$ 119,053	\$ 346,198
2. Anticipated Annual Cost Share	\$ 369,008	\$ 1,073,053
3. Anticipated Total Project Funding by Year (line 1 plus line 2)	\$ 488,061	\$ 1,419,251
4. Net Beneficiary Funds Remaining in Trust at Start of Year	\$ 165,037	\$ 334,198
5. Unspent Beneficiary Funds Returned to the Trust in Current Year	\$ 278,964	\$ 0
6. Beneficiary Net Income on Trust Assets in Current Year to Date	\$ 9,249	\$ 12,000
7. Net Beneficiary Funds Remaining in Trust Prior to Current Request (sum of lines 4 through 6)	\$ 453,250	\$ 346,198
8. Current Beneficiary Project Funding to be paid through the Trust (line 1)	\$ 119,053	\$ 346,198
9. Net Beneficiary Funds Remaining in Trust after current action (line 7 minus line 8)	\$ 334,198	\$ 0

**ATTACHMENT C**

**DETAILED PLAN FOR REPORTING ON  
ELIGIBLE MITIGATION ACTION IMPLEMENTATION (5.2.11)**

The Nebraska Department of Water, Energy, and Environment (DWEE) will provide detailed reporting on this funding request under Eligible Mitigation Action 10 (DERA Option) in two ways: 1) timely updates to DWEE’s Clean Diesel Program and Volkswagen Environmental Mitigation Trust – Nebraska Diesel Emission Mitigation Program web pages; and 2) semi-annual reports to the Trustee as required by subparagraph 5.3 of the Environmental Mitigation Trust Agreement for State Beneficiaries.

**DWEE Website**

DWEE maintains a webpage describing the Nebraska Diesel Emission Mitigation Program under the Volkswagen Diesel Emissions Environmental Mitigation Trust for State Beneficiaries. The Volkswagen Trust webpage, which outlines the mitigation actions eligible for funding and their status, can be found at <https://dee.nebraska.gov/aid/air-loans-grants-rebates/volkswagen-environmental-mitigation-trust-fund>. Copies of funding request certifications to the Trustee are available through links on this web page. For projects under the DERA option, information for applicants, recipients, and the general public is available through the Nebraska Clean Diesel Program webpage (<https://dee.nebraska.gov/aid/air-loans-grants-rebates/nebraska-clean-diesel-rebate-program>).

All application materials, reimbursement requests, and required documentation submitted by applicants and rebate recipients for Nebraska’s Diesel Emission Mitigation program are archived electronically in Nebraska’s Enterprise Content Management (ECM) system and are available to the public through a Public Records Search web page accessed through the DWEE website.

**Semi-Annual Reports to the Trustee**

As required by subparagraph 5.3 of the Environmental Mitigation Trust Agreement for State Beneficiaries, DWEE submits a report to the Trustee no later than January 30 and July 30 each year for the preceding 6-month periods. These reports describe the progress implementing this and any other Eligible Mitigation Action ongoing during the reporting period. These reports include a summary of all costs expended and a complete description of the status (including the actual or projected termination date), development, implementation, and any modification of the Eligible Mitigation Action. These semi-annual reports to the Trustee are available for public access through links on the Volkswagen Trust page on the DWEE website.

**ATTACHMENT D**

**DETAILED COST ESTIMATES FROM SELECTED VENDORS  
FOR EACH PROPOSED EXPENDITURE EXCEEDING \$25,000 (5.2.6)**

**DIESEL SCHOOL BUS REPLACEMENTS**

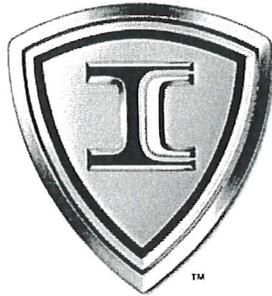
Each applicant for the 2024 Nebraska Clean Diesel School Bus Rebate Program was required to seek at least one price quote for a replacement bus and submit the quote with their application. The table below lists the quotes for the bus replacement projects covered by this funding request. Environmental Mitigation Funds will provide recipients 25% or \$33,000, whichever is less, toward the purchase of a new diesel or gasoline bus meeting EPA or California Air Resources Board emission standards.

<b>Recipient</b>	<b>Fuel</b>	<b>Vendor</b>	<b>Vehicle Cost</b>	<b>Rebate</b>	<b>Cost-Share</b>
Creighton Community Schools	Diesel	Cornhusker International	\$143,850	\$33,000	\$110,850
Hampton Public Schools	Diesel	Omaha Truck Center	\$126,210	\$31,553	\$94,657

**DIESEL REFUSE TRUCK REPLACEMENT**

Each applicant for the 2024 Nebraska Clean Diesel Refuse Truck Rebate Program was required to seek at least one price quote for each replacement truck and submit it with their application. The table below lists the quote for the diesel truck replacement project covered by this funding request. This quote includes the cost of the truck cab and chassis along with the cost of body and equipment to be mounted on the chassis, such as a trash packer-loader for a refuse truck.

<b>Recipient</b>	<b>Fuel</b>	<b>Vendors &amp; Unit Costs</b>	<b># Units</b>	<b>Cost</b>	<b>Rebate</b>	<b>Cost-Share</b>
D & D Refuse II LLC	Diesel	Elliot Equipment Co, Lincoln, NE:	1	\$218,000	\$54,500	\$163,500



# **2026 IC Bus**

**CE Series- PB110**

**Cummins B6.7 250 HP, Allison 6 Speed  
71-2Premium**

**Underfloor Luggage Compartments**

**Interior Racks, Tinted Glass**

**Safety-Star + Package**

**Dash Air Conditioning, Plus Front/Rear Body A/C**

**\$143,850 Total Cost after all applicable discounts and  
incentives. Includes Beltline Lettering**

***Expected delivery: September 15, 2025***

**Sales Proposal For:**

**Creighton Community School District**

# PURCHASE ORDER



Omaha | Lincoln | Norfolk | Columbus | York | Coucil Bluffs | Salina | Wichita

BUYER COMPANY	HAMPTON PUBLIC SCHOOLS		
BUYER CONTACT	Holly Herzberg, Supt.	EMAIL	hherzberg@hamptonhawks.us
ADDRESS	458 5th St.		
CITY	Hampton	COUNTY	
STATE ZIP CODE	NE, 68843		
HOME PHONE		WORK PHONE	402-725-3116

MAKE Thomas	MODEL Saf-T-Liner C2	NEW/USED New	VEHICLE IDENTIFICATION NUMBER TBD		DATE 6/16/2025
YEAR 2026	COLOR Yellow	TYPE Bus	MILEAGE 1200	STOCK NO. TBD	APPROX DELIVERY DATE December, 2025

CASH PRICE OF VEHICLE	\$ 126,210.00	CASH PRICE OF VEHICLE	\$126,210.00
ACCESSORIES		TIMES ( ) UNITS	
59 Passenger Capacity - Hydraulic Brakes		TRADE ALLOWANCE	
Lettering: HAMPTON PUBLIC SCHOOLS		DIFFERENCE	
		ADMINISTRATIVE FEE	
		BALANCE OWED ON TRADE	
		SALES TAX	
		DEPOSIT PAYMENT	
<b>RECORD OF TRADE-IN</b>		TOTAL CASH SALE PRICE	
YEAR	MAKE	MODEL	
VIN	MILEAGE		
BALANCE OWED TO		CASH DUE ON DELIVERY	\$126,210.00
ADDRESS		NEW LIENHOLDER	
BALANCE OWED		CREDIT DESIRED	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
		INSURANCE DESIRED	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
		RECORD OF ADDITIONAL TRADE-IN UNITS SEE ATTACHED ADDENDUM	

## TERMS AND CONDITIONS

**Buyer acknowledges, agrees, represents and warrants as follows:**

- The terms of the agreement evidenced by this Purchase Order are contained on both the front and reverse sides hereof. This Purchase Order, when signed by an authorized Dealer representative, contains a complete and exclusive statement of such terms and Dealer has no obligations beyond or in addition to what is expressly set forth herein. There are no other terms and conditions, oral or written, and this Purchase Order supersedes all prior statements, representations and promises. The terms of this agreement may be supplemented, modified or changed only by a written instrument signed by Dealer.
- The Certificate of Title for the trade-in vehicle identified above (if any) is not a salvage title and no salvage title has ever been issued for such vehicle.
- The only material defects in the trade-in vehicle are the following (if no defects, write "None"): <sup>NA</sup> \_\_\_\_\_.
- None of the emissions or safety restraint systems have been altered or removed by Truck Center Companies.
- No insurance of any kind is included in the agreement evidenced by this Purchase Order.
- If Dealer has agreed to arrange financing for the purchase of the vehicle and Dealer is unable to promptly assign the finance contract to an institutional lender on a "non-recourse" basis, Dealer may, at its option, terminate this agreement and such finance contract.
- I have read this Purchase Order, I have had an opportunity to ask questions of Dealer concerning it, and I have received a complete, signed copy of the Purchase Order.

**CONTRACTUAL DISCLOSURE STATEMENT:**

The information you see on the window form for this vehicle is part of this contract. Information on the window form overrides any contrary provisions in the contract of sale. The term "window form" refers only to the F.T.C. used car "Buyers Guide", if one is present, and not to any other form or sign that might be in any window.

X Holly J Herzberg (Buyer's Signature) X Corey Sundberg (Salesman Name)

X \_\_\_\_\_ (Co-Buyer's Signature) ACCEPTED BY: X \_\_\_\_\_ (Dealer or authorized representative)

**THE CONTRACT CONDITIONS OF THIS ORDER ARE CONTINUED ON THE REVERSE SIDE HEREOF**

# Quote



3100 West 76th Street  
Davenport, IA 52806  
Ph: 563-391-4840

Elliott Sanitation Equip. Co.  
1245 Dawes Avenue  
Lincoln, NE 68521  
Ph: 402-474-4840

4000 SE Beisser Drive  
Grimes, IA 50111  
Ph: 515-986-4840  
Fx: 515-986-9530

14219 Norby Road  
Grandview, MO 64030  
Ph: 816-761-4840

4400 E 60th Ave  
Commerce City, CO 80022  
Ph: 303-853-4840

Date	Quote #
8/13/2025	23462
Proposed Shipping Date	
Terms	
Net 30	
Rep	
TM	

D & D Refuse Inc  
3401 South 6th  
Lincoln, NE 68502

**Here is our quotation on the goods named, subject to the conditions noted:**

*CONDITIONS: The prices and terms on this quotation are not subject to verbal changes or other agreements unless approved in writing by the Home Office of the Seller. Prices are based on costs and conditions existing on date of quotation and are subject to change by the Seller before final acceptance. All quotations and agreements are contingent upon strikes, accidents, fires, availability of materials and all other causes beyond our control.*

*Typographical and stenographic errors subject to correction. Purchaser agrees to accept either overage or shortage not in excess of ten percent to be charged for pro-rata. Purchaser assumes liability for patent and copyright infringement when goods are made to Purchaser's specifications. When quotation specifies material to be furnished by the purchaser, ample allowance must be made for reasonable spoilage and material must be of suitable quality to facilitate efficient production. Quoted Prices are good for 60 days.*

*Conditions not specifically stated herein shall be governed by established trade customs. Terms inconsistent with those stated herein which may appear on Purchaser's formal order will not be binding on the Seller.*

*TERMS: Equipment is due on receipt. Carts, Containers, Parts & service are Net 30 unless otherwise noted on your account. Balances over 30 days from the date of invoice are subject to finance charges up to 1.5% per month.*

Qty	Item	Description	Price	Total
1	12228E	2026 Freightliner M2, Cummins L9 300 HP diesel, Allison 3000 RDS automatic transmission, single axle, Reeving winch, kick bar, color camera system, work lights, strobe lights, in cab controls for tailgate and eject, Bayne Cart Tipper.	218,000.00	218,000.00
		VIN 3ALACXFE0TDWF5990		
		Sales Tax	0.00	0.00

<b>Total</b>	\$218,000.00
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TO CONFIRM ORDER, SIGN AND RETURN

X \_\_\_\_\_

**2023-2024 Diesel Emissions Reduction Act (DERA) State Program**

**Work Plan and Budget Narrative Revised for 2024 Program**

**NEBRASKA DEPARTMENT OF ENVIRONMENT AND ENERGY**

**(Now NEBRASKA DEPT. OF WATER, ENERGY, AND ENVIRONMENT)**

**October 2024**

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**SUMMARY PAGE**

**Project Title:** 2023-2024 Nebraska Clean Diesel Rebate Program

**Project Manager and Contact Information**

**Organization Name:** Nebraska Department of Environment and Energy

**Project Manager:** Randy Smith

**Mailing Address:** Nebraska Department of Environment and Energy  
P.O. Box 98922  
Lincoln, NE 68509-8922

**Phone:** (402) 471-4272

**Fax:** (402) 471-2909

**Email:** randy.smith@nebraska.gov

**Project Budget Overview:**

	<b>2022*</b>	<b>2023</b>	<b>2024</b>	<b>Total 2023-2024</b>
EPA Base Allocation	\$ 349,978	\$ 416,866	\$ 388,009	\$ 804,875
Total State Contribution <i>(Voluntary state match)</i>	\$ 0	\$ 217,933	\$ 388,009	\$ 605,942
EPA Match Bonus <i>(If applicable)</i>	\$ 0	\$ 0	\$ 194,005	\$ 194,005
Total EPA Allocation <i>(base plus match bonus if applicable)</i>	\$ 349,978	\$ 416,866	\$ 582,014	\$ 998,880
<b>TOTAL Project Cost</b> <i>(EPA Allocation plus State contribution)</i>	<b>\$ 349,978</b>	<b>\$ 634,798</b>	<b>\$ 970,023</b>	<b>\$ 1,604,821</b>

Note: \*If state participated in 2022

**3 Year Project Period for 2023-2024 State DERA Grants<sup>1</sup>**

FY2023 First Phase: October 1, 2023 – September 30, 2024

FY2024 Incremental Amendments: October 1, 2024 – September 30, 2025

2023-2024 Project Period Close Out: September 30, 2026

**Summary Statement**

The Nebraska Department of Environment and Energy (NDEE) proposed to award approximately thirty-seven rebates for all-electric replacements of diesel engines powering agricultural irrigation pumps in the 2023 Clean Diesel Rebate Program. NDEE supplemented EPA grant funds with approximately \$291,200 in voluntary match funds from the Volkswagen Environmental Mitigation Trust. The 2024 program will provide rebates for replacing diesel school buses, diesel refuse trucks, and other local diesel trucks that meet the minimum annual mileage requirement.

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**SCOPE OF WORK**

**STATE/TERRITORY GOALS AND PRIORITIES:**

All areas of Nebraska are currently in attainment with the National Ambient Air Quality Standards (NAAQS) for all criteria pollutants, so there are no Nebraska counties on the 2023-2024 DERA Priority Area List. However, ozone levels approaching and temporarily exceeding the ozone NAAQS (0.70 ppm) have been recorded at times in the Omaha metropolitan area and at Santee in northeastern Nebraska. Ozone levels at rural monitoring sites in and around Nebraska also have ranged from 80% to 96% of the NAAQS in recent years, showing that ozone levels are elevated throughout the region. Ozone levels have been particularly elevated in 2023 in the central plains, with frequent 24-hour exceedances of the standard in many locations.

According to the 2020 National Emissions Inventory, diesel vehicles and equipment in Nebraska are annually responsible for 62,350 tons of nitrogen oxide (NO<sub>x</sub>) emissions, 2,593 tons of coarse particulates (PM<sub>10</sub>), and 2,293 tons of fine particulates (PM<sub>2.5</sub>), primarily from heavy-duty diesel highway vehicles, locomotives, and non-road diesel equipment. Diesel sources are responsible for 57.3% of the non-biogenic NO<sub>x</sub> emissions in the state, which can contribute to the production of ground-level ozone. Reducing diesel emissions is therefore a priority for the Nebraska Department of Environment and Energy (NDEE).

As of May 2022, Nebraska had over 96,300 active agricultural irrigation wells, many of which have pumps powered by diesel engines. Exhaust from this large number of diesel engines is a significant contributor to air pollution in the state. Although these engines are in rural areas, they operate during the warmer months of the year when formation of ozone from diesel exhaust is at a maximum, and ozone can be transported readily to nearby urban areas.

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<sup>1</sup> FY2024 funds will be dispersed as an incremental amendment to existing 2023 DERA State Grants or, if a state does not have a 2023 grant, a new award.

**VEHICLES AND TECHNOLOGIES:**

Nebraska’s 2023 Clean Diesel Rebate Program offered rebates to assist active farming operations in Nebraska with:

- 1) purchase of an electric motor and associated electrical infrastructure needed to replace a non-road diesel engine powering a surface agricultural irrigation pump; or
- 2) costs of supplying the infrastructure needed to connect an existing submersible irrigation pump to the electric grid as a replacement for a diesel engine powering a generator.

These projects were eligible for a 60% rebate of equipment, labor, and electric infrastructure costs, up to a maximum rebate amount of \$20,000. The average cost of this type of project over the past two years has been approximately \$18,000. NDEE submitted a request for a waiver of the DERA program guideline excluding electric infrastructure costs outside of the property line from eligibility; this waiver was granted by EPA.

The applicants were required to certify that they have owned the diesel irrigation engine for at least two years prior to replacement, that the engine has operated at least 250 hours per year during those two years, and that the engine has at least three years of remaining life at the time of the application.

NDEE anticipated funding between 36 and 40 diesel irrigation engine replacement projects in the 2023 program. After reviewing applications, NDEE selected 32 applicants to receive rebates, but one applicant declined to proceed, so 31 projects were funded for this grant year. All entities that receive a rebate are required to follow the scrappage requirements outlined in the FY2023-2024 DERA State Grants Program Guide.

For the 2024 program, potential projects will offer rebates for:

- replacement of Type A to D diesel school bus with new diesel or low-NOx propane bus
- replacement of Class 5-8 diesel refuse truck with new diesel or CNG-fueled truck
- replacement of other Class 5-8 local diesel truck that meets the minimum annual mileage requirement.

Prices have risen sharply for diesel buses and trucks over the past several years. After reviewing recent DERA program applications, NDEE is revising the agency-imposed rebate caps for replacement vehicles, as follows:

New Diesel School Bus: 25% of cost up to a maximum rebate of \$31,000

New Low-NOx Propane School Bus: 35% of cost up to a maximum rebate of \$49,000

New Diesel Truck: 25% of cost up to a maximum rebate of \$100,000

New Low-NOx CNG Truck: 35% of cost up to a maximum rebate of \$160,000.

The 2024 grant budget assumes that the grant will fund the following vehicle replacements at the maximum rebate level:

- 12 school bus replacements, 11 with new diesel buses and one with a new low-NOx propane bus

## **Beneficiary Eligible Mitigation Action Certification – Nebraska Funding Request #12 – Attachment E**

- 5 diesel truck replacements, 4 with new diesel trucks and one with a new CNG truck.

### **ROLES AND RESPONSIBILITIES:**

NDEE used 2023 DERA State Grant funds to support a rebate program for all-electric replacements of diesel irrigation engines in Nebraska and for 2024 will offer rebates for replacing diesel school buses and diesel trucks. NDEE has successfully administered rebate programs with funding from EPA's State Clean Diesel Program to reduce diesel emissions since 2008, including funding from the American Recovery and Reinvestment Act from 2009 to 2012. Projects funded prior to 2013 included diesel emission control retrofits, auxiliary power units and aerodynamic equipment for long-haul trucks, diesel engine replacements, and vehicle replacements. Rebate recipients in these projects included both government and private-sector entities. From 2013 to 2016 NDEE administered an annual Clean Diesel School Bus Rebate Program. Beginning in 2017 rebate programs for local diesel truck replacements and diesel irrigation engine replacements were added to the Nebraska Clean Diesel Program, with voluntary match funding from Nebraska's portion of the Volkswagen Diesel Emissions settlement. Since then NDEE has recorded 31 truck replacement projects and 145 irrigation engine replacement projects completed or underway. This experience demonstrates NDEE's ability to successfully carry out varied diesel emissions reduction rebate programs.

#### **Non-Road Agricultural Diesel Engine Replacements:**

NDEE provided notice of the Irrigation Engine Rebate program via the agency website, a press release, and social media. Applicants for agricultural diesel engine replacement rebates worked with their electric service provider to determine the costs of electric line extension and other required infrastructure as well as the availability of incentives. NDEE therefore directly notified all public power districts in Nebraska of the availability of Clean Diesel rebates for irrigation engine replacements. NDEE also notified farm associations and the Natural Resource Districts (NRDs) in Nebraska, which manage surface and groundwater and work with irrigators in their districts.

#### **2024 Diesel School Bus Replacements:**

NDEE will provide notice of the School Bus Rebate Program to public school districts and private schools in Nebraska via the agency website, press release, and by direct mail or e-mail. Application and reimbursement forms and instructions will also be available on the Nebraska Clean Diesel Program pages on the agency website. The application materials will include a form to be signed by an authorized representative of the school district and the school board certifying that both parties authorize the application and are aware of the potential award and the mandatory cost share should the district accept an award. NDEE will develop selection criteria specific to this program, select the successful applicants, and provide rebates directly to the recipients. School districts and private schools will be expected to provide mandatory matching funds to complete the financial commitments required by their projects.

#### **2024 Medium & Heavy-Duty Diesel Truck Replacements:**

## **Beneficiary Eligible Mitigation Action Certification – Nebraska Funding Request #12 – Attachment E**

NDEE will provide notice of the Diesel Truck Rebate Program to the public in Nebraska via the agency website, press release, and notices to trade associations and municipalities. We will modify existing application materials and instructions to conform with current requirements and develop selection criteria specific to this program. We will make the applications and instructions available on the agency website and work with public agencies and private companies as they develop their applications. NDEE will select the successful applicants and provide rebates directly to the recipients. The recipients will be expected to provide mandatory matching funds to complete the financial commitments required for their projects.

### **General Administration and Disbursement Procedures**

NDEE will modify existing application materials and instructions to conform with current program requirements if needed and make them available on the agency website. The application form will require all of the information and eligibility certifications outlined in the DERA State Grants Sample Eligibility Statement. We will develop selection criteria specific to this program, assist applicants during the application process, select applicants for rebates, and provide rebates directly to the recipients. Recipients will be expected to provide mandatory matching funds to complete the financial commitments required for their projects.

NDEE staff will carry out inspections of scrapped engines and new equipment for a selection of projects to verify the information provided by the recipient and ensure conformance with program requirements and guidelines.

The replacement equipment will be required to perform the same function and operation as the unit being replaced and at the same wellsite location.

The replaced vehicle and/or engine will be required to be scrapped or rendered permanently disabled within 90 days of being replaced unless additional time is approved by EPA. Diesel engines will be scrapped by cutting a 3-in by 3-in hole in the engine block, or an equivalent scrapping method approved by EPA.

NDEE will maintain frequent contact with the successful applicants and provide assistance as needed to ensure that they stay on track to complete their projects within the specified time frame. After the new equipment has been delivered or installed, and prior to receiving reimbursement, applicants will be required to submit extensive documentation of the purchase along with documentation of scrapping of the old engine:

1. Completed *Request for Reimbursement* form
2. Photocopy of the purchase order for the new vehicle/engine and/or photocopy of the invoice for the new vehicle/engine and photo of the new engine label with the following information:
  - a. Serial number of replacement electric motor
  - b. Model number of replacement electric motor
  - c. Motor manufacturer
  - d. Motor and other equipment cost

## Beneficiary Eligible Mitigation Action Certification – Nebraska Funding Request #12 – Attachment E

3. Proof of Payment, such as a paid invoice or receipt, photocopy of the canceled check, bank statement showing the check has cleared, or credit card statement showing the payment has cleared
4. Proof of scrappage of the old vehicle and/or engine via a Certification of Vehicle/Engine Scrappage or Certification of Engine Scrappage statement and:
  - a. Photo of the engine label that includes the engine serial number and EPA engine family
  - b. Photo of the engine block prior to scrappage
  - c. Photo of the engine block after scrappage showing the hole cut in the block
  - d. Photo of vehicle chassis frame rails before and after being cut (if applicable)

### TIMELINE AND MILESTONES:

NDEE's 2023 Nebraska Clean Diesel Rebate Program began in late September 2023 with public notice and outreach in advance of the October 2nd start of the grant period. During the first quarter of the grant year we completed solicitation and processing of applications and selected and notified rebate recipients. We prepared and distributed project agreements at the start of the second quarter and provided commence work notifications when recipients signed their agreements. This timeline was designed to allow participants to take early action to initiate their projects so that work could be completed prior to the start of the 2024 planting season. We anticipated that most recipients would complete their projects and receive reimbursements during the third and fourth quarters.

NDEE will follow the timeline below, assuming receipt of the EPA award in August:

Late September 2023: NDEE posts program information and application materials on the agency website and begins outreach to the target sectors.

October 2, 2023: NDEE begins accepting rebate applications.

December 8, 2023: Deadline for submission of rebate applications to NDEE.

December 11-20, 2023: Review of rebate applications and selection and notification of rebate recipients.

January 8-12, 2024: Project agreements provided to rebate recipients.

January 26, 2024: Deadline for rebate recipients to return signed agreements to NDEE. Public notification of rebate projects posted on NDEE website. Commence Work Notifications sent to recipients as signed agreements are received.

February–August 2024: Rebate recipients purchase and install equipment. NDEE monitors rebate recipients for project progress, and issues rebates as projects are completed. NDEE inspects a selection of project locations for program compliance.

September 13, 2024: Deadline for recipients to complete their project and submit complete reimbursement requests with documentation of scrappage.

## **Beneficiary Eligible Mitigation Action Certification – Nebraska Funding Request #12 – Attachment E**

### **2024 TIMELINE AND MILESTONES:**

December 2, 2024: NDEE posts program information and application materials on the agency website, begins outreach to the target sectors, and begins accepting rebate applications.

February 28, 2025: Deadline for submitting vehicle replacement rebate applications.

March 3-14, 2025: Review of rebate applications and selection and notification of rebate recipients.

March 17-21, 2025: Project agreements provided to rebate recipients.

April 4, 2025: Deadline for rebate recipients to return signed agreements to NDEE. Commence Work Notifications sent to recipients as signed agreements are received.

April 7-11, 2025: Public notification of rebate projects posted on NDEE website.

April 2025—September 2026: Recipients purchase vehicles and scrap old vehicles and engines. Recipients complete and submit reimbursement requests with required documentation to NDEE.

September 30, 2026: Deadline for recipients to complete their project and submit complete reimbursement requests with documentation of scrappage.

### **DERA PROGRAMMATIC PRIORITIES:**

NDEE's planned 2023 Clean Diesel Rebate Program expected to completely eliminate the emissions of approximately 37 diesel irrigation engines by replacing them with all-electric equipment. Although irrigation engines do not operate in highly-populated areas, the nitrogen oxides they produce during the warmer months are precursors to production of ground-level ozone that contributes to elevated regional ozone levels and can be transported to nearby urban areas. The vehicle replacements in the 2024 program will reduce harmful diesel emissions that would otherwise affect vulnerable school children that ride school buses and urban residents exposed to emissions from refuse trucks and other local diesel trucks.

### **ENVIRONMENTAL JUSTICE AND DISADVANTAGED COMMUNITIES:**

No Nebraska counties have been designated as priority counties for the DERA Program based on NAAQS nonattainment/maintenance status or through the 2019 Air Toxic Screening Assessment.

### **PROJECT SUSTAINABILITY:**

NDEE will continue to promote (and assist stakeholders in finding) reasonable and practical solutions to reduce diesel emissions and consumption of diesel fuel. Nebraska farmers have demonstrated sustained interest in replacing diesel irrigation engines with electric equipment, and rural electric utilities in Nebraska promote such conversions. Applications for NDEE's irrigation engine rebates have exceeded the available funding for several years, and NDEE's program has had at least a dozen repeat applicants during that time. The long-term economic benefits to farmers of such conversions will continue to drive interest and result in future reductions in diesel emissions,

## **Beneficiary Eligible Mitigation Action Certification – Nebraska Funding Request #12 – Attachment E**

diesel fuel use, and wellsite soil contamination from diesel fuel and oil. DERA program rebates provide a vital means to reduce the high initial project costs to producers.

### **PROJECT RESILIENCE TO CLIMATE IMPACTS:**

The projects in this program are not expected to have appreciable impact on resilience to climate impacts. The replacement irrigation well equipment will be located at existing irrigation well sites. Although most of these locations are not susceptible to flooding, storm damage is a possible risk factor that would apply to the new electric equipment and the utility lines supplying electricity as well as to the replaced diesel engines.

### **WORKFORCE DEVELOPMENT:**

The projects in this program are not expected to require additional workforce development. Irrigation well electrification projects do not involve new technology, and they are served by existing irrigation companies, electrical contractors, and rural electric utilities with extensive experience in this type of project. Nebraska has established school bus and diesel truck dealerships that conduct sales and service of these vehicles. The funded projects are expected to be distributed across large regions of the state, and the existing businesses in these regions should be able to handle the number of projects expected to be funded.

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

**Linkage:** The actions outlined in this workplan support the goals in EPA's 2022-2026 Strategic Plan. In particular, the support Goal 1, "Tackle the Climate Crisis" Objective 1.1, "Reduce Emissions that Cause Climate Change", and Goal 4, "Ensure Clean and Healthy Air for All Communities" Objective 4.1, "Improve Air Quality and Reduce Localized Pollution and Health Impacts" of the Strategic Plan. Reducing emissions from diesel engines is an important component of the reduction of local and regional air pollution, thereby supporting EPA's goal of "continued progress in reducing public health risks and improving the quality of the environment." Replacing older, more polluting diesel vehicles and engines will eliminate or reduce the local emission of greenhouse gases and criteria air pollutants (NOx and particulate matter) and reduce the local and regional risk of exposure to ozone.

**Outputs:** The primary output of this program will be the replacement of older, more polluting diesel vehicles and engines with new, lower- or zero-emission units. This output will be measurable in terms of the number of replacements funded and completed and the ages and operating characteristics of the engines. Emission reductions will be computed based on engine model year, horsepower, annual fuel use, and annual operating hours using the EPA Diesel Emission Quantifier.

NDEE will disseminate information about the program and the available technologies via the agency website, mail, and e-mail. These public outreach efforts will raise community awareness of the importance of reducing diesel emissions.

## Beneficiary Eligible Mitigation Action Certification – Nebraska Funding Request #12 – Attachment E

NDEE will track and measure the progress made by the rebate recipients and provide quarterly reports to EPA summarizing this progress. NDEE will also provide a final report on the program to EPA.

**Outcomes:** Nebraska’s proposed 2023 and 2024 Clean Diesel Rebate Program will produce significant reductions in diesel emissions, reduce the exposure of vulnerable populations to these emissions, and reduce greenhouse gas emissions. In addition, NDEE’s outreach efforts will lead to increased community awareness of the importance and health benefits of emissions reductions.

### 2023 Program

Diesel irrigation engines in Nebraska have long lifetimes, commonly operating for decades. Among the 47 irrigation engine projects funded for the 2021 and 2022 grant years, the model years of the diesel engines being replaced ranged from 1973 to 2010. If the age profile of this year’s pool of engines matches that of the last two years, at least half of the replaced engines will be pre-Tier 1 engines lacking any emission controls (average model year 1992), and most of the rest will be Tier 1 engines (average model year 2003). Eliminating the emissions of these poorly-controlled engines will significantly reduce emissions of NO<sub>x</sub> and PM<sub>2.5</sub>. Table 1 below shows the estimated annual reductions in emissions and diesel fuel use from the replacement of 37 diesel irrigation engines, assuming 20 uncontrolled engines with average model year 1992 and 17 Tier 1 engines with average model year 2003. Table 2 shows the estimated lifetime reductions in emissions and diesel fuel assuming the replaced engines would otherwise have continued to operate for an additional seven years. Table 3 shows the lifetime cost-effectiveness of these replacements in grant dollars expended assuming an average DERA rebate amount of \$18,200.

**Table 1: Estimated annual reductions in emissions and diesel fuel from replacing 20 uncontrolled and 17 Tier 1 diesel irrigation engines with all-electric equipment, computed using the Diesel Emissions Quantifier.**

Engine Type	Annual Amount Reduced (short tons)					Gallons
	NO <sub>x</sub>	PM <sub>2.5</sub>	HC	CO	CO <sub>2</sub>	Fuel
20 Uncontrolled Engines <sup>1</sup>	52.781	3.020	4.379	19.679	236.3	21,000
17 Tier 1 Engines <sup>2</sup>	38.728	2.118	2.346	6.385	215.7	19,176
TOTAL	91.509	5.138	6.725	26.064	452.0	40,176

<sup>1</sup> Engine model year = 1992, HP = 146, Annual Hours = 1,050, Annual Fuel = 4,444 gallons

<sup>2</sup> Engine model year = 2003, HP = 157, Annual Hours = 1,128, Annual Fuel = 5,280 gallons

**Table 2: Estimated lifetime reductions in emissions and diesel fuel from replacing 20 uncontrolled and 17 Tier 1 diesel irrigation engines with all-electric equipment, computed using the Diesel Emissions Quantifier. Assumes the replaced engines would otherwise have operated for an additional seven years.**

Engine Type	Lifetime Amount Reduced (short tons)					Gallons
	NO <sub>x</sub>	PM <sub>2.5</sub>	HC	CO	CO <sub>2</sub>	Fuel
20 Uncontrolled Engines <sup>1</sup>	369.464	21.138	30.654	137.756	1,653.8	147,000
17 Tier 1 Engines <sup>2</sup>	271.093	14.824	16.420	44.694	1,510.1	134,232

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TOTAL	640.557	35.962	47.074	182.45	3,163.9	281,232
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**Table 3: Lifetime cost effectiveness (in grant dollars expended) of replacing 20 uncontrolled and 17 Tier 1 diesel irrigation engines with all-electric equipment, computed using the Diesel Emissions Quantifier. Assumes the replaced engines would otherwise have operated for an additional seven years and an average reimbursement amount of \$18,200.**

Engine Type	Grant dollars expended / lifetime short ton reduced				
	NOx	PM <sub>2.5</sub>	HC	CO	CO <sub>2</sub>
20 Uncontrolled Engines <sup>1</sup>	\$985	\$17,220	\$11,875	\$2,642	\$220
17 Tier 1 Engines <sup>2</sup>	\$1,141	\$20,872	\$18,842	\$6,923	\$205

**2024 Program**

The 2024 DERA program estimates it will replace 12 school buses and 5 diesel trucks, achieving the estimated emissions reductions shown in Tables 4 and 5 below.

**Table 4: Estimated annual reductions in emissions and diesel fuel from school bus and refuse truck replacements in the 2024 DERA state program, computed using the Diesel Emissions Calculator.**

Vehicle Type	Annual Amount Reduced (short tons)					Gallons
	NOx	PM <sub>2.5</sub>	HC	CO	CO <sub>2</sub>	Fuel
11 School Buses, Diesel Replacement <sup>1</sup>	0.796	0.071	0.12	0.395	21.7	1,925
1 School Bus, Propane Replacement	0.078	0.006	0.011	-0.007	2.0	175
4 Refuse Trucks, Diesel Replacement <sup>2</sup>	0.597	0.074	0.075	0.145	22.5	2,000
1 Refuse Truck, CNG Replacement	0.149	0.019	0.019	0.036	5.7	505
TOTAL	1.620	0.170	0.225	0.569	51.9	4,605

<sup>1</sup> Engine model year = 2005, Annual Miles = 9,990, Annual Idling Hours = 160, Annual Fuel = 1,750 gallons

<sup>2</sup> Engine model year = 2004, Annual Miles = 17,500, Annual Idling Hours = 600, Annual Fuel = 5,000 gallons

**Table 5: Estimated lifetime reductions in emissions and diesel fuel from school bus and refuse truck replacements in the 2024 DERA state program, computed using the Diesel Emissions Calculator. Assumes the replaced vehicles would have operated for an additional four years.**

Vehicle Type	Lifetime Amount Reduced (short tons)					Gallons
	NOx	PM <sub>2.5</sub>	HC	CO	CO <sub>2</sub>	Fuel
11 School Buses, Diesel Replacement	3.183	0.282	0.482	1.579	86.6	7,700
1 School Bus, Propane Replacement	0.314	0.025	0.043	-0.028	7.9	700
4 Refuse Trucks, Diesel Replacement	2.39	0.296	0.298	0.582	90	8,000
1 Refuse Truck, CNG Replacement	0.597	0.074	0.075	0.145	22.7	2,020
TOTAL	6.184	0.677	0.898	2.278	207.2	18,420

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**BUDGET NARRATIVE**

**2023 Itemized Project Budget**

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable)		Line Total
			VW Mitigation Trust Funds	Other Funds	
1. Personnel	\$19,955				\$19,955
Project Manager: \$27/hr x 665 hrs	\$17,955				
Supervisor: \$50/hr x 40 hrs	\$2,000				
2. Fringe Benefits	\$6,535				\$6,535
3. Travel	\$1,500				\$1,500
4. Equipment					
5. Supplies	\$130				\$130
6. Contractual					
7a. Other					
7b. Other (Participant Support Costs)	\$382,200		\$217,933		\$600,133
<b>8. Total Direct Charges (sum 1-7)</b>	\$410,320		\$217,933		\$628,253
9. Indirect Charges	\$6,545				\$6,545
<b>10. Total (Indirect + Direct)</b>	\$416,865		\$217,933		\$634,798
11. Program Income	\$0				

**2024 Itemized Project Budget**

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable)		Line Total
			VW Mitigation Trust Funds	Other Funds	
1. Personnel	\$10,109		\$1,168		\$11,277
2. Fringe Benefits	\$3,210		\$371		\$3,581
3. Travel	\$400				\$400
4. Equipment	0				0
5. Supplies	\$226				\$226
6. Contractual	0				0
7a. Other	0				0

**Beneficiary Eligible Mitigation Action Certification – Nebraska Funding Request #12 – Attachment E**

7b. Other (Participant Support Costs)	\$564,000		\$386,000		\$950,000
<b>8. Total Direct Charges (sum 1-7)</b>	\$577,945		\$387,539		\$965,484
9. Indirect Charges	\$4,069		\$470		\$4,539
<b>10. Total (Indirect + Direct)</b>	\$582,014		\$388,009		\$970,023
11. Program Income	0				

**Explanation of Budget Framework for 2023**

- **Personnel -**

Salaries for NDEE Project Manager (32% time, 655 hours @ \$27/hr) and Supervisor (1.2% time, 40 hours @ \$50/hr).

- **Fringe Benefits -**

32.75% of Personnel Cost, covering health insurance, retirement, unemployment, and leave.

- **Travel –**

Up to five in-state inspection trips by NDEE personnel for a selected group of rebate recipients to verify eligibility of equipment to be replaced and replacement equipment. Cost based on 2,290 miles at 65.5 cents per mile.

- **Supplies –**

- Postage for mailing of grant materials to applicants and/or recipients.
- Participant Support Costs (rebates paid to successful applicants for engine replacement projects).

- **Equipment –**

None.

- **Contractual –**

None.

- **Other –**

None.

## **Beneficiary Eligible Mitigation Action Certification – Nebraska Funding Request #12 – Attachment E**

- ***Indirect Charges –***

Indirect charges are computed as 32.8% (2023 negotiated rate) of personnel costs.

### **Administrative Costs Expense Cap**

The budgeted administrative costs (sum of personnel, benefits, travel, and indirect costs) for this grant are \$27,990.26, or 3.95% of the available project funds (\$707,866). This amount is less than the 15% cap on administrative costs.

### **Matching Funds and Cost-Share Funds**

Nebraska will be using funds from the Volkswagen Diesel Emission Environmental Mitigation Trust for States as voluntary state match.

Recipients of participant support (rebates) will be expected to provide mandatory cost-share funds for their projects.

### **Funding Partnerships**

NDEE will fund project partner equipment and installation costs via participant support costs.

### **Explanation of Budget Framework for 2023**

- ***Personnel -***

Salaries for NDEE Project Manager (18% time, 374 hours @ \$27/hr from grant funds and 2% time, 43 hrs @ \$27/hr from State Match).

- ***Fringe Benefits -***

31.75% of Personnel Cost, covering health insurance, retirement, unemployment, and leave.

- ***Travel –***

Up to three in-state inspection trips by NDEE personnel for a selected group of rebate recipients to verify eligibility of equipment to be replaced and replacement equipment. Cost based on 610 miles at 65.5 cents per mile.

- ***Supplies –***

- Postage for mailing of grant materials to applicants and/or recipients.
- Participant Support Costs (rebates paid to successful applicants for engine replacement projects).

- ***Equipment –***

None.

**Beneficiary Eligible Mitigation Action Certification – Nebraska Funding Request #12 – Attachment E**

- ***Contractual*** –

None.

- ***Other*** –

None.

- ***Indirect Charges*** –

Indirect charges are computed as 40.25% (2024 negotiated rate) of personnel costs.

**Administrative Costs Expense Cap**

The budgeted federal administrative costs (sum of personnel, benefits, travel, and indirect costs) for this grant are \$17,788, or 3% of the available project funds (\$582,014). This amount is less than the 15% cap on administrative costs.

**Matching Funds and Cost-Share Funds**

Nebraska will be using funds from the Volkswagen Diesel Emission Environmental Mitigation Trust for States as voluntary state match.

Recipients of participant support (rebates) will be expected to provide mandatory cost-share funds for their projects.

**Funding Partnerships**

NDEE will fund project partner equipment and installation costs via participant support costs.