

Idaho Department of Environmental Quality

Volkswagen Environmental Mitigation Trust Agreement for State Beneficiaries

**Semi-Annual Report
January 1 – June 30, 2026**

Beneficiary: State of Idaho

Submitted to: Wilmington Trust, N.A., as Trustee

Reporting Coverage

This report covers implementation activities beginning with Idaho's first D-4 Funding Approval on March 31, 2019, and first Trust disbursement on April 9, 2019, through June 30, 2026. This submission includes all reportable activities during that period.

Prepared by
Idaho Department of Environmental Quality
Air Quality Division

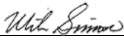
July 30, 2026

Idaho Diesel Emissions Mitigation Program	
Volkswagen Environmental Mitigation Trust — Semiannual Report: Summary of All D-4s	
Beneficiary	State of Idaho
Lead Agency	Idaho Department of Environmental Quality (IDEQ)
Reporting Period	03/05/2019 - 06/30/2026
Date Submitted	July 30, 2026
Trust Fund Balance	
Starting Balance	\$17,349,037.39
Interest Earned	\$2,375,399.53
Total Available Funds	\$19,724,436.92
Total VW Trust Costs (all D-4s)*	\$19,215,284.74
Total Expended to Date	\$16,295,611.30
Remaining Balance	\$509,152.18

*As reported on VW Environmental Mitigation Trust Portal, 07/14/2026

Summary of All Costs by D-4										
D-4 #	D-4 Name / Program	VW Trust Costs		Mandatory Match		Total Project Cost	Admin Costs (VW Trust)	Rebates Paid to Date	Status	Trust Portal — Funds Remaining ¹
		Budgeted ²	Expended	Budgeted	Expended					
1	FY17-18 DERA	\$501,551.00	\$501,551.00	\$4,033,510.00	\$4,033,510.00	\$4,535,061.00	-	\$1,050,238.70	All Projects Completed	-
2	VRP01-EMA1 Class 8 Truck	\$4,166,207.55	\$4,166,207.81	\$6,417,546.85	\$6,417,546.85	\$10,583,754.40	\$80,110.01	\$4,070,472.45	All Projects Completed	\$0.19
3	VRP02-EMA2 Class 4-8 Bus	\$3,332,906.23	\$3,332,906.23	\$5,108,855.57	\$5,108,855.57	\$8,441,761.80	\$66,644.61	\$3,262,059.60	All Projects Completed	\$0.00
4	VRP03-EMA6 Class 4-7 Truck	\$15,918.91	\$15,918.91	\$0.00	\$0.00	\$15,918.91	\$15,722.90	-	All Projects Completed	\$0.00
5	EVSE01-EMA9 NPT Casino	\$164,775.57	\$164,775.57	\$0.00	\$0.00	\$164,775.57	\$14,946.88	\$149,828.69	All Projects Completed	\$0.43
6	EVSE19-02-EMA9 Blaine	\$83,599.52	\$83,599.52	\$0.00	\$0.00	\$83,599.52	\$9,676.47	\$73,923.05	All Projects Completed	\$0.48
7	EVSE19-03-EMA9 Bonners Ferry	\$87,010.58	\$87,010.58	\$15,576.37	\$15,576.37	\$102,586.95	\$9,676.47	\$77,334.11	All Projects Completed	\$0.00
8	FY20 DERA	\$330,446.00	\$330,446.00	\$2,700,669.00	\$2,700,669.00	\$3,031,115.00	-	\$389,315.89	In Progress	-
9	2020-VRP-EMA1 Class 8 Truck	\$2,845,546.00	\$2,845,546.00	\$3,763,279.00	\$3,763,278.60	\$6,608,825.00	\$48,027.67	\$2,777,016.47	All Projects Completed	\$0.00
10	2020-VRP-EMA2 Class 4-8 Bus	\$445,629.00	\$445,629.00	\$1,246,985.76	\$1,246,886.40	\$1,692,614.76	\$42,151.26	\$381,077.30	All Projects Completed	\$0.00
11	2020VRP-EMA6 Class 4-7 Truck	\$9,387.00	\$9,386.66	\$0.00	\$0.00	\$9,387.00	\$9,386.66	-	All Projects Completed	\$0.34
12	EVSE19-04-EMA9 Kathleen 76 ²	\$169,676.47	\$169,676.47	\$40,000.00	\$40,000.00	\$209,676.47	\$9,676.47	\$160,000.00	All Projects Completed	\$0.00
13	EVSE22-01-EMA9 North Lights	\$78,526.79	\$78,526.79	\$18,172.63	\$18,172.63	\$96,699.42	\$5,836.26	\$72,690.53	All Projects Completed	\$0.21
14	EVSE22-02-EMA9 Program	\$2,064,152.01	\$2,064,151.76	\$270,380.05	\$270,380.05	\$2,334,537.05	\$79,603.28	\$1,743,264.06	All Projects Completed	\$0.24
15	FY21 DERA	\$339,668.00	\$339,668.00	\$2,746,824.00	\$2,746,824.00	\$3,086,492.00	-	\$134,823.22	In Progress	-
16	FY22 DERA	\$349,586.00	\$349,586.00	\$2,651,136.00	\$2,651,136.00	\$3,000,722.00	-	-	In Progress	-
17	2025VRP-EMA1 Class 8 Truck ³	\$1,507,421.30	\$0.00	\$1,831,232.70	\$0.00	\$3,338,654.00	-	-	In Progress	\$1,507,421.00
18	2025VRP-EMA2 Class 4-8 Bus	\$2,723,275.55	\$1,311,025.00	\$7,941,740.45	\$4,089,325.00	\$10,665,016.00	-	\$1,311,025.00	In Progress	\$1,412,250.55
TOTAL		\$19,215,283.48	\$16,295,611.30	\$38,785,908.38	\$33,102,160.47	\$58,001,196.85	\$391,458.94	\$15,653,069.07		\$2,919,673.44

*VW Trust Costs Budgeted as per D4 Submission; variance from EMT Portal (\$19,215,284.74) is the result of rounded budgeted amounts for D4s (D4-02, D4-05, D4-06, D4-13, D4-14, and D4-17) on the EMT Portal.

The information in this report is true and correct and the submission is made under penalty of perjury.				07/30/2026	
		Michael Simon, Air Quality Division Administrator		Date	

Trust Portal — Funds Remaining (Column L) Footnotes:

¹ Source: VW Environmental Mitigation Trust Portal (vweenvironmentalmittigationtrustportal.com), individual request pages, accessed 07/01/2026. Each figure is the Trust's own total remaining undisbursed balance for that D-4's combined funding request stream (equipment/rebate + administrative draws) — see the "VW Trust Portal Reconciliation" block on each D4-## tab for detail and per-request source links. This column is distinct from column I (Admin Costs), which reflects IDEQ's internally budgeted/expended administrative costs only.

² Source: VW Environmental Mitigation Trust Portal, request #179, accessed 07/14/2026 (updated export). Confirmed \$0.00 remaining.

³ Source: VW Environmental Mitigation Trust Portal, request #1379, accessed 07/14/2026. D-4 Approved 5/29/26; no Attachment A funding requests submitted yet, so full budgeted amount (\$1,507,421.00) remains undisbursed.

Action Title
FY2017 DERA

Beneficiary Project ID
2018-01

Reporting Period
04/01/2019 - 06/30/2026

All projects associated with this Action Title have been completed. The Trust has fully funded the Action Title, and this submission represents the final reporting for this Action Title.

Submitted: July 30, 2026

VW Settlement Decree
State of Idaho D-4 #1 — FY17-18 DERA — Semi Annual Report

Grant Recipient	Idaho Department of Environmental Quality (IDEQ)
Grant Cycle	FY17/FY18 DERA — EPA Clean Diesel Grant Match
Reporting Period	04/01/2019 - 06/30/2026

WORKPLAN BUDGET	DERA (EPA Clean Diesel Grant Program)	
Total VW Settlement Funds Disbursed to IDEQ	\$501,551.00	
Interest Earned on VW Funds	\$0.00	
Total VW Funds Obligated	\$501,551.00	
Total VW Funds Expended	\$501,551.00	
Total VW Funds On Hand	\$0.00	
Balance in Account	\$0.00	

Summary of D-4 #1 Costs							
Eligible Mitigation Action	Total Funds Obligated	Total Funds Expended	VW Mitigation Funds		Match Funds		Notes
			Obligated	Expended	Obligated	Expended	
FY 2017 DERA Projects	\$1,971,418.00	\$1,971,418.00	\$227,076.00	\$227,076.00	\$1,744,342.00	\$1,744,342.00	Complete — Fully expended. 14 school buses + 2 refuse trucks replaced. Actual rebates paid: \$465,091 (25% rebate). Recipient 75% cost-share: ~\$1,387,273. Lifetime NOx reduced: 18.24 tons (vs. 35.72 tons estimated).
FY 2018 DERA Projects	\$2,563,643.00	\$2,563,643.00	\$274,475.00	\$274,475.00	\$2,289,168.00	\$2,289,168.00	Complete — Fully expended. 3 transit buses + 3 school buses + 2 logging trucks + 4 food dist. trucks + 3 refuse trucks replaced (mix changed from 17 buses + 9 food dist. proposed). Actual rebates paid: \$626,303 (25% rebate). Lifetime NOx reduced: 25.41 tons (vs. 36.76 tons estimated).
Administrative Costs	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Unused project funds							No unused project funds — grant fully expended
Unused administrative costs							No unused admin — DEQ admin funded by EPA federal allocation, not VW Trust
Interest Earnings							No interest earned on VW Trust advance for this D-4
TOTALS	\$4,535,061.00	\$4,535,061.00	\$501,551.00	\$501,551.00	\$4,033,510.00	\$4,033,510.00	

Project Overview — D-4 #1 Revision History
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This section summarizes how the D-4 evolved from initial approval through the most recent revision. Enter one row per approved D-4 version. Yellow cells = data entry.

D-4 Version & Date	VW Trust Amount	# Vehicles / Recipients	Key Changes / Description of Revision
Original D-4 Funding Request 01 Signed: 03/05/2019 Approved: 03/31/2019	\$227,076.00	Proposed: 2 school bus replacements + 50 retrofit devices on ~28 vehicles	ORIGINAL FY2017 DERA SCOPE (Grant DS-01J35501, Award Oct. 2017) — VW Trust funds requested as nonfederal voluntary match (\$227,076) for EPA FY17 DERA grant. Original workplan was retrofit-focused: replace 2 school buses AND install 50 emission control devices (10 DOCs, 10 CCVs, 10 FOHs, 20 DPFs) on school buses, construction, city/county, private business, and agricultural equipment in Ada, Bonner, Canyon, Franklin, Lemhi, and Shoshone counties. Estimated lifetime reductions: 5.17 tons NOx, 5.19 tons PM2.5, 5.96 tons HC, 27.28 tons CO, 132.1 tons CO2.
Revision 1 Funding Request 02 FY17 + FY18 Combined Signed: 11/20/2019	\$274,475.00	FY17: 16 vehicles (14 school buses + 2 refuse trucks) FY18: 27 vehicles (17 school buses + 9 food dist. tractor-trailers + 1 DPF)	NOV. 2019 COMBINED FY17–FY18 REVISION — Action Title updated to 'FY2017–FY2018 DERA'; scope expanded to include FY18 DERA funding. Beneficiary Project ID 2018-01 retained. Additional VW Trust advance of \$274,475 requested for FY18 match. REVISED FY17 SCOPE (\$227,076 VW Trust / \$1,403,728 mandatory match): Replace 14 school buses and 2 refuse vehicles at 25% rebate. Vehicles identified: Total Waste Management (2 refuse trucks, 2003/1998 MY), Shelley SD (*2), Ririe SD, Aberdeen SD, Basin SD, Oneida SD, Brown Bus Co. (*8 buses). Estimated lifetime reductions: 35.72 tons NOx, 2.16 tons PM2.5, 2.8 tons HC, 13.42 tons CO, 2,292 tons CO2. Fuel savings: 203,760 gal/lifetime. NEW FY18 SCOPE (\$274,475 VW Trust / \$1,877,455 mandatory match): Replace 17 school buses and 9 food distribution tractor-trailers at 25% rebate, plus provide 1 DPF to incentivize an existing FY16/FY17 retrofit recipient. Vehicles identified: Emmett SD, Kamiah SD, Boundary County SD (*2), Jefferson Joint SD (*4), West Bonner SD (*2), 7 TBD school buses, 9 food dist. tractor-trailers (Sysco). Estimated lifetime reductions: 36.76 tons NOx, 3.51 tons PM2.5, 4.07 tons HC, 15.29 tons CO, 2,748 tons CO2. Fuel savings: 244,230 gal/lifetime. Signed by Tiffany Floyd, Air Quality Division Administrator. RATIONALE FOR REVISION: Despite extensive outreach to city/county municipalities, construction, agriculture, and private industry, fleet managers expressed near-universal reluctance to accept retrofits — citing concerns about vehicle performance degradation, increased maintenance costs, and downtime during DPF servicing. Those same fleet managers expressed strong interest in vehicle replacement rebates, a model DEQ was already successfully operating through the VW Settlement VRP. In May 2019, DEQ coordinated with EPA to formally revise the FY17/FY18 workplan, redirecting all DERA funds from retrofits to vehicle replacement PSCAs.

Final Report Grant Closeout EPA Final Report DEQ Run Date: 01/26/2023	\$501,551.00		GRANT CLOSEOUT — Total VW Trust expended: \$501,551 (\$227,076 FY17 + \$274,475 FY18). Grant DS-01J35501 closed.
		FY17 ACTUAL: 16 (14 buses + 2 refuse)	FY17 ACTUAL vs. PROPOSED: Vehicle mix matched proposal (14 school buses + 2 refuse). Recipients: Preston SD (\$27,829), South Lemhi SD (\$22,454), Mountain View SD (\$30,000), Westside SD (\$27,749), Brown Bus Co. (\$182,100 for 8 buses), Aberdeen SD (\$22,594), Boise County SD (\$24,010), Total Waste Mgmt. (\$125,936 for 2 refuse trucks). Total rebates: \$465,091. ACTUAL lifetime reductions: 18.24 tons NOx, 1.12 tons PM2.5, 1.60 tons HC, 6.41 tons CO, 1,863 tons CO2 — significantly lower than the 35.72/2.16/2.8/13.42/2.292-ton estimates in the Nov. 2019 revision, due to differences in actual vehicle usage rates, remaining useful life, and final invoiced vehicle costs vs. estimates.
		FY18 ACTUAL: 15 (3 transit buses + 3 school buses + 2 logging trucks + 4 food dist. + 3 refuse trucks)	FY18 ACTUAL vs. PROPOSED: Vehicle mix changed substantially from the Nov. 2019 revision. Proposed 17 school buses + 9 food dist. trucks; ACTUAL: 3 transit buses (Treasure Valley Transit, \$140,296), 3 school buses (Shelley SD \$44,315; Rocky Mtn. Stagecoach \$23,131), 2 logging tractor-trailers (Wes Olsen Trucking, \$40,238), 4 food distribution tractor-trailers (Sysco Idaho, \$114,755), 3 refuse trucks (Republic Services, \$251,601). No DPF incentive paid. Total rebates: \$626,303. ACTUAL lifetime reductions: 25.41 tons NOx, 1.50 tons PM2.5, 2.15 tons HC, 6.01 tons CO, 2,238 tons CO2 — lower than 36.76/3.51/4.07/15.29/2,748-ton estimates.
			KEY DIFFERENCES: (1) 9 proposed food dist. trucks reduced to 4 (Sysco only); (2) 17 proposed school buses reduced to 3 + 3 transit buses substituted; (3) 2 logging trucks and 3 refuse trucks added (not in original scope); (4) DPF incentive not executed. Delays required multiple no-cost project period extensions due to: VRP transition time, COVID-related school bus schedule disruptions, and supply-chain backlogs delaying new vehicle delivery.
↑ Insert additional revision rows above this line as needed ↑			

Project Narrative							
Eligible Mitigation Actions	Project Status						
FY 2017 DERA	VW Trust funds used as match for EPA DERA FY17 Clean Diesel Grant. All projects funded through this grant cycle are complete.						
FY 2018 DERA	VW Trust funds used as match for EPA DERA FY18 Clean Diesel Grant. All projects funded through this grant cycle are complete.						
D-4 #1 Completed	All projects funded through this D-4 have been completed. VW Trust funds were used to match EPA DERA grants for diesel emissions reduction projects across Idaho.						
Project Detail — FY17/FY18 DERA Vehicle Replacements by Participant (Grant DS-01J35501)							
Participant (PSCA) & Vehicle Type	Qty	Old MY	Replacement Fuel / Type	New MY	Unit Cost (\$)	DEQ Rebate (25%) (\$)	Participant Cost-Share (75%) & Notes
FY 2017 DERA Participants — 8 recipients, 16 vehicles							
South Lemhi School District (PC13) School Bus — Class 8	1	2006	Diesel (ULSD)	2019	\$89,817.00	\$22,454.25	1 × \$89,817 DEQ rebate: \$22,454.25 Participant cost-share: \$67,362.75 Completed (FY17 DERA)
Mountain View School District (PC11) School Bus — Class 8	1	2006	Diesel (ULSD)	2019	\$120,232.68	\$30,000.00	1 × \$120,232.68 DEQ rebate: \$30,000.00 Participant cost-share: \$90,232.68 Completed (FY17 DERA)
Preston School District (PC07) School Bus — Class 8	1	2006	Diesel (ULSD)	2019	\$111,316.85	\$27,829.29	1 × \$111,316.85 DEQ rebate: \$27,829.29 Participant cost-share: \$83,487.56 Completed (FY17 DERA)
Westside School District (PC12) School Bus — Class 8	1	2003	Diesel (ULSD)	2019	\$110,995.00	\$27,748.75	1 × \$110,995.00 DEQ rebate: \$27,748.75 Participant cost-share: \$83,246.25 Completed (FY17 DERA)
Brown Bus Company (PC24) School Bus — Class 8	8	2003	Diesel (ULSD)	2019	\$91,049.98 (avg/bus)	\$182,100.00	8 × \$91,049.98 = \$728,399.84 total DEQ rebate: \$182,100.00 Participant cost-share: \$546,299.84 Completed (FY17 DERA)
Aberdeen School District School Bus — Class 8	1	2003	Diesel (ULSD)	2020	\$90,375.00	\$22,593.75	1 × \$90,375.00 DEQ rebate: \$22,593.75 Participant cost-share: \$67,781.25 Completed (FY17 DERA)
Boise County School District School Bus — Class 8	1	2002	Diesel (ULSD)	2019	\$96,039.00	\$24,009.75	1 × \$96,039.00 DEQ rebate: \$24,009.75 Participant cost-share: \$72,029.25 Completed (FY17 DERA)
Total Waste Management Refuse Truck — Class 8	2	~2003	Diesel (ULSD)	2019	\$251,871.50 (avg/truck)	\$125,935.75	2 × \$251,871.50 = \$503,743.00 total DEQ rebate: \$125,935.75 Participant cost-share: \$377,807.25 Completed (FY17 DERA)
FY 2017 Subtotal (8 participants, 16 vehicles)	16					\$462,671.54	Total FY17 DEQ rebates (25%) paid. Participant cost-share (75%) total: \$1,388,246.83.
FY 2018 DERA Participants — 6 recipients, 15 vehicles							
Shelley School District School Bus — Class 8	2	1998	Diesel (ULSD)	2020	\$88,630.00 (avg/bus)	\$44,315.00	2 × \$88,630.00 = \$177,260.00 total DEQ rebate: \$44,315.00 Participant cost-share: \$132,945.00 Completed (FY18 DERA)

Wes Olson Trucking Logging Truck — Class 8	2	1996	Diesel (ULSD)	2019	\$80,475.92 (avg/truck)	\$40,237.96	2 × \$80,475.92 = \$160,951.84 total DEQ rebate: \$40,237.96 Participant cost-share: \$120,713.88 Completed (FY18 DERA) Note: Distinct from the separate Wes Olson Trucking (PC37) FY20 DERA project on sheet D4-08.
Treasure Valley Transit Transit Bus — Class 8	3	2004	Diesel (ULSD)	2020	\$151,370.32 (avg/bus)	\$113,527.74	3 × \$151,370.32 = \$454,110.95 total DEQ rebate: \$113,527.74 Participant cost-share: \$340,583.21 Completed (FY18 DERA) DEQ Notes a discrepancy and error between these rebates paid and what was reported in the FY17/FY18 Final Report to EPA. The information here is correct.
Rocky Mountain Stagecoach DBA Teton Stage Lines School Bus — Class 8	1	1999	Diesel (ULSD)	2018	\$92,522.24	\$23,130.56	1 × \$92,522.24 DEQ rebate: \$23,130.56 Participant cost-share: \$69,391.68 Completed (FY18 DERA) Note: Distinct from the separate Teton Stage Lines (PC35) FY20 DERA project on sheet D4-08.
Sysco Idaho, Inc. Food Distribution Truck — Class 8	4	2005	Diesel (ULSD)	2022	\$114,754.60 (avg/truck)	\$114,754.60	4 × \$114,754.60 = \$459,018.40 total DEQ rebate: \$114,754.60 Participant cost-share: \$344,263.80 Completed (FY18 DERA)
Republic Services Refuse Truck — Class 8 (CNG)	3	2002 / 2006 / 2007	CNG	2020 / 2021 / 2022	\$335,468.40 (avg/truck)	\$251,601.30	3 × \$335,468.40 = \$1,006,405.21 total DEQ rebate: \$251,601.30 Participant cost-share: \$754,803.91 Completed (FY18 DERA) Note: Distinct from the separate Republic Services (PC40) FY20 DERA refuse truck on sheet D4-08, which remains pending. One of these three trucks is VIN ...0417 — originally slated for PC40 (FY20 DERA/VW Trust) as a substitute for excluded Truck 5 (VIN ...1919), per Republic Services amendment request dated 11/17/2021, but ultimately funded here under FY18 DERA.
FY 2018 Subtotal (6 participants, 15 vehicles)	15					\$587,567.16	Total FY18 DEQ rebates (25%) paid. Participant cost-share (75%) total: \$1,762,701.48.
TOTALS — FY17/FY18 DERA Completed Projects (14 participants, 31 vehicles)	31					\$1,050,238.70	Combined DEQ rebates (25%) paid, FY17+FY18. Combined participant cost- share (75%): \$3,150,948.31. Source: EPA Final Report, Grant DS-01J35501 (FY17- FY18), Report ID 2022ACN75.

Note: DEQ Rebate = 25% of vehicle cost (VW Trust voluntary match + EPA DERA federal share combined). Participant Cost-Share = 75% of vehicle cost (mandatory). Figures above reflect actual final rebates and cost-shares reported in the EPA Final Report for Grant DS-01J35501 (FY17-FY18), Report ID 2022ACN75. Some participant organizations (Wes Olson Trucking, Teton Stage Lines/Rocky Mountain Stagecoach, Republic Services) also received separate, later PSCAs under the FY20 DERA grant (see sheet D4-08) — these are distinct projects with different vehicles and are not double-counted here.

The information in this report is true and correct and the submission is made under penalty of perjury.		
	Michael Simon, Air Quality Division Administrator	07/30/2026 Date

FY17/FY18 State DERA
Grant: DS-01J35501
Final Report

Submitted to EPA
01/30/2023

U. S. Environmental Protection Agency
State Clean Diesel Grant Program -Final Report

Grant Recipient	Idaho Dept of Environmental Quality(DEQ)
Grant #	DS-01J35501
Reporting Period	Final

Instructions: Complete all relevant fields in this worksheet and use the other worksheets in this excel file to provide your project fleet descriptions.

WORKPLAN BUDGET	FY17	FY18
Total EPA Funds Awarded	\$340,614.00	\$411,713.00
Total Mandatory Cost-Share	\$1,403,728.00	\$1,877,455.00
Total Voluntary Matching Funds	\$227,076.00	\$274,475.00
Total Project Costs	\$1,971,418.00	\$2,563,643.00

Table 1. Total Funds Expended				
	Federal Funds Expended	Mandatory Cost-Share Expended	Voluntary Match Expended	
			VW Mitigation Funds	Other Funds
Personnel + Fringe	\$110,617.47			
Fringe Benefits				
Travel	\$2,759.87			
Equipment	\$0.00			
Supplies	\$48.50			
Contractual	\$2,815.84			
Subawards	\$0.00			
Participant Support Costs (e.g., Rebates)		\$3,274,415.11	\$501,551.00	
Other	\$1,091,619.20			
Indirect Charges	\$33,101.83			
TOTALS	\$1,240,962.71	\$3,274,415.11	\$501,551.00	\$0.00

Table 2. Narrative Responses	
Question	Answer
Summarize the accomplishments that occurred during the grant period.	• DEQ coordinated with the Idaho Division of Purchasing (DOP) regarding development, completion, and advertisement of an Invitation to Bid (ITB) to award a contract for the assessment and installation of diesel emission retrofits on city, county, agricultural, a construction equipment; this overarching contract will incorporate spending on three separate EPA grants. • DEQ coordinated with the Idaho Division of Purchasing (DOP) awarded a contract for the assessment and installation of diesel emission retrofits on city, county, agricultural, and construction equipment. • DEQ coordinated with potential retrofit recipients, traveled to potential recipient locations to solicit participation in DEQ's retrofit program, however, determined that Fleet Managers were simply not interested in diesel emission system retrofits. • DEQ coordinated with Idaho Division of Purchasing to complete contract termination related to retrofitting. • DEQ coordinated with EPA in revising original workplan which proposed heavy-duty diesel-vehicle emission retrofits to utilize FY17 and FY18 State Clean Diesel grant funds toward vehicle replacements using Participant Support Cost Agreements (PSCAs). • FY17 Accomplishments: Idaho DEQ awarded rebates through PSCAs toward the replacement of 14 school buses, and 2 refuse vehicles. • FY18 Accomplishment: Idaho DEQ awarded rebates through PSCAs toward the replacement of 3 transit buses, 3 school buses, 2 logging truck tractor trailers, 4 food distribution tractor trailers, and 3 refuse vehicles.

Did you award any rebates or subawards during the grant period? If so, list the recipients and how much funding they received.	<u>FY17: DEQ Awarded the following 25% rebates through PSCAs</u> • Preston School District (\$27,829.29) for one bus. • South Lemhi School District (\$22,454.25) for one bus. • Mountain View School District (\$30,000) for one bus. • Westside School District (\$27,748.75) for one bus. • Brown Bus Company (\$182,100) for eight school buses. • Aberdeen School District (\$22,593.75) for one bus. • Boise County School District (\$24,009.75) for one bus. • Total Waste Management (\$125,935.75) for two-refuse trucks. <u>FY18 DEQ Awarded the following 25% rebates through PSCAs</u> • Shelley School District (\$44,315) for two school buses. • Wes Olsen Trucking: (\$40,237.96) for two logging tractor-trailer trucks • Treasure Valley Transit (\$140,296.24) for three transit buses. • Rocky Mountain Stagecoach (\$23,130.56) for one school bus. • Republic Services (251,601.30) for three refuse trucks. • Sysco, Idaho (\$114,754.60) for three food-distribution tractor-trailer trucks.
Provide a comparison of actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the original project Work Plan.	Under FY 2017, the original work plan proposed two vehicle replacements, and retrofit installations including 10 diesel oxidation catalysts (DOCs), 10 closed crankcase ventilators (CCV), 10 fuel operated heaters (FOH), and 20 diesel particulate filters (DPF) on non-road and on-road vehicles. Based on EPA verified emission reduction estimation methods, FY 2017 retrofit devices and equipment replacements were projected to reduce pollution of nitrogen oxides by 5.17 tons, particulate matter (PM2.5) by 5.19 tons, hydrocarbons by 5.96 tons, carbon monoxide by 27.28 tons, and carbon dioxide by 132.1 tons over the lifetime of the vehicles serviced. FY17 actual accomplishments included DEQ awarding rebates through PSCAs toward the replacement of 14 school buses, and 2 refuse vehicles. Under FY 2018, the original work plan proposed retrofit installations including 26 diesel oxidation catalysts (DOCs), 24 closed crankcase ventilators (CCV), 20 fuel operated heaters (FOH), 13 diesel particulate filters (DPFs) on non-road and on-road vehicles, and 14 combination low-rolling resistance tires sets and 4 aerodynamic retrofits on non-road and on-road vehicles. Based on EPA verified emission reduction estimation methods, FY 2018 retrofit devices and equipment replacements were projected to reduce pollution of nitrogen oxides by 47.31 tons, particulate matter (PM2.5) by 19.19 tons, hydrocarbons by 35.60 tons, carbon monoxide by 91.02 tons, and carbon dioxide by 2,891.77 tons over the lifetime of the vehicles serviced. FY18 actual accomplishments included DEQ awarding rebates through PSCA toward the replacement of 3 transit buses, 3 school buses, 2 logging truck tractor trailers, 4 food distribution tractor trailers, and 3 refuse vehicles.
If anticipated outputs/outcomes and/or timelines/milestones from the original submitted proposal were not met, why not? Did you encounter any problems during the grant period which may have precluded you from meeting the project objectives?	The Idaho DEQ has encountered significant difficulty securing fleet owner participation in our diesel retrofit program. The DEQ engaged fleet owners from city and county municipalities and private industry including logging, construction, petroleum, cement, and sand and gravel. While most contacts either not returned calls or declined participation, even those whom initially communicated interest in receiving emission retrofits ultimately became non-committal and would not confirm fleet vehicle eligibility and declined to participate. With the development of Idaho DEQ's participation in the Volkswagen Environmental Mitigation Fund and the DEQ's Vehicle Replacement Program (VRP), potential retrofit recipients indicated a much stronger preference to participate in the VRP to receive funds for replacing aging vehicles rather than have retrofits installed on aging vehicles. Problems were encountered during the grant period resulting in the need for multiple no-cost project period extensions. These included: • The transition in work plan from retrofits to the VRP: additional time was needed to develop VRP programmatic materials such as applications and VRP PSCAs • COVID: the pandemic resulted in changes to Participants' vehicle replacement schedules. Reduced school bus transportation services and overall reduction in economic activity led to decreases in transportation needs and corresponding delays to vehicle replacement activity. • Changes in supply-chain activity created a significant delay in new vehicle purchases, delaying Participants' ability to replace vehicles according to the schedules originally proposed in their PSCAs

How did you remedy any problems? Detail how and the date you had to address any problems that changed the original work plan and/or work plan schedule.	In May 2019, DEQ coordinated with the EPA on a proposal to overcome the difficulty in securing vehicles to participate in the DEQ retrofitting program and proposed to the EPA that DEQ revise the FY17/FY18 State Clean Diesel scope of work to replace all retrofitting scope of work and incorporate grants fund into the DEQ VRP. The DEQ calculated that we could provide rebates on a proposed set of vehicles for recipients that had already applied for funding through the VW Settlement VRP. Delays in schedule associated with the VRP transition, along with COVID and supply-chain issues were resolved by coordinating no-cost project period extensions with the EPA.
Identify the source of any cost-share or additional leveraged funds reported for this grant period in Table 1 above.	<u>FY17: PSCA recipients paid 75% Cost Shares in the following amounts from their own budgetary sources for the vehicles for which they received 25% rebates:</u> • Preston School Districts (\$83,487.56) for one bus. • South Lemhi School District (\$67,362.75) for one bus. • Mountain View School District (\$90,232.68) for one bus. • Westside School District (\$83,246.25) for one bus. • Brown Bus Company \$546,299.84 for eight buses. • Aberdeen School District (\$67,781.25) for one bus. • Boise County School District (\$72,029.25) for one bus. • Total Waste Management - \$377,807.25 for two refuse vehicles. <u>FY18: PSCA recipients paid 75% Cost Shares in the following amounts from their own budgetary sources for the vehicles for which they received 25% rebates:</u> • Shelley School District \$132,945) for two school buses. • Wes Olsen Trucking: (\$120,713.88) for two logging tractor-trailer trucks. • Treasure Valley Transit (\$340,583.21) for three transit buses • Rocky Mountain Stagecoach (\$69,391.68) for one school bus. • Republic Services (\$754,803.91) for three refuse trucks. • Sysco, Idaho (\$344,263.80) for three food-distribution tractor-trailer trucks.
Was any program income generated during the grant period? Identify the amount of program income, how it was generated, and how the program income was used.	• No program income was generated.
Did any public relations events regarding this grant take place during the reporting period? Briefly describe these events	• IDEQ coordinated several face to face meetings between DEQ, DEQ's retrofitting contractor, and Fleet Managers from Bonner County Road and Bridge, Salmon City Public Works, Ada County Highway District, and Public Works representatives from the cities of Boise, Nampa, and Meridian, as well as Republic Services Fleet Manager for the purpose of identifying potential retrofit candidates, answering any retrofit recipients' questions, and addressing any concerns about the impact of retrofits on vehicle performance. • IDEQ participated and presented at the annual Idaho Association of Pupil Transportation conference in Boise, providing information about both the VW Settlement Program as well as IDEQ's Diesel Emission Reduction Program associated with our DERA grant retrofitting opportunities. • IDEQ traveled to Idaho Falls, and Sandpoint Idaho as well as entities in the local area of Boise, Nampa, and Caldwell to visit business owners with Class 5-7 fleets to solicit participation in DEQ's DERP by installing diesel emission reduction retrofit devices. • IDEQ traveled to Sacramento, CA to participate in the NORCAL Clean Technology Expo and West Coast Collaborative Partnering Meeting.
What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.

Table 3. Subaward Reporting Requirements	
Requirement	Response
Summaries of results of reviews of financial and programmatic reports	N/A
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance	N/A
Environmental results the subrecipient achieved	N/A
Summaries of audit findings and related pass-through entity management decisions	N/A

Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.331(e), 2 CFR 200.207 and the 2 CFR 200.338 Remedies for Noncompliance	N/A
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Table 3: Summary of Total Emissions Reduction per Fiscal Year (Emission Reductions Created)					
Fiscal Year Funding	Project Name	Entity	EPA Funding Expended	Emission Reductions (tons/yr)	Emission Reductions (lifetime tons)
Fiscal Year 2017	Provide 25% rebate toward the replacement of 14 school buses, and 2 refuse vehicles.	- School Buses (by District): Preston, Mountain View, West Side, South Lemhi, Aberdeen, and Brown Bus Company - Refuse: Total Waste Management	\$465,090.90	HC: 0.212	HC: 1.597
				CO: 0.892	CO: 6.411
				NOx: 2.682	NOx: 18.244
				PM: 0.154	PM: 1.116
				CO ₂ : 281.2	CO ₂ : 1,863.2
Fiscal Year 2018	Provide 25% rebate toward the replacement of 3 transit buses, 3 school buses, 2 logging truck tractor trailers, 4 food distribution tractor trailers, and 3 refuse vehicles	- Transit Buses: Treasure Valley Transit - School Buses: Shelly School District & Rocky Mountain Stage Coach - Tractor Trailer Trucks: Sysco, Idaho, and Wes Olson Trucking	\$626,303.30	HC: 0.307	HC: 2.149
				CO: 0.864	CO: 6.011
				NOx: 3.617	NOx: 25.407
				PM: 0.206	PM: 1.497
				CO ₂ : 315.1	CO ₂ : 2,238.0

Grant Recipient	Idaho Dept of Environmental Quality(DEQ)
Grant #	DS-01J35501
Reporting Period	Final

Note: Similar engines may be grouped together or entered as separate engine groups.

Instructions / Units		Fleet Information		Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8	Group 9	Group 10*	Group 11	Group 12	Group 13	Group 14	Group 15
		Fiscal Year of EPA Funds Used		2017	2017	2017	2017	2017	2017	2017	2017	2018	2018	2018	2018	2018	2018	2018
		Vehicle Or Engine Group Name		School Bus	School Bus	School Bus	School Bus	School Bus	School Bus	Refuse Hauler	School Bus	School Bus	School Bus	Logistics Truck	Logistics Truck	Refuse Hauler	School Bus	
		Fleet Owner		South Lewis School District, PC13	Mountain View School District, PC11	Phoebe School District, PC07	Westlake School District, PC12	Brown Bay Company, PC24	Abundant School District	Basin School District	Total Waste Management	Shelby School District	New School District	Treasure Valley Transit	West Olsen Trucking	Spauld Inc.	Regulate Services	Rocky Mountain Stage Coach USA Teton Stage Lines
		Vehicle or Engine Group Type		On-Highway	On-Highway	On-Highway	On-Highway	On-Highway	On-Highway	On-Highway	On-Highway	On-Highway	On-Highway	On-Highway	On-Highway	On-Highway	On-Highway	On-Highway
		Primary Place of Performance																
		State(s)		Idaho	Idaho	Idaho	Idaho	Idaho	Idaho	Idaho	Idaho	Idaho	Idaho	Idaho	Idaho	Idaho	Idaho	Idaho
		County		Latah	Latah	Franklin	Franklin	Campan	Blaine	Blaine	Blaine	Blaine	Blaine	Blaine	Blaine	Ada	Ada	Blingham (ADA), Burnsville (BTV)
		City		Grangeville	Grangeville	Arden	Arden	Arden	Arden	Arden	Arden	Shelby	Shelby	Shelby	Shelby	Boise	Boise	Latah Falls
		Zip Code		83404	83404	83403	83403	83401	83401	83401	83401	83401	83401	83401	83401	83401	83401	83401
		Target Fleet		School Bus	School Bus	School Bus	School Bus	School Bus	School Bus	School Bus	Short Haul - Single Unit	School Bus	School Bus	Tractor Bus	Tractor Bus - Combination	Tractor Bus - Combination	Refuse Hauler	School Bus
		Vehicle Class or Equipment Type		School Buses	School Buses	School Buses	School Buses	School Buses	School Buses	School Buses	Refuse Hauler	School Buses	School Buses	Tractor Buses	Class 8	Class 8	Class 8	Class 8
		Quantity		1	1	1	1	5	1	1	2	2	1	2	1	4	2	1
		Vehicle Identification Number(s)		1BA9C9CN06P237117	4CRBUA02B184146	1BA8NKA0F233224	1BA8C0H4F217140	4LZAAWAL34CL3746, 4LZAAWAL34CL3752, 4LZAAK315CJ3802, 4LZAAWAL33CH0622, 4LZAAWAL33CH0628, 1THCB62311888, 4LZAAWAL34CL3743, 4LZAAWAL33CJ0577	1BAKGC0H4F215148	4LZAAWAL34CL3746	1NPFLTD43D714830, 1FLYDSEB1WFP314876	1HVBABP8W1066761, 1BA8NCAAT7067399	4CRBUA06B215248	1GDESV111MXP049564, 1GDESV117AF3205088, 1GDESV1154F5049412	1XKDD28X0ETR730579	1H9WAAH05139190, 1H9WAAH05139191, 1H9WAAH05139192, 1H9WAAH05139193, 1H9WAAH05139194, 1H9WAAH05139195, 1H9WAAH05139196, 1H9WAAH05139197	1H9WAAH05139198, 1H9WAAH05139199, 1H9WAAH05139200, 1H9WAAH05139201, 1H9WAAH05139202, 1H9WAAH05139203, 1H9WAAH05139204, 1H9WAAH05139205, 1H9WAAH05139206, 1H9WAAH05139207, 1H9WAAH05139208, 1H9WAAH05139209, 1H9WAAH05139210, 1H9WAAH05139211, 1H9WAAH05139212, 1H9WAAH05139213, 1H9WAAH05139214, 1H9WAAH05139215, 1H9WAAH05139216, 1H9WAAH05139217, 1H9WAAH05139218, 1H9WAAH05139219, 1H9WAAH05139220, 1H9WAAH05139221, 1H9WAAH05139222, 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DEQ Summary and Detailed Reports

Project Name: FY17S Clean Diesel - VRP Final Report

Run Date: 01/26/2023

User Name: Michael Brown

User Email: g.michael.brown@deq.idaho.gov

Total Project Funding: \$ 465,090

Summary Emission Results¹ for Project:

<u>Annual Results (short tons)²</u>	NO_x	PM2.5	HC	CO	CO₂	Fuel³
Baseline for Project	3.044	0.156	0.220	1.154	549.2	48,820
Amount Reduced After Upgrades	2.682	0.154	0.212	0.892	281.2	24,993
Percent Reduced After Upgrades	88.1%	99.2%	96.4%	77.3%	51.2%	51.2%
<u>Lifetime Results (short tons)²</u>						
Baseline for Project	20.770	1.126	1.654	8.201	3,770.2	335,130
Amount Reduced After Upgrades	18.244	1.116	1.597	6.411	1,863.2	165,616
Percent Reduced After Upgrades	87.8%	99.1%	96.5%	78.2%	49.4%	49.4%
<u>Lifetime Cost Effectiveness (\$/short ton reduced)</u>						
Capital Cost Effectiveness ⁴ (unit & labor costs only)	\$25,360	\$414,593	\$289,717	\$72,173	\$248	
Total Cost Effectiveness ⁴ (includes all project costs)	\$25,492	\$416,756	\$291,229	\$72,550	\$250	

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

² 1 short ton = 2000 lbs.

³ In gallons; fuels other than ULSD have been converted to ULSD-equivalent gallons.

⁴ Cost effectiveness estimates include only the costs which you have entered.

Detailed Emission Results¹ for FY17 - School Buses:

<u>Annual Results (short tons)²</u>	NO _x	PM2.5	HC	CO	CO ₂	Fuel ³
Baseline of Group	0.836	0.064	0.111	0.427	158.3	14,070
Amount Reduced After Upgrades	0.717	0.063	0.108	0.354	58.7	5,220
Percent Reduced After Upgrades	85.8%	98.7%	97.2%	82.9%	37.1%	37.1%
<u>Lifetime Results (short tons)²</u>						
Baseline of Group	7.525	0.575	0.999	3.839	1,424.6	126,630
Amount Reduced After Upgrades	6.457	0.567	0.971	3.183	528.5	46,980
Percent Reduced After Upgrades	85.8%	98.7%	97.2%	82.9%	37.1%	37.1%
<u>Lifetime Cost Effectiveness (\$/short ton reduced)</u>						
Capital Cost Effectiveness⁴ (unit & labor costs only)	\$52,153	\$593,695	\$346,847	\$105,806	\$637	

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

² 1 short ton = 2000 lbs.

³ In gallons; fuels other than ULSD have been converted to ULSD-equivalent gallons.

⁴ Cost effectiveness estimates include only the costs which you have entered.

Inputs:

FY17 - School Buses:

Type: Onroad

Target Fleet: School Bus

Quantity: 14

Engine Model Year: 2003

Upgrade Year: 2020

Remaining Life: 9

Fuel Type: ULSD (diesel)

Annual Fuel Gallons: 1,005

Diesel-equivalent Gallons: 1,005

Annual Miles Traveled: 7,118

Annual Idling Hours: 107

Vehicle Replacement:

Upgrade: Vehicle Replacement - ULSD (diesel)

New Engine Model Year: 2019

New Fuel Volume: 632

New Diesel-equivalent Gallons: 632

Upgrade Cost per Unit: \$24,053 Labor Cost per Unit: \$0

Percent Reduction: NO_x: 85.8% PM2.5: 98.7% HC: 97.2% CO: 82.9% CO₂: 37.1%

Detailed Emission Results¹ for FY17S Refuse:

<u>Annual Results (short tons)²</u>	NO _x	PM2.5	HC	CO	CO ₂	Fuel ³
Baseline of Group	2.207	0.092	0.109	0.727	390.9	34,750
Amount Reduced After Upgrades	1.965	0.091	0.104	0.538	222.4	19,773
Percent Reduced After Upgrades	89.0%	99.6%	95.5%	74.0%	56.9%	56.9%
<u>Lifetime Results (short tons)²</u>						
Baseline of Group	13.244	0.551	0.656	4.362	2,345.6	208,500
Amount Reduced After Upgrades	11.788	0.549	0.626	3.228	1,334.7	118,637
Percent Reduced After Upgrades	89.0%	99.6%	95.5%	74.0%	56.9%	56.9%
<u>Lifetime Cost Effectiveness (\$/short ton reduced)</u>						
Capital Cost Effectiveness⁴ (unit & labor costs only)	\$10,684	\$229,480	\$201,132	\$39,013	\$94	

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

² 1 short ton = 2000 lbs.

³ In gallons; fuels other than ULSD have been converted to ULSD-equivalent gallons.

⁴ Cost effectiveness estimates include only the costs which you have entered.

Inputs:

FY17S Refuse:

Type: Onroad	Fuel Type: ULSD (diesel)
Target Fleet: Refuse Hauler	Annual Fuel Gallons: 17,375
Class: Class 8	Diesel-equivalent Gallons: 17,375
Sector: Municipal	Annual Miles Traveled: 54,500
Quantity: 2	Annual Idling Hours: 50
Engine Model Year: 2000	
Upgrade Year: 2020	
Remaining Life: 6	

Vehicle Replacement:

Upgrade: Vehicle Replacement - ULSD (diesel)	
New Engine Model Year: 2019	
New Fuel Volume: 7,480	New Diesel-equivalent Gallons: 7,480
Upgrade Cost per Unit: \$62,967	Labor Cost per Unit: \$0
Percent Reduction:	NO_x: 89% PM2.5: 99.6% HC: 95.5% CO: 74% CO₂: 56.9%

DEQ Summary and Detailed Reports

Project Name: FY18S Clean Diesel - VRP Final Report
User Name: Michael Brown
Total Project Funding: \$ 626,303

Run Date: 01/26/2023
User Email: g.michael.brown@deq.idaho.gov

Summary Emission Results¹ for Project:

<u>Annual Results (short tons)²</u>	NO_x	PM_{2.5}	HC	CO	CO₂	Fuel³
Baseline for Project	4.273	0.207	0.321	1.384	652.9	58,035
Amount Reduced After Upgrades	3.617	0.206	0.307	0.864	315.1	28,010
Percent Reduced After Upgrades	84.7%	99.5%	95.5%	62.5%	48.3%	48.3%
<u>Lifetime Results (short tons)²</u>						
Baseline for Project	30.316	1.504	2.257	9.929	4,682.3	416,202
Amount Reduced After Upgrades	25.407	1.497	2.149	6.011	2,238.0	198,934
Percent Reduced After Upgrades	83.8%	99.5%	95.2%	60.5%	47.8%	47.8%
<u>Lifetime Cost Effectiveness (\$/short ton reduced)</u>						
Capital Cost Effectiveness ⁴ (unit & labor costs only)	\$24,650	\$418,429	\$291,458	\$104,201	\$280	
Total Cost Effectiveness ⁴ (includes all project costs)	\$24,651	\$418,430	\$291,459	\$104,201	\$280	

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

² 1 short ton = 2000 lbs.

³ In gallons; fuels other than ULSD have been converted to ULSD-equivalent gallons.

⁴ Cost effectiveness estimates include only the costs which you have entered.

Detailed Emission Results¹ for FY18 - School Bus:

<u>Annual Results (short tons)²</u>	NO _x	PM2.5	HC	CO	CO ₂	Fuel ³
Baseline of Group	0.382	0.014	0.043	0.101	33.7	2,994
Amount Reduced After Upgrades	0.358	0.014	0.042	0.086	12.9	1,150
Percent Reduced After Upgrades	93.8%	98.8%	98.5%	85.7%	38.4%	38.4%
<u>Lifetime Results (short tons)²</u>						
Baseline of Group	1.146	0.043	0.128	0.302	101.0	8,982
Amount Reduced After Upgrades	1.075	0.042	0.126	0.259	38.8	3,449
Percent Reduced After Upgrades	93.8%	98.8%	98.5%	85.7%	38.4%	38.4%
<u>Lifetime Cost Effectiveness (\$/short ton reduced)</u>						
Capital Cost Effectiveness⁴ (unit & labor costs only)	\$62,763	\$1,605,897	\$536,712	\$260,168	\$1,738	

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

² 1 short ton = 2000 lbs.

³ In gallons; fuels other than ULSD have been converted to ULSD-equivalent gallons.

⁴ Cost effectiveness estimates include only the costs which you have entered.

Inputs:

FY18 - School Bus:

Type: Onroad

Target Fleet: School Bus

Quantity: 3

Engine Model Year: 1998

Upgrade Year: 2021

Remaining Life: 3

Fuel Type: ULSD (diesel)

Annual Fuel Gallons: 998

Diesel-equivalent Gallons: 998

Annual Miles Traveled: 6,500

Annual Idling Hours: 107

Vehicle Replacement:

Upgrade: Vehicle Replacement - ULSD (diesel)

New Engine Model Year: 2019

New Fuel Volume: 615

New Diesel-equivalent Gallons: 615

Upgrade Cost per Unit: \$22,482 Labor Cost per Unit: \$0

Percent Reduction: NO_x: 93.8% PM2.5: 98.8% HC: 98.5% CO: 85.7% CO₂: 38.4%

Detailed Emission Results¹ for FY18S - Transit Buses:

<u>Annual Results (short tons)</u> ²	NO _x	PM2.5	HC	CO	CO ₂	Fuel ³
Baseline of Group	1.500	0.050	0.134	0.551	137.9	12,255
Amount Reduced After Upgrades	1.236	0.050	0.128	0.338	45.5	4,044
Percent Reduced After Upgrades	82.4%	99.3%	95.7%	61.3%	33.0%	33.0%
<u>Lifetime Results (short tons)</u> ²						
Baseline of Group	11.997	0.404	1.070	4.410	1,103.0	98,040
Amount Reduced After Upgrades	9.886	0.401	1.024	2.703	364.0	32,353
Percent Reduced After Upgrades	82.4%	99.3%	95.7%	61.3%	33.0%	33.0%
<u>Lifetime Cost Effectiveness (\$/short ton reduced)</u>						
Capital Cost Effectiveness ⁴ (unit & labor costs only)	\$11,484	\$283,097	\$110,874	\$41,995	\$312	

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

² 1 short ton = 2000 lbs.

³ In gallons; fuels other than ULSD have been converted to ULSD-equivalent gallons.

⁴ Cost effectiveness estimates include only the costs which you have entered.

Inputs:

FY18S - Transit Buses:

Type: Onroad	Fuel Type: ULSD (diesel)
Target Fleet: Transit Bus	Annual Fuel Gallons: 4,085
Class: Class 8	Diesel-equivalent Gallons: 4,085
Quantity: 3	Annual Miles Traveled: 41,271
Engine Model Year: 2003	Annual Idling Hours: 340
Upgrade Year: 2020	
Remaining Life: 8	

Vehicle Replacement:

Upgrade: Vehicle Replacement - ULSD (diesel)	
New Engine Model Year: 2021	
New Fuel Volume: 2,738	New Diesel-equivalent Gallons: 2,738
Upgrade Cost per Unit: \$37,842	Labor Cost per Unit: \$0
Percent Reduction:	NO _x : 82.4% PM2.5: 99.3% HC: 95.7% CO: 61.3% CO ₂ : 33%

Detailed Emission Results¹ for FY18S - Tractor Trailer Trucks:

<u>Annual Results (short tons)²</u>	NO _x	PM2.5	HC	CO	CO ₂	Fuel ³
Baseline of Group	1.414	0.102	0.095	0.412	295.1	26,232
Amount Reduced After Upgrades	1.155	0.101	0.090	0.203	147.6	13,116
Percent Reduced After Upgrades	81.7%	99.6%	93.9%	49.4%	50.0%	50.0%
<u>Lifetime Results (short tons)²</u>						
Baseline of Group	11.310	0.812	0.763	3.295	2,360.9	209,856
Amount Reduced After Upgrades	9.240	0.809	0.717	1.628	1,180.4	104,928
Percent Reduced After Upgrades	81.7%	99.6%	93.9%	49.4%	50.0%	50.0%
<u>Lifetime Cost Effectiveness (\$/short ton reduced)</u>						
Capital Cost Effectiveness⁴ (unit & labor costs only)	\$20,966	\$239,451	\$270,257	\$119,006	\$164	

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

² 1 short ton = 2000 lbs.

³ In gallons; fuels other than ULSD have been converted to ULSD-equivalent gallons.

⁴ Cost effectiveness estimates include only the costs which you have entered.

Inputs:

FY18S - Tractor Trailer Trucks:

Type: Onroad

Target Fleet: Short Haul - Combination

Class: Class 8

Sector: Freight

Vocation: Delivery

Quantity: 6

Engine Model Year: 2004

Upgrade Year: 2021

Remaining Life: 8

Fuel Type: ULSD (diesel)

Annual Fuel Gallons: 4,372

Diesel-equivalent Gallons: 4,372

Annual Miles Traveled: 22,548

Annual Idling Hours: 41

Vehicle Replacement:

Upgrade: Vehicle Replacement - ULSD (diesel)

New Engine Model Year: 2021

New Fuel Volume: 2,184

New Diesel-equivalent Gallons: 2,184

Upgrade Cost per Unit: \$32,288 **Labor Cost per Unit:** \$0

Percent Reduction: **NO_x:** 81.7% **PM2.5:** 99.6% **HC:** 93.9% **CO:** 49.4% **CO₂:** 50%

Detailed Emission Results¹ for FY18S - Refuse:

<u>Annual Results (short tons)²</u>	NO _x	PM2.5	HC	CO	CO ₂	Fuel ³
Baseline of Group	0.977	0.041	0.049	0.320	186.2	16,554
Amount Reduced After Upgrades	0.868	0.041	0.047	0.237	109.1	9,701
Percent Reduced After Upgrades	88.8%	99.6%	95.4%	73.9%	58.6%	58.6%
<u>Lifetime Results (short tons)²</u>						
Baseline of Group	5.863	0.246	0.296	1.922	1,117.4	99,324
Amount Reduced After Upgrades	5.207	0.245	0.282	1.420	654.8	58,204
Percent Reduced After Upgrades	88.8%	99.6%	95.4%	73.9%	58.6%	58.6%
<u>Lifetime Cost Effectiveness (\$/short ton reduced)</u>						
Capital Cost Effectiveness⁴ (unit & labor costs only)	\$48,322	\$1,028,089	\$890,798	\$177,172	\$384	

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

² 1 short ton = 2000 lbs.

³ In gallons; fuels other than ULSD have been converted to ULSD-equivalent gallons.

⁴ Cost effectiveness estimates include only the costs which you have entered.

Inputs:

FY18S - Refuse:

Type: Onroad

Target Fleet: Refuse Hauler

Class: Class 8

Sector: Municipal

Quantity: 3

Engine Model Year: 2002

Upgrade Year: 2022

Remaining Life: 6

Fuel Type: ULSD (diesel)

Annual Fuel Gallons: 5,518

Diesel-equivalent Gallons: 5,518

Annual Miles Traveled: 15,783

Annual Idling Hours: 50

Vehicle Replacement:

Upgrade: Vehicle Replacement - CNG

New Engine Model Year: 2021

New Fuel Volume: 309,000 ft³

New Diesel-equivalent Gallons: 2,287

Upgrade Cost per Unit: \$83,867

Labor Cost per Unit: \$0

Percent Reduction: NO_x: 88.8% PM2.5: 99.6% HC: 95.4% CO: 73.9% CO₂: 58.6%

Action Title
VRP01_EMA1_Class 8 Truck

Beneficiary Project ID
2018-2

Reporting Period
05/16/2019 - 06/30/2026

All projects associated with this Action Title have been completed. The Trust has fully funded the Action Title, and this submission represents the final reporting for this Action Title.

Submitted: July 30, 2026

VW Settlement Decree							
State of Idaho D-4 #2 — VRP01-EMA1 — Class 8 Truck Replacement — Semi Annual Report							
Grant Recipient	Idaho Department of Environmental Quality (IDEQ)						
Grant Cycle	VRP01 — EMA-1 Class 8 Truck Replacement Program						
Reporting Period	05/16/2019 - 06/30/2026						
WORKPLAN BUDGET	EMA-1 (Class 8 Local Freight Trucks and Port Drayage Trucks)						
Total VW Settlement Funds Disbursed to IDEQ			\$4,166,207.81				
Interest Earned on VW Funds			\$0.00				
Total VW Funds Obligated			\$4,166,207.81				
Total VW Funds Expended			\$4,166,207.81				
Total VW Funds On Hand			\$0.00				
Returned to VW Admin			\$0.00				
Balance in Account			\$0.00				
Summary of D-4 #2 Costs							
Eligible Mitigation Action	Total Funds Obligated	Total Funds Expended	VW Mitigation Funds		Match Funds		Notes
			Obligated	Expended	Obligated	Expended	
Payette County Road & Bridge	\$104,420.00	\$104,420.00	\$41,768.00	\$41,768.00	\$62,652.00	\$62,652.00	Complete — 1 diesel plow truck. Rebate: 40%
Valley Implement	\$295,255.40	\$295,255.40	\$73,813.55	\$73,813.55	\$221,441.85	\$221,441.85	Complete — 2 trucks. Rebate: 25%
City of Rupert	\$209,710.00	\$209,710.00	\$71,301.00	\$71,301.40	\$138,409.00	\$138,409.00	Complete — 1 refuse truck. Rebate: 34%
Raft River Highway District	\$195,543.00	\$195,543.00	\$78,217.00	\$78,217.20	\$117,326.00	\$117,326.00	Complete — 1 dump/water truck. Rebate: 40%
Sagle Fire District	\$215,851.00	\$215,851.00	\$86,297.00	\$86,297.23	\$129,554.00	\$129,554.00	Complete — 1 fire truck. Rebate: 40%
Wes Olson Trucking	\$331,264.00	\$331,264.00	\$82,816.00	\$82,816.00	\$248,448.00	\$248,448.00	Complete — 2 diesel trucks. Rebate: 25%
Franklin County Solid Waste	\$448,700.00	\$448,700.00	\$179,480.00	\$179,480.00	\$269,220.00	\$269,220.00	Complete — 2 diesel trucks. Rebate: 40%
Sysco Corporation - Idaho	\$114,754.00	\$114,754.00	\$20,655.00	\$20,655.83	\$94,099.00	\$94,099.00	Complete — 1 diesel truck. Rebate: 18%
Sysco Foodservice - Spokane (Post Falls)	\$1,081,557.00	\$1,081,557.00	\$194,680.00	\$194,655.19	\$886,877.00	\$886,877.00	Complete — 10 diesel trucks. Rebate: 18%
City of Burley I	\$580,592.00	\$580,592.00	\$232,237.00	\$232,236.80	\$348,355.00	\$348,355.00	Complete — 2 refuse trucks. Rebate: 40%
City of Burley II	\$530,979.00	\$530,979.00	\$212,392.00	\$212,391.60	\$318,587.00	\$318,587.00	Complete — 2 refuse trucks. Rebate: 40%
Franklin County Road & Bridge	\$203,836.00	\$203,836.00	\$81,534.00	\$81,534.40	\$122,302.00	\$122,302.00	Complete — 1 diesel truck. Rebate: 40%
J&M Sanitation	\$2,014,909.00	\$2,014,909.00	\$842,989.00	\$842,989.54	\$1,171,920.00	\$1,171,920.00	Complete — 3 electric refuse trucks + charging. Rebate: 42%
Republic Services of Idaho	\$4,160,646.00	\$4,160,646.00	\$1,872,290.00	\$1,872,290.71	\$2,288,356.00	\$2,288,356.00	Complete — 5 electric refuse trucks + charging. Rebate: 45%
Administrative Costs	\$95,738.00	\$95,760.36	\$95,738.00	\$95,760.36	\$0.00	\$0.00	
Unused project funds							\$0.00
Unused administrative costs	(\$22.36)						(\$22.36)
Interest Earnings							\$0.00
TOTALS	\$10,583,754.40	\$10,583,776.76	\$4,166,207.55	\$4,166,207.81	\$6,417,546.85	\$6,417,546.85	
VW Trust Portal Reconciliation							
Trust-Reported Funds Remaining *					\$0.19		

* Per the VW Environmental Mitigation Trust Portal (accessed 07/14/2026), this is the Trust's total remaining undisbursed balance for this D-4's combined equipment and administrative funding request stream — distinct from "Unused administrative costs" above, which reflects only IDEQ's internal budget-vs-actual variance on the administrative cost line alone.

Project Overview — D-4 #2 Revision History

This section summarizes how the D-4 evolved from initial approval through the most recent revision. Enter one row per approved D-4 version. Yellow cells = data entry.

D-4 Version	VW Trust Amount	# Vehicles / Recipients	Key Changes / Description of Revision
Original D-4 Funding Request 02 Action Title: VRP01_EMA1_Class 8 Truck Project ID: 2018-02 Signed: 05/16/2019 Approved: 07/15/2019	\$3,796,165	Proposed: ~48 vehicles (Class 8 diesel trucks, CNG, and electric refuse trucks + EV charging infra) 14 project sponsors	ORIGINAL D-4 (VRP01_EMA1_CLASS 8 TRUCK, Project ID 2018-02) — Signed by Jack Carpenter, Financial Officer, Idaho DEQ, 5/16/2019. Approved by Wilmington Trust 7/15/2019. SCOPE: Idaho DEQ Vehicle Replacement Program (VRP) for EMA-1 Class 8 local freight trucks and port drayage trucks. VW Trust funds provided as a rebate of 25%–45% of project cost toward replacement of eligible Class 8 diesel trucks. Program open statewide; priority given to counties with poor air quality (Franklin County non-attainment for PM2.5; Ada, Canyon, Lemhi identified as areas of concern). ORIGINAL BUDGET: Total Approved Budget: \$10,705,506.45; VW Trust Share (Equipment): \$3,796,164.69; Project Sponsor Cost-Share: \$6,909,341.76; Administrative (VW Trust): \$112,664. Projected Trust Allocations: \$1,278,924 (2019), \$2,601,739 (2020), \$28,166 (2021). APPLICANT POOL: DEQ received 41 VRP applications for replacement of 132 vehicles; total project costs \$23,451,728.10, of which \$8,174,742.72 requested in VW Trust funding. Estimated lifetime NOx reductions (all applications): 274 tons. For EMA-1 specifically: ~48 vehicles; anticipated lifetime NOx reduction 157 tons; average cost \$24,375/ton NOx. FUNDING TRACKS: (1) Advance to DEQ for program administration; (2) rebate direct to Project Sponsor upon project completion.
Revision 1 November 2019 Revision Project ID: 2018-02 Signed: 11/20/2019 Approved: 01/21/2020	\$3,402,770	Revised: ~35 vehicles (Class 8 diesel trucks, CNG, and electric refuse trucks + EV charging infra) 14 project sponsors	NOV. 2019 REVISION — Signed by Tiffany Floyd, Air Quality Division Administrator, Idaho DEQ, 11/20/2019. Approved by Wilmington Trust 01/21/2020. PURPOSE: Reduces number of vehicles proposed for replacement from ~48 to ~35, reflecting actual applications selected after the full review process. Total Trust budget reduced accordingly. Funding request type changed from Advance to Reimbursement for Administrative costs. REVISED BUDGET: Equipment Total: \$9,030,550; VW Trust (Equipment): \$3,402,770; Cost-Share: \$5,687,780; Administrative (VW Trust): \$112,664. Project Total (Trust): \$3,515,434. REVISED APPLICANT TABLE (14 sponsors, 35 vehicles): Payette County Road & Bridge (1 diesel plow, \$42,168 VW); Valley Implement–Preston (1 diesel, \$48,765 VW); City of Rupert (1 refuse, \$71,171 VW); Raft River Highway District (1 dump/water, \$71,996 VW); Sagle Fire District (1 fire truck, \$86,300 VW); Wes Olson Trucking (3 diesel, \$122,894 VW); Franklin County Solid Waste (2 diesel, \$176,920 VW); Sysco Corp.–Idaho (1 diesel, \$18,666 VW); Sysco Foodservice–Post Falls (10 diesel, \$186,658 VW); City of Burley I (2 refuse, \$232,663 VW); City of Burley II (2 refuse, \$212,391 VW); Franklin County Road & Bridge (3 diesel, \$238,821 VW); J&M Sanitation–Kuna (3 electric refuse + charging, \$820,107 VW); Republic Services of Idaho–Boise (5 electric refuse + 4×\$80K charging, \$1,073,250 VW). Total: 35 vehicles; \$3,844,929 VW Project Cost; \$10,900,564 Total Project Cost. NOx ESTIMATES: ~35 vehicles; anticipated lifetime NOx reduction: 110 tons; average cost \$93,709/ton NOx.
Revision 2 May 2025 Revision Project ID: 2018-02 Signed: 04/15/2025 Approved: 05/16/2025	\$4,233,539	Revised: ~34 vehicles (Class 8 diesel trucks, CNG, and electric refuse trucks + EV charging infra) 14 project sponsors	MAY 2025 REVISION — Signed by Tiffany Floyd, Air Quality Division Administrator, Idaho DEQ, 4/15/2025. Approved by Wilmington Trust 05/16/2025. PURPOSE: Adjusts number of vehicles proposed for replacement (from ~35 to ~34), amends proposed Administrative costs, and updates the Project Budget to reconcile estimates from the prior D-4 with actual invoices and updated participant estimates. REVISED BUDGET: Total Approved Budget: \$11,007,688; Equipment: \$10,895,688 (VW Trust: \$4,233,539; Cost-Share: \$6,662,149); Administrative: \$112,000 (VW Trust: \$112,000). Project Totals (Trust): \$4,345,539; 40% VW / 60% Cost-Share. KEY CHANGES FROM NOV. 2019: Valley Implement revised to 2 trucks (\$295,255.40 / \$73,813.55 VW); Wes Olson Trucking revised to 2 trucks (\$331,264 / \$82,816 VW); Franklin County Solid Waste revised to 2 trucks (\$448,700 / \$179,480 VW); Sysco Corp.–Idaho updated (\$114,754 / \$20,655 VW); Sysco Foodservice–Post Falls updated (\$1,081,557 / \$194,680 VW); City of Rupert updated (\$209,710 / \$71,301 VW); Raft River updated (\$195,543 / \$78,217 VW); J&M Sanitation updated (3 electric + charging, \$2,014,909 / \$842,989 VW); Republic Services updated (5 electric + charging, \$4,160,646 / \$1,872,290 VW); Franklin County Road & Bridge: 3 trucks (\$611,508 / \$244,603 VW). Total: 34 vehicles; \$10,895,688 Total Equipment Cost; \$4,233,539 VW Trust Equipment Cost. NOx ESTIMATES: ~34 vehicles; lifetime NOx reduction: 110 tons; average cost \$93,709/ton NOx. Projected Trust Allocations updated to 2019–2020, 2021–2023, and 2024–2025 time bands.
Revision 3 March 2026 Revision (Final / Closeout) Project ID: 2018-02 Signed: 03/23/2026	\$4,070,470	Final: ~34 vehicles (2 vehicles withdrawn and not replaced — Franklin Co. R&B reduced to 1 truck)	MARCH 2026 REVISION (FINAL / CLOSEOUT) — Signed by Michael Simon, Air Quality Division Administrator, Idaho DEQ, 3/23/2026. PURPOSE: All vehicle replacement projects under the May 2025-approved D-4 have been completed; however, two vehicles were withdrawn from their projects and not replaced, resulting in a surplus of 'Equipment' funding. This revision adjusts the budget for those withdrawn vehicles and reduces Administrative costs to reflect actual charges. A final Attachment A for remaining Administrative funds will be submitted under separate cover. FINAL BUDGET: Total Approved Budget: \$10,583,754; Equipment: \$10,488,016 (VW Trust: \$4,070,470; Cost-Share: \$6,417,547); Administrative: \$95,738 (VW Trust: \$95,738). Project Totals (Trust): \$4,166,208; 39% VW / 41% Cost-Share. KEY CHANGE — Franklin County Road & Bridge: Reduced from 3 trucks (\$611,508 / \$244,603 VW in May 2025) to 1 truck (\$206,836 / \$81,534 VW) — reflecting the 2 withdrawn vehicles not replaced. All other 13 project sponsors unchanged from May 2025 revision. Total: 34 vehicles listed (2 not replaced); \$10,488,016 Total Equipment Cost; \$4,070,470 VW Trust Equipment Cost. ADMINISTRATIVE RECONCILIATION: Administrative reduced from \$112,000 (May 2025) to \$95,738 actual charges. Final admin Attachment A to be submitted under separate cover. STATUS: Project complete. DEQ will update lifetime emission reductions in final reporting based on completed projects. Projected Trust Allocations table left blank pending final close.

* When additional revision notes above this line are needed *

Project Narrative	
Eligible Mitigation Actions	Project Status
Payette County Road & Bridge	One diesel plow truck replaced with new diesel truck. Project complete; grantee fully reimbursed.
Valley Implement (Preston)	Two diesel trucks replaced with new diesel trucks. Project complete; grantee fully reimbursed.
City of Rupert	One diesel refuse truck replaced with new diesel truck. Project complete; grantee fully reimbursed.

Raft River Highway District	One diesel dump/water truck replaced with new diesel truck. Project complete; grantee fully reimbursed.
Sagle Fire District	One diesel fire truck replaced with new fire truck. Project complete; grantee fully reimbursed.
Wes Olson Trucking	Two diesel trucks replaced with new diesel trucks. Project complete; grantee fully reimbursed.
Franklin County Solid Waste	Two diesel refuse trucks replaced with new diesel trucks. Project complete; grantee fully reimbursed.
Sysco Corporation / Sysco Foodservice	Eleven diesel trucks replaced with new diesel trucks across Boise and Post Falls locations. Projects complete; grantee fully reimbursed.
City of Burley (I & II)	Four diesel trucks replaced with new diesel trucks. Projects complete; grantee fully reimbursed.
Franklin County Road & Bridge	One diesel truck replaced with new diesel truck. Project complete; grantee fully reimbursed.
J&M Sanitation	Three diesel refuse trucks replaced with new battery-electric trucks, with charging infrastructure. Project complete; grantee fully reimbursed.
Republic Services of Idaho	Five diesel refuse trucks replaced with new battery-electric trucks, with charging infrastructure. Project complete; grantee fully reimbursed.
D-4 #2 Completed	All 14 recipient projects funded through this D-4 have been completed. Final administrative invoices pending.

The information in this report is true and correct and the submission is made under penalty of perjury.		07/30/2026
	Michael Simon, Air Quality Division Administrator	Date

Action Title
VRP02_EMA2_Class 4-8 Eligible Bus

Beneficiary Project ID
2018-03

Reporting Period
07/15/2019 - 06/30/2026

All projects associated with this Action Title have been completed. The Trust has fully funded the Action Title, and this submission represents the final reporting for this Action Title.

Submitted: July 30, 2026

VW Settlement Decree							
State of Idaho D-4 #3 — VRP02-EMA2 — Class 4-8 Bus Replacement — Semi Annual Report							
Grant Recipient	Idaho Department of Environmental Quality (IDEQ)						
Grant Cycle	VRP02 — EMA-2 Class 4-8 Transit/School Bus Replacement						
Reporting Period	07/15/2019 - 06/30/2026						
WORKPLAN BUDGET	EMA-2 (Class 4-8 Transit and School Buses)						
Total VW Settlement Funds Disbursed to IDEQ			\$3,332,906.23				
Interest Earned on VW Funds			\$0.00				
Total VW Funds Obligated			\$3,332,906.23				
Total VW Funds Expended			\$3,332,906.23				
Total VW Funds On Hand			\$0.00				
Returned to VW Admin			\$0.00				
Balance in Account			\$0.00				
Summary of D-4 #3 Costs							
Eligible Mitigation Action	Total Funds Obligated	Total Funds Expended	VW Mitigation Funds		Match Funds		Notes
			Obligated	Expended	Obligated	Expended	
South Lemhi School District #292	\$99,702.00	\$99,702.00	\$24,925.00	\$24,925.50	\$74,777.00	\$74,777.00	Complete — 1 bus. Rebate: 25%
Moscow School District	\$105,427.00	\$105,427.00	\$26,356.00	\$26,356.65	\$79,071.00	\$79,071.00	Complete — 1 bus. Rebate: 25%
Oneida School District #351	\$186,592.00	\$186,592.00	\$46,648.00	\$46,648.00	\$139,944.00	\$139,944.00	Complete — 2 buses. Rebate: 25%
Shelley School District #60	\$88,630.00	\$88,630.00	\$22,157.00	\$22,157.50	\$66,473.00	\$66,473.00	Complete — 1 bus. Rebate: 25%
West Bonner County School District	\$98,998.10	\$98,998.10	\$24,749.53	\$24,749.53	\$74,248.57	\$74,248.57	Complete — 1 bus. Rebate: 25%
West Side School District	\$219,972.00	\$219,972.00	\$87,989.00	\$87,988.80	\$131,983.00	\$131,983.00	Complete — 2 propane buses. Rebate: 40%
Boundary County School District #101	\$399,479.00	\$399,479.00	\$99,870.00	\$99,869.75	\$299,609.00	\$299,609.00	Complete — 4 buses. Rebate: 25%
Treasure Valley Transit	\$154,666.00	\$154,666.00	\$38,666.00	\$38,661.61	\$116,000.00	\$116,000.00	Complete — 1 transit bus. Rebate: 25%
Madison School District #321 (Round 1)	\$533,446.00	\$533,446.00	\$213,378.00	\$213,378.40	\$320,068.00	\$320,068.00	Complete — 5 propane buses. Rebate: 40%
Madison School District #321 (Round 2)	\$524,315.00	\$524,315.00	\$209,726.00	\$209,726.00	\$314,589.00	\$314,589.00	Complete — 5 propane buses. Rebate: 40%
Independent School District #1 (Lewiston)	\$110,370.00	\$110,370.00	\$26,489.00	\$26,488.80	\$83,881.00	\$83,881.00	Complete — 1 bus. Rebate: 24%
Jefferson Joint School District #251	\$687,150.00	\$687,150.00	\$171,788.00	\$171,787.50	\$515,362.00	\$515,362.00	Complete — 6 buses. Rebate: 25%
Glenns Ferry School District #192	\$1,072,631.00	\$1,072,631.00	\$429,028.00	\$429,028.40	\$643,603.00	\$643,603.00	Complete — 6 CNG buses. Rebate: 40%
Mountain Rides Transportation Authority	\$4,089,540.00	\$4,089,540.00	\$1,840,293.00	\$1,840,293.16	\$2,249,247.00	\$2,249,247.00	Complete — 4 electric transit buses. Rebate: 45%
Administrative Costs	\$70,843.70	\$70,846.63	\$70,843.70	\$70,846.63	\$0.00	\$0.00	
Unused project funds							\$0.00
Unused administrative costs	(\$2.93)						(\$2.93)
Interest Earnings							\$0.00
TOTALS	\$8,441,761.80	\$8,441,764.73	\$3,332,906.23	\$3,332,906.23	\$5,108,855.57	\$5,108,855.57	
VW Trust Portal Reconciliation							
Trust-Reported Funds Remaining *						\$0.00	

* Per the VW Environmental Mitigation Trust Portal (accessed 07/14/2026), this is the Trust's total remaining undisbursed balance for this D-4's combined equipment and administrative funding request stream — distinct from "Unused administrative costs" above, which reflects only IDEQ's internal budget-vs-actual variance on the administrative cost line alone.

Project Overview — D-4 #3 Revision History

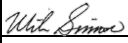
This section summarizes how the D-4 evolved from initial approval through the most recent revision. Enter one row per approved D-4 version. Yellow cells = data entry.

D-4 Version & Date	VW Trust Amount	# Vehicles / Recipients	Key Changes / Description of Revision
Original D-4 Funding Request 03 Action Title: VRP02_EMA2_Class 4-8 Eligible Bus Project ID: 2018-03 Signed: 07/15/2019 Approved: 07/15/2019	\$4,307,299	Proposed: ~83 vehicles (Class 4-8 school, shuttle, & transit buses; diesel, CNG, and electric powered) ~21 project sponsors	ORIGINAL D-4 (VRP02_EMA2_CLASS 4-8 ELIGIBLE BUS, Project ID 2018-03) — Idaho Funding Request #3. Action Title: VRP02_EMA2_Class 4-8 Eligible Bus. Signed by Jack Carpenter, Financial Officer, Idaho DEQ, 7/15/2019. Approved by Wilmington Trust 7/15/2019. SCOPE: Idaho DEQ Vehicle Replacement Program (VRP) for EMA-2 Class 4-8 school, shuttle, or transit buses. VW Trust funds provided as a rebate of 25%–45% of project cost toward replacement of eligible buses. Program open statewide; priority given to Franklin County (PM2.5 non-attainment) and Ada, Canyon, Lemhi counties (areas of concern). ORIGINAL BUDGET: Equipment Total: \$12,461,085.77; VW Trust (Equipment): \$4,307,299.03; Project Sponsor Cost-Share: \$8,153,786.74; Administrative (VW Trust): \$112,664. Projected Trust Allocations: \$1,080,864 (2019), \$1,136,563 (2020), \$2,202,536 (2021). APPLICANT POOL: DEQ received 41 VRP applications for replacement of 132 vehicles (all EMAs); total project costs \$23,451,726.10, of which \$8,174,742.72 requested in VW Trust funding. For EMA-2 specifically: ~83 vehicles proposed across ~21 sponsors; anticipated lifetime NOx reduction ~106 tons; average cost \$40,773/ton NOx. FUNDING TRACKS: (1) Advance to DEQ for program administration; (2) rebate direct to Project Sponsor upon project completion. EMA-2 cost share rates: School buses (govt & non-govt): 25% diesel, 40%/25% alt fuel, 45% electric; Govt shuttle/transit bus: 40% diesel/alt fuel, 45% electric; Non-govt shuttle/transit: 25% diesel/alt fuel, 45% electric.
Revision 1 November 2019 Revision Project ID: 2018-03 Signed: 11/20/2019 Approved: 12/23/2019	\$3,398,885	Revised: ~43 vehicles (Class 4-8 school, shuttle, & transit buses; diesel, CNG, propane, and electric powered) 15 project sponsors	NOV. 2019 REVISION — Signed by Tiffany Floyd, Air Quality Division Administrator, Idaho DEQ, 11/20/2019. Approved by Wilmington Trust 12/23/2019. PURPOSE: Reduces vehicles from ~83 to ~43, reflecting actual applications selected after the full review process. Total Trust budget reduced accordingly. REVISED BUDGET: Equipment Total: \$8,782,730; VW Trust (Equipment): \$3,398,885; Cost-Share: \$5,383,845; Administrative (VW Trust): \$112,664. Project Total (Trust): \$3,511,549. REVISED APPLICANT TABLE (15 sponsors, 43 vehicles): South Lemhi SD #292–Leadore (2 diesel buses, \$22,915 VW); Kamiah SD #304–Kamiah (1 diesel bus, \$23,474 VW); Moscow SD (1 gas bus, \$26,759 VW); Oneida SD #351–Malad City (1 diesel bus, \$24,066 VW); Shelley SD #60 (1 diesel bus, \$22,157 VW); First Student–Meridian (4 diesel buses, \$86,178 VW); West Side SD–Franklin (2 propane buses, \$86,400 VW); Boundary County SD #101–Bonners Ferry (4 diesel buses, \$103,552 VW); Treasure Valley Transit–Nampa (1 diesel bus, \$40,000 VW); Madison SD #321 Round 1–Rexburg (5 propane buses, \$209,726 VW); Madison SD #321 Round 2–Rexburg (5 propane buses, \$209,726 VW); ISU–Office of Research–Pocatello (1 diesel transit bus, \$205,927 VW); Jefferson Joint SD #251–Rigby (6 diesel buses, \$168,750 VW); Glens Ferry SD #192–Glens Ferry (6 CNG buses, \$400,755 VW); Mountain Rides Transportation Authority–Ketchum (3 electric transit buses, \$1,768,500 VW). Total: 43 vehicles; \$3,398,885 VW Cost; \$8,782,730 Total Project Cost. NOx ESTIMATES: ~43 vehicles; anticipated lifetime NOx reduction ~56.2 tons; average cost \$85.675/ton NOx.
Revision 2 May 2025 Revision Project ID: 2018-03 Signed: 05/08/2025 Approved: 07/14/2025	\$3,262,063	Revised: ~40 vehicles (Class 4-8 school, shuttle, & transit buses; diesel, CNG, propane, and electric powered) 14 project sponsors	MAY 2025 REVISION — Signed by Tiffany Floyd, Air Quality Division Administrator, Idaho DEQ, 5/8/2025. Approved by Wilmington Trust 07/14/2025. PURPOSE: Adjusts vehicles from ~43 to ~40, updates the Project Budget, and reconciles estimates from the prior D-4 with actual invoices and updated participant estimates. REVISED BUDGET: Equipment Total: \$8,370,918; VW Trust (Equipment): \$3,262,063; Cost-Share: \$5,108,856; Administrative: \$70,645 (VW Trust: \$70,645). Project Total (Trust): \$3,332,708; 39% VW / 61% Cost-Share. KEY CHANGES FROM NOV. 2019 REVISION: South Lemhi SD revised to 1 bus (\$99,702 / \$24,925 VW); West Bonner County SD–Priest River added (1 diesel bus, \$98,998 / \$24,750 VW); Kamiah SD and First Student removed; Oneida SD expanded to 2 buses (\$186,592 / \$46,648 VW); West Side SD updated (\$219,972 / \$87,989 VW); Boundary County SD updated (\$399,479 / \$99,870 VW); Treasure Valley Transit updated (\$154,666 / \$38,666 VW); Madison SD Round 1 updated (\$533,446 / \$213,378 VW); ISU–Office of Research removed; ISD #1–Lewiston added (1 diesel bus, \$110,370 / \$26,489 VW); Jefferson Joint SD updated (\$687,150 / \$171,788 VW); Glens Ferry SD updated (\$1,072,631 / \$429,028 VW); Mountain Rides updated to 4 electric transit buses (\$4,089,540 / \$1,840,293 VW). Total: 40 vehicles; \$3,262,063 VW Cost; \$8,370,918 Total Equipment Cost. Administrative reduced from \$112,664 to \$70,645, reflecting actual program administration costs.
Revision 3 March 2026 Revision (Final / Closeout) Project ID: 2018-03 Signed: 03/23/2026	\$3,262,063	Final: 40 vehicles (all projects complete; admin cost adjusted +\$198.70 to reconcile actual expenses) 14 project sponsors	MARCH 2026 REVISION (FINAL / CLOSEOUT) — Signed by Michael Simon, Air Quality Division Administrator, Idaho DEQ, 3/23/2026. PURPOSE: All vehicle replacement projects under the July 2025-approved D-4 have been completed. This revision increases the Project Budget Administrative costs by \$198.70 to reconcile the difference between estimated and actual expenses. A final Attachment A for remaining Administrative funds will be submitted under separate cover. FINAL BUDGET: Equipment Total: \$8,370,918.10; VW Trust (Equipment): \$3,262,062.53; Cost-Share: \$5,108,855.57; Administrative: \$70,843.70 (VW Trust: \$70,843.70). Project Total (Trust): \$3,332,906.23; 39% VW / 61% Cost-Share. KEY CHANGE: Administrative increased from \$70,645.00 (May 2025) to \$70,843.70 (+\$198.70) to reflect actual charges. All 14 project sponsors and 40 vehicle entries carried forward unchanged from May 2025 revision. Projected Trust Allocations table left blank pending final close. STATUS: All vehicle replacement projects funded through this D-4 are complete.

† Insert additional revision rows above this line as needed †

Project Narrative		
Eligible Mitigation Actions	Project Status	
South Lemhi School District	One 2009-or-older diesel bus replaced with new diesel bus. Project complete; grantee fully reimbursed.	
Moscow School District	One diesel bus replaced with new gas bus. Project complete; grantee fully reimbursed.	
Oneida School District #351	Two diesel buses replaced with new diesel buses. Project complete; grantee fully reimbursed.	
Shelley School District #60	One diesel bus replaced with new diesel bus. Project complete; grantee fully reimbursed.	
West Bonner County School District	One diesel bus replaced with new diesel bus. Project complete; grantee fully reimbursed.	
West Side School District	Two diesel buses replaced with new propane buses. Project complete; grantee fully reimbursed.	

Boundary County School District #101	Four diesel buses replaced with new diesel buses. Project complete; grantee fully reimbursed.
Treasure Valley Transit	One diesel transit bus replaced with new diesel bus. Project complete; grantee fully reimbursed.
Madison School District #321	Ten diesel buses replaced with new propane buses (5 per round). Both rounds complete; grantee fully reimbursed.
Independent School District #1 (Lewiston)	One diesel bus replaced with new diesel bus. Project complete; grantee fully reimbursed.
Jefferson Joint School District #251	Six diesel buses replaced with new diesel buses. Project complete; grantee fully reimbursed.
Glenns Ferry School District #192	Six diesel buses replaced with new CNG buses. Project complete; grantee fully reimbursed.
Mountain Rides Transportation Authority	Four diesel transit buses replaced with new battery-electric buses. Project complete; grantee fully reimbursed.
D-4 #3 Completed	All 14 recipient projects funded through this D-4 have been completed. Final administrative invoice pending.

The information in this report is true and correct and the submission is made under penalty of perjury.		07/30/2026
	Michael Simon, Air Quality Division Administrator	Date

Action Title
VRP03_EMA6_Class 4-7 Local Freight Truck

Beneficiary Project ID
2018-04

Reporting Period
05/16/2019 - 06/30/2026

All projects associated with this Action Title have been completed. The Trust has fully funded the Action Title, and this submission represents the final reporting for this Action Title.

Submitted: July 30, 2026

VW Settlement Decree	
State of Idaho D-4 #4 — VRP03-EMA6 — Class 4-7 Truck — Semi Annual Report	

Grant Recipient	Idaho Department of Environmental Quality (IDEQ)
Grant Cycle	VRP03 — EMA-6 Class 4-7 Local Freight Truck Replacement
Reporting Period	05/16/2019 - 06/30/2026

WORKPLAN BUDGET	EMA-6 (Class 4-7 Local Freight Trucks and Vocational Vehicles)	
Total VW Settlement Funds Disbursed to IDEQ	\$15,918.91	
Interest Earned on VW Funds	\$0.00	
Total VW Funds Obligated	\$15,918.91	
Total VW Funds Expended	\$15,918.91	
Total VW Funds On Hand	\$0.00	
Balance in Account	\$0.00	

Summary of D-4 #4 Costs							
Eligible Mitigation Action	Total Funds Obligated	Total Funds Expended	VW Mitigation Funds		Match Funds		Notes
			Obligated	Expended	Obligated	Expended	
Wilbur-Ellis Nutrition LLC	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Admin costs only — no equipment funded
Administrative Costs	\$15,918.91	\$15,918.91	\$15,918.91	\$15,918.91	\$0.00	\$0.00	
Unused project funds							\$0.00
Unused administrative costs	\$0.00						\$0.00
Interest Earnings							\$0.00
TOTALS	\$15,918.91	\$15,918.91	\$15,918.91	\$15,918.91	\$0.00	\$0.00	
VW Trust Portal Reconciliation							
Trust-Reported Funds Remaining *					\$0.00		

* Per the VW Environmental Mitigation Trust Portal (accessed 07/14/2026). This D-4's funding stream consists solely of administrative-cost draws (no separate equipment/rebate disbursement), so this figure matches "Unused administrative costs" above.

Project Overview — D-4 #4 Revision History
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This section summarizes how the D-4 evolved from initial approval through the most recent revision. Enter one row per approved D-4 version. Yellow cells = data entry.

D-4 Version	VW Trust Amount	# Vehicles / Recipients	Key Changes / Description of Revision
Original D-4 Funding Request 04 Action Title: VRP03_EMA6_Class 4-7 Local Freight Truck Project ID: 2018-04 Signed: 05/16/2019 Approved: 07/15/2019	\$41,704	Proposed: 1 vehicle (Class 4-7 local freight truck, new diesel replacement) 1 project sponsor (Wilbur-Ellis Nutrition LLC)	ORIGINAL D-4 (VRP03_EMA6_CLASS 4-7 LOCAL FREIGHT TRUCK, Project ID 2018-04) — Idaho Funding Request #4. Action Title: VRP03_EMA6_Class 4-7 Local Freight Truck. Signed by Jack Carpenter, Financial Officer, Idaho DEQ, 5/16/2019. Approved by Wilmington Trust 7/15/2019. SCOPE: Idaho DEQ Vehicle Replacement Program (VRP) for EMA-6 Class 4-7 local freight trucks. VW Trust funds provided as a rebate of 25% of project cost toward replacement of one eligible Class 4-7 diesel local freight truck. Program open statewide; priority given to Franklin County (PM2.5 non-attainment) and Ada, Canyon, and Lemhi counties (areas of concern). One application received and selected — Wilbur-Ellis Nutrition LLC. ORIGINAL BUDGET: Equipment Total: \$285,124; VW Trust (Equipment): \$22,516; Project Sponsor Cost-Share: \$262,608 (75%); Administrative (VW Trust): \$19,188 (subject to 15% admin cap). Project Total (Trust): \$41,704. PROJECTED TRUST ALLOCATIONS: \$6,396 (2019), \$28,912 (2020), \$6,396 (2021) — includes 1/3 of administrative budget each year. NOx ESTIMATES: 1 vehicle; anticipated lifetime NOx reduction: ~11.3 tons; average cost \$22,516/ton NOx reduced. FUNDING TRACKS: (1) Advance to DEQ for program administration; (2) rebate direct to Project Sponsor upon project completion.
Revision 1 November 2019 Revision Project ID: 2018-04 Signed: 11/20/2019 Approved: 01/21/2020	\$41,704	Proposed: 1 vehicle (Class 4-7 local freight truck, new diesel replacement) 1 project sponsor (Wilbur-Ellis Nutrition LLC)	NOV. 2019 REVISION — Signed by Tiffany Floyd, Air Quality Division Administrator, Idaho DEQ, 11/20/2019. Approved by Wilmington Trust 01/21/2020. PURPOSE: This revision updates Attachment B, Projected Trust Allocations for EMA-6, specifically revising the values for line-item 4 ("Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation"). The number of vehicles proposed for replacement and the Project Budget remain unchanged from the original D-4. REVISED PROJECTED TRUST ALLOCATIONS (updated cumulative figures): 2019 — cumulative \$7,528,533; 2020 — cumulative \$7,534,929; 2021 — cumulative \$7,563,841. BUDGET (UNCHANGED): Equipment Total: \$90,065; VW Trust (Equipment): \$22,516; Cost-Share: \$67,516; Administrative (VW Trust): \$19,188. Project Total (Trust): \$41,704. Signed by Tiffany Floyd, Air Quality Division Administrator.

Revision 2 May 2025 Revision Project ID: 2018-04 Signed: 05/08/2025 Approved: 07/14/2025	\$16,723	Revised: 0 vehicles (vehicle removed — completed under EMA-1 Class 8 Truck D-4 instead) Admin costs only	MAY 2025 REVISION — Signed by Tiffany Floyd, Air Quality Division Administrator, Idaho DEQ, 5/8/2025. Approved by Wilmington Trust 07/14/2025. PURPOSE: MAJOR SCOPE CHANGE — This revision removes the vehicle proposed for replacement within EMA-6. The Wilbur-Ellis Nutrition LLC project was completed and funded under EMA-1 (Class 8 Truck, Action Title "VRP01_EMA1_Class 8 Truck") rather than EMA-6, as the vehicles were confirmed to be Class 8 sized trucks. There were administrative costs associated with developing the EMA-6 project, managing changes, and closing it out. This D-4 revision reduces the overall administrative budget requested and eliminates equipment expenditures. REVISED BUDGET: Equipment Total: \$0.00; VW Trust (Equipment): \$0.00; Cost-Share: \$0.00; Administrative (VW Trust): \$16,723 (reduced from \$19,188). Project Total (Trust): \$16,723. REVISED PROJECTED TRUST ALLOCATIONS: 2020–2021: \$12,585*; 2022–2024: \$3,138*; 2025–2026: \$1,000*. (*Includes 1/3 of Administrative Budget Category each period.) KEY CHANGE: Vehicle replacement (Equipment line) zeroed out; administrative budget reduced by \$2,465 to reflect actual program administration costs for EMA-6 project management and closeout. Signed by Tiffany Floyd, Air Quality Division Administrator.
Revision 3 March 2026 Revision (Final / Closeout) Project ID: 2018-04 Signed: 03/26/2026	\$15,919	Final: 0 vehicles (admin cost adjusted –\$804.09 to reconcile actual expenses) Admin costs only	MARCH 2026 REVISION (FINAL / CLOSEOUT) — Signed by Michael Simon, Air Quality Division Administrator, Idaho DEQ, 3/26/2026. PURPOSE: This revision reduces the administrative costs by \$804.09 to reconcile the difference between the estimated and actual administrative expense for the EMA-6 project. No equipment expenditures were made under this D-4. FINAL BUDGET: Equipment Total: \$0.00; VW Trust (Equipment): \$0.00; Cost-Share: \$0.00; Administrative (VW Trust): \$15,918.91 (reduced from \$16,723 in May 2025 revision). Project Total (Trust): \$15,918.91. KEY CHANGE: Administrative costs decreased by \$804.09 from the July 2025-approved D-4 (\$16,723.00) to reflect actual charges. Projected Trust Allocations table left blank pending final close. STATUS: Project complete. All administrative costs for EMA-6 program management and closeout have been incurred. Signed by Michael Simon, Air Quality Division Administrator (new administrator, replacing Tiffany Floyd).

† Insert additional revision rows above this line as needed †

Project Narrative	
Eligible Mitigation Actions	Project Status
Wilbur-Ellis Nutrition LLC	No equipment expenditures were funded under this D-4. Administrative costs only were incurred. Final invoice pending.
D-4 #4 Completed	Administrative costs only. No equipment projects were funded. D-4 closeout in progress.

The information in this report is true and correct and the submission is made under penalty of perjury.		
	 Michael Simon, Air Quality Division Administrator	07/30/2026 Date

Action Title
EVSE-01_EMA9_Light Duty Electric Vehicle Supply Equipment

Beneficiary Project ID
2018-05

Reporting Period
06/11/2019 - 06/30/2026

All projects associated with this Action Title have been completed. The Trust has fully funded the Action Title, and this submission represents the final reporting for this Action Title.

Submitted: July 30, 2026

VW Settlement Decree	
State of Idaho D-4 #5 — EVSE01-EMA9 — NPT Casino EVSE — Semi Annual Report	

Grant Recipient	Idaho Department of Environmental Quality (IDEQ)
Grant Cycle	EVSE01 — EMA-9 Electric Vehicle Supply Equipment
Reporting Period	06/11/2019 - 06/30/2026

WORKPLAN BUDGET	EMA-9 (Electric Vehicle Supply Equipment — EVSE)	
Total VW Settlement Funds Disbursed to IDEQ	\$164,775.57	
Interest Earned on VW Funds	\$0.00	
Total VW Funds Obligated	\$164,775.57	
Total VW Funds Expended	\$164,775.57	
Total VW Funds On Hand	\$0.00	
Balance in Account	\$0.00	

Summary of D-4 #5 Costs							
Eligible Mitigation Action	Total Funds Obligated	Total Funds Expended	VW Mitigation Funds		Match Funds		Notes
			Obligated	Expended	Obligated	Expended	
Nez Perce Tribe (NPT Casino)	\$149,828.69	\$149,828.69	\$149,828.69	\$149,828.69	\$0.00	\$0.00	Complete — 2 chargers. Rebate: 100%
Administrative Costs	\$14,946.88	\$14,946.88	\$14,946.88	\$14,946.88	\$0.00	\$0.00	
Unused project funds							\$0.00
Unused administrative costs	\$0.43						\$0.43
Interest Earnings							\$0.00
TOTALS	\$164,775.57	\$164,775.57	\$164,775.57	\$164,775.57	\$0.00	\$0.00	
VW Trust Portal Reconciliation							
Trust-Reported Funds Remaining *							\$0.43

* Per the VW Environmental Mitigation Trust Portal (accessed 07/14/2026). This D-4's funding stream consists solely of administrative-cost draws (no separate equipment/rebate disbursement), so this figure matches "Unused administrative costs" above.

Project Overview — D-4 #? Revision History
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This section summarizes how the D-4 evolved from initial approval through the most recent revision. Enter one row per approved D-4 version. Yellow cells = data entry.

D-4 Version	VW Trust Amount	# Vehicles / Recipients	Key Changes / Description of Revision
Original D-4 Funding Request 05 Action Title: EVSE-01_EMA9_Light Duty Electric Vehicle Supply Equipment Project ID: 2018-05 Signed: 06/11/2019 Approved: 08/12/2019	\$118,271	2 EVSE fast chargers (ChargePoint CP Express 250, dual port) 1 project sponsor (Nez Perce Tribe / NPT Casino)	ORIGINAL D-4 (EVSE-01_EMA9_LIGHT DUTY ELECTRIC VEHICLE SUPPLY EQUIPMENT, Project ID 2018-05) — Idaho Funding Request #5. Action Title: EVSE-01_EMA9_Light Duty Electric Vehicle Supply Equipment. Signed by Jack Carpenter, Financial Officer, Idaho DEQ, 6/11/2019. Approved by Wilmington Trust 8/12/2019. SCOPE: Idaho DEQ Electric Vehicle Supply Equipment (EVSE) program providing 100% of costs for EVSE equipment at a Government Owned Property. Two fast-charging stations (ChargePoint CP Express 250, dual port) to be installed along State Highway 95 at the Clearwater River Casino on property owned by the Nez Perce Tribe. Project supports Idaho's BMP goal of establishing EVSE along the ITD Alternative Fuel Corridor map. ORIGINAL BUDGET: Equipment Total: \$116,143; VW Trust (Equipment): \$111,418; Cost-Share: \$4,500 (shelter); Administrative (VW Trust): \$6,853. Project Total (Trust): \$118,271. VENDOR COST BREAKDOWN (Att. D): Chargers \$64,000 (2x ChargePoint); Electrical System Upgrades \$35,785; Other components (warranties, cloud plan) \$11,418; Shelter \$4,500 (applicant match). NOx ESTIMATES: 2 charging stations; estimated lifetime NOx reduction: ~24 tons (~12 tons/station); average cost \$22,516/ton NOx. Projected Trust Allocations: 2019: \$0; 2020: \$118,271; 2021: \$0.
Revision 1 November 2019 Revision Project ID: 2018-05 Signed: 11/20/2019 Approved: ~01/2020	\$147,396	2 EVSE fast chargers (ChargePoint CP Express 250, dual port) 1 project sponsor (Nez Perce Tribe / NPT Casino)	NOV. 2019 REVISION — Signed by Tiffany Floyd, Air Quality Division Administrator, Idaho DEQ, 11/20/2019. PURPOSE: Increases eligible funding to the Project Sponsor for charging station data cloud and warranty plans from one year to five years, to maintain consistency with DEQ's programmatic decision to cover extended data and warranty plans. The original D-4 provided for only 1-year data cloud and warranty plans. REVISED BUDGET: Equipment Total: \$145,043; VW Trust (Equipment): \$140,543; Cost-Share: \$4,500 (shelter); Administrative (VW Trust): \$6,853. Project Total (Trust): \$147,396. VENDOR COST BREAKDOWN (Att. D updated): Chargers \$64,440; Electrical System Upgrades \$38,785; Other components (5-yr warranties, activation fees, cloud data plan) \$37,318; Shelter \$4,500 (applicant match). Total: \$145,043. PROJECTED TRUST ALLOCATIONS updated: 2019: \$2,284*; 2020: \$142,827*; 2021: \$2,284* (*includes 1/3 Admin). Cumulative trustee payments updated to reflect prior D-4s.

Revision 2 November 2022 Revision Project ID: 2018-05 Signed: 11/14/2022 Approved: 04/19/2023	\$165,500	2 EVSE fast chargers (ChargePoint CP Express 250, dual port) 1 project sponsor (Nez Perce Tribe / NPT Casino)	NOV. 2022 REVISION — Signed by Tiffany Floyd, Air Quality Division Administrator, Idaho DEQ, 11/14/2022. Approved by Wilmington Trust 04/19/2023. PURPOSE: Extends the project timeline to account for installation delays (project sponsor installation estimate moved from 2020 to late 2021/2022), and updates cost estimates to reflect updated vendor quotes. REVISED BUDGET: Equipment Total: \$155,000; VW Trust (Equipment): \$150,500; Cost-Share: \$4,500 (shelter); Administrative (VW Trust): \$15,000 (increased from \$6,853 to cover additional program management during extended period). Project Total (Trust): \$165,500. VENDOR COST BREAKDOWN (Att. D updated): Chargers \$65,000 (2× ChargePoint); Electrical System Upgrades \$46,000; Other components (5-yr warranties, cloud data plan) \$54,500; Shelter \$4,500 (applicant match). Total: \$155,000. TIMELINE REVISED: Step 7 (PS installation) moved from Step 6 + 3 mos. to Step 6 + 24 mos. (Est. 11/2021); Step 8 (PS certification) moved to Step 7 + 11 mos. (Est. 10/2022). PROJECTED TRUST ALLOCATIONS updated: 2019–2021: \$5,000*; 2022: \$155,500*; 2023: \$5,000*. NOx cost updated: ~24 tons; \$7,083/ton.
Revision 3 May 2025 Revision (Final / Closeout) Project ID: 2018-05 Signed: 05/08/2025 Approved: 07/14/2025	\$164,776	Final: 2 EVSE chargers (project complete; admin reconciled; no cost-share; all funds VW Trust) 1 project sponsor (Nez Perce Tribe / NPT Casino)	MAY 2025 REVISION (FINAL / CLOSEOUT) — Signed by Tiffany Floyd, Air Quality Division Administrator, Idaho DEQ, 5/8/2025. Approved by Wilmington Trust 07/14/2025. PURPOSE: Project activities are complete and no additional administrative expenses will be charged. This D-4 revision removes administrative dollars that will not be spent and updates Attachment B (Project Budget and Projected Trust Allocations) accordingly. Cost-share removed as the shelter cost was ultimately covered by VW Trust funds. FINAL BUDGET: Equipment Total: \$149,829; VW Trust (Equipment): \$149,829; Cost-Share: \$0 (shelter funded by Trust); Administrative (VW Trust): \$14,947 (reduced from \$15,000 — unspent admin removed). Project Total (Trust): \$164,776. VENDOR COST BREAKDOWN (Att. D final): Chargers \$65,478; Electrical System Upgrades \$44,833; Other components (warranties, cloud data plan) \$39,518. Total: \$149,829 (no shelter listed as separate match). PROJECTED TRUST ALLOCATIONS updated: 2019–2021: \$5,211*; 2022: \$154,665*; 2023: \$4,900*. Cumulative allocation starting from \$8,196,550. STATUS: Project complete. Two fast-charging stations operational at NPT Clearwater River Casino.

† Insert additional revision rows above this line as needed †

Project Narrative	
Eligible Mitigation Actions	Project Status
Nez Perce Tribe (NPT Casino)	Two EV chargers installed at the Nez Perce Tribe casino facility. Project complete; grantee fully reimbursed. Award closing out with usage reporting.
D-4 #5 Completed	EVSE installation complete. All project activities are complete and the award is in closeout.

The information in this report is true and correct and the submission is made under penalty of perjury.		
	 Michael Simon, Air Quality Division Administrator	07/30/2026 Date

Action Title
EVSE19-02_EMA9_Light Duty EVSE_Blaine

Beneficiary Project ID
2019-02

Reporting Period
08/21/2019 - 06/30/2026

All projects associated with this Action Title have been completed. The Trust has fully funded the Action Title, and this submission represents the final reporting for this Action Title.

Submitted: July 30, 2026

VW Settlement Decree
State of Idaho D-4 #6 — EVSE19-02-EMA9 — Blaine County EVSE — Semi Annual Report

Grant Recipient	Idaho Department of Environmental Quality (IDEQ)
Grant Cycle	EVSE19-02 — EMA-9 Electric Vehicle Supply Equipment
Reporting Period	08/21/2019 - 06/30/2026

WORKPLAN BUDGET		EMA-9 (Electric Vehicle Supply Equipment — EVSE)
Total VW Settlement Funds Disbursed to IDEQ		\$83,599.52
Interest Earned on VW Funds		\$0.00
Total VW Funds Obligated		\$83,599.52
Total VW Funds Expended		\$83,599.52
Total VW Funds On Hand		\$0.00
Balance in Account		\$0.00

Summary of D-4 #6 Costs							
Eligible Mitigation Action	Total Funds Obligated	Total Funds Expended	VW Mitigation Funds		Match Funds		Notes
			Obligated	Expended	Obligated	Expended	
Blaine County	\$73,923.05	\$73,923.05	\$73,923.05	\$73,923.05	\$0.00	\$0.00	Complete — 2 × 75 kW ChargePoint chargers. Rebate: 100%
Administrative Costs	\$9,676.47	\$9,676.47	\$9,676.47	\$9,676.47	\$0.00	\$0.00	
Unused project funds							\$0.00
Unused administrative costs	\$0.48						\$0.48
Interest Earnings							\$0.00
TOTALS	\$83,599.52	\$83,599.52	\$83,599.52	\$83,599.52	\$0.00	\$0.00	
VW Trust Portal Reconciliation							
Trust-Reported Funds Remaining *							\$0.48

* Per the VW Environmental Mitigation Trust Portal (accessed 07/14/2026). This D-4's funding stream consists solely of administrative-cost draws (no separate equipment/rebate disbursement), so this figure matches "Unused administrative costs" above.

Project Overview — D-4 #6 Revision History
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This section summarizes how the D-4 evolved from initial approval through the most recent revision. Enter one row per approved D-4 version. Yellow cells = data entry.

D-4 Version & Date	VW Trust Amount	# Chargers / Recipients	Key Changes / Description of Revision
Original D-4 Funding Request 06 Action Title: EVSE19-02_EMA9 Light Duty EVSE_Blaine Project ID: 2018-06 Submitted: 08/21/2019	\$118,271.00	1 DC fast charger (dual port; CHAdeMO + SAE)	ORIGINAL D-4 (EVSE19-02_EMA9_LIGHT DUTY EVSE_BLAINE, Project ID 2018-06) — Submitted approximately August 2019. Initial funding request to install one DC fast charger (CP Express 250, dual port with CHAdeMO and SAE charging options) at the Blaine County Annex Building, Hailey, along State Highway 75. Total project budget: \$122,996 (\$116,143 equipment + \$6,853 admin). Trust funding requested: \$118,271; project sponsor cost-share: \$4,500. Estimated lifetime NOx reduction: 12 tons at \$22,516/ton. Note: Attachment D in this version references Nez Perce Tribe/Clearwater River Casino cost estimates, suggesting this may have been a bundled or draft internal document; the confirmed project scope was Blaine County EVSE. Revised and resubmitted as Project ID 2019-02 in November 2019.
Revision 1 November 2019 Revision Project ID: 2019-02 Signed: 11/20/2019 Tiffany Floyd, AQ Division Administrator Trustee Approved: 1/21/2020	\$91,671.00	1 DC fast charger (dual port; CHAdeMO + SAE) at Blaine County Annex, Hailey	NOV. 2019 REVISION — Signed by Tiffany Floyd, Air Quality Division Administrator, 11/20/2019. Approved by Wilmington Trust on January 21, 2020. Revised project ID from 2018-06 to 2019-02. Budget revised downward: total project cost \$91,671 (\$84,818 equipment + \$6,853 admin), with 100% trust funding (\$91,671) and \$0 cost-share (cost-share requirement eliminated). Project scope confirmed as one CP Express 250 DC fast charger (dual port, CHAdeMO + SAE) at the Blaine County Annex Building, Hailey, near State Highway 75. Estimated lifetime NOx reduction: 12 tons at revised cost of \$7,639/ton. Funding to be disbursed directly from Trust to project sponsor upon project completion. Installation projected approximately March–April 2020.
Revision 2 May 2025 Revision Project ID: 2019-02 Signed: 5/8/2025 Tiffany Floyd, AQ Division Administrator	\$83,600.00	2 ChargePoint 75 kW fast chargers (project complete)	MAY 2025 REVISION — Signed by Tiffany Floyd, Air Quality Division Administrator, 5/8/2025. Project activities complete; no additional project or administrative expenses to be charged. Revision updates Attachment B (Project Budget and Projected Trust Allocations) to account for unspent funding. Budget revised from \$91,671 to \$83,600 (\$73,923 equipment + \$9,676 admin; 100% trust-funded; \$0 cost-share). Actual equipment installed: two ChargePoint 75 kW electric fast charging stations with associated software, warranty, electrical upgrades, and materials (including step-up transformer work, site preparation, and permitting). Note: the May 2025 revision reflects the actual installed equipment (2 ChargePoint stations) versus the one CP Express 250 unit described in the original and Nov. 2019 D-4s. Total VW funds obligated: \$83,600; expended (project): \$73,923; admin: \$9,676. Estimated lifetime NOx reduction: 12 tons at \$7,639/ton (unchanged).

† Insert additional revision rows above this line as needed †

Project Narrative	
Eligible Mitigation Actions	Project Status
Blaine County	Two 75 kW EV chargers installed in Blaine County. Project complete; grantee fully reimbursed. Award in closeout with usage reporting.
D-4 #6 Completed	All project activities are complete and the award is in closeout.

The information in this report is true and correct and the submission is made under penalty of perjury.	 Michael Simon, Air Quality Division Administrator	07/30/2026 Date
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Action Title
EVSE19-03_EMA9_Light Duty EVSE_Bonners

Beneficiary Project ID
2019-03

Reporting Period
01/01/2020 - 06/30/2026

All projects associated with this Action Title have been completed. The Trust has fully funded the Action Title, and this submission represents the final reporting for this Action Title.

Submitted: July 30, 2026

VW Settlement Decree
State of Idaho D-4 #7 — EVSE19-03-EMA9 — Bonners Ferry EVSE — Semi Annual Report

Grant Recipient	Idaho Department of Environmental Quality (IDEQ)
Grant Cycle	EVSE19-03 — EMA-9 Electric Vehicle Supply Equipment
Reporting Period	01/01/2020 - 06/30/2026

WORKPLAN BUDGET	EMA-9 (Electric Vehicle Supply Equipment — EVSE)	
Total VW Settlement Funds Disbursed to IDEQ	\$87,010.58	
Interest Earned on VW Funds	\$0.00	
Total VW Funds Obligated	\$87,010.58	
Total VW Funds Expended	\$87,010.58	
Total VW Funds On Hand	\$0.00	
Balance in Account	\$0.00	

Summary of D-4 #7 Costs							
Eligible Mitigation Action	Total Funds Obligated	Total Funds Expended	VW Mitigation Funds		Match Funds		Notes
			Obligated	Expended	Obligated	Expended	
City of Bonners Ferry	\$92,910.48	\$92,910.48	\$77,334.11	\$77,334.11	\$15,576.37	\$15,576.37	Complete — 1 × 62.5 kW charger. Rebate: 83%
Administrative Costs	\$9,676.47	\$9,676.47	\$9,676.47	\$9,676.47	\$0.00	\$0.00	
Unused project funds							\$0.00
Unused administrative costs	\$0.00						\$0.00
Interest Earnings							\$0.00
TOTALS	\$102,586.95	\$102,586.95	\$87,010.58	\$87,010.58	\$15,576.37	\$15,576.37	

VW Trust Portal Reconciliation	
Trust-Reported Funds Remaining *	\$0.00

* Per the VW Environmental Mitigation Trust Portal (accessed 07/14/2026). This D-4's funding stream consists solely of administrative-cost draws (no separate equipment/rebate disbursement), so this figure matches "Unused administrative costs" above.

Project Overview — D-4 #7 Revision History
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This section summarizes how the D-4 evolved from initial approval through the most recent revision. Enter one row per approved D-4 version. Yellow cells = data entry.

D-4 Version & Date	VW Trust Amount	# Chargers / Recipients	Key Changes / Description of Revision
Original D-4 November 2019 (Approved Jan. 1, 2020)	\$77,334.11	1 DC fast charger (dual-port, 62.5 kW)	ORIGINAL D-4 (EVSE19-03_EMA9_Light Duty EVSE_Bonners): D-4 submitted Nov. 2019 for City of Bonners Ferry EVSE project. Trustee approval Feb. 2020. Project funded 100% as government-owned property. One CP Express 250 dual-port DC fast charger (CHAdEMO + CCS) at City visitor center off Bonners St., adjacent to SH-95. Trust funding: \$77,334.11 equipment + \$6,853 admin = \$84,187.11 total.
Revision 1 May 2023 (Approved May 2023)	\$77,334.11	1 DC fast charger (dual-port, 62.5 kW)	MAY 2023 REVISION — Revised D-4 submitted May 9, 2023, signed by Tiffany Floyd (Air Quality Division Administrator). Trust funding for equipment increased from \$74,377 to \$77,334.11 to cover project cost increases in materials and labor. Administrative cost increased from \$6,853 to \$9,676.47. Total trust funding: \$77,334.11 + \$9,676.47 = \$87,010.58. Project sponsor cost-share: \$15,576.37.
Revision 2 May 2025 (Final Closeout)	\$77,334.11	1 DC fast charger (dual-port, 62.5 kW)	MAY 2025 REVISION — Final closeout D-4 submitted May 8, 2025, signed by Tiffany Floyd. Project activities complete; no additional project or administrative expenses will be charged. Revision updates Attachment B Projected Trust Allocations only. One 62.5 kW DC fast charger (CP Express 250, CHAdEMO + CCS) confirmed installed and operational at Bonners Ferry visitor center. All funding accounted for: \$77,334.11 equipment + \$9,676.47 admin = \$87,010.58 total trust funding.

† Insert additional revision rows above this line as needed †

Project Narrative	
Eligible Mitigation Actions	Project Status
City of Bonners Ferry	One 62.5 kW EV charger installed in Bonners Ferry. Costs included charger (\$40,800), electrical upgrades, labor, and installation. Project complete; grantee fully reimbursed. Award in closeout.
D-4 #7 Completed	All project activities are complete and the award is in closeout. Estimated Lifetime NOx Reductions (per D-4 §5.2.3): One dual-port 62.5 kW DC fast charger (CP Express 250, CHAdEMO + CCS) installed at Bonners Ferry City visitor center. Per Idaho's Beneficiary Mitigation Plan (§4.1), each charging station is estimated to yield a lifetime NOx emission reduction of 12 tons. Estimated cost-effectiveness: \$7,639 per ton of NOx reduced. Installation also expected to reduce PM, CO, hydrocarbons, and CO ₂ over the project lifetime by supporting EV adoption and reducing reliance on fossil fuel-powered vehicles along the SH-95/ITD Alternative Fuel Corridor.

The information in this report is true and correct and the submission is made under penalty of perjury.	 Michael Simon, Air Quality Division Administrator	07/30/2026 Date
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Action Title
FY2020 DERA

Beneficiary Project ID
2020-01

Reporting Period
10/07/2020 - 06/30/2026

Submitted: July 30, 2026

VW Settlement Decree
State of Idaho D-4 #8 — FY20 DERA — EPA Clean Diesel Grant Match — Semi Annual Report

Grant Recipient	Idaho Department of Environmental Quality (IDEQ)
Grant Cycle	FY20 DERA — EPA Clean Diesel Grant Match
Reporting Period	10/07/2020 - 06/30/2026

WORKPLAN BUDGET	DERA (EPA Clean Diesel Grant Program)	
Total VW Settlement Funds Disbursed to IDEQ	\$330,446.00	
Interest Earned on VW Funds	\$0.00	
Total VW Funds Obligated	\$330,446.00	
Total VW Funds Expended	\$330,446.00	
Total VW Funds On Hand	\$0.00	
Balance in Account	\$0.00	

Summary of D-4 #8 Costs							
Eligible Mitigation Action	Total Funds Obligated	Total Funds Expended	VW Mitigation Funds		Match Funds		Notes
			Obligated	Expended	Obligated	Expended	
FY 2020 DERA Projects	\$3,031,115.00	\$3,031,115.00	\$330,446.00	\$330,446.00	\$2,700,669.00	\$2,700,669.00	In Progress — Grant extended to 09/30/2026 (Amendment 3, 11/18/2025). VW Trust advance of \$330,446 fully obligated as voluntary match for EPA FY20 DERA grant (DS-01J84001). Original scope: 30 school buses (25% rebate). Multiple participants withdrew due to COVID and supply chain delays; program ongoing. Estimated lifetime NOx reduction: 23.69 tons (actual outcomes TBD at closeout).
Administrative Costs	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Unused project funds							\$0.00
Unused administrative costs							\$0.00
Interest Earnings							\$0.00
TOTALS	\$3,031,115.00	\$3,031,115.00	\$330,446.00	\$330,446.00	\$2,700,669.00	\$2,700,669.00	

Project Overview — D-4 #8 Revision History
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This section summarizes how the D-4 evolved from initial approval through the most recent revision. Enter one row per approved D-4 version. Yellow cells = data entry.

D-4 Version & Date	VW Trust Amount	# Vehicles / Recipients	Key Changes / Description of Revision
Original D-4 Funding Request 03 Signed: 07/01/2020 Approved: 08/31/2020	\$330,446.00	Proposed: 30 school buses (25% rebate) Target organizations: Teton Stage Lines, Boise County SD, Oneida SD, Aberdeen SD, Parma SD, Shelley SD, Ind. SD No.1, + 10 TBD	ORIGINAL FY2020 DERA SCOPE (Grant DS-01J84001, Award Oct. 7, 2020) — VW Trust advance of \$330,446 requested 06/30/2020 as nonfederal voluntary match for EPA FY20 DERA grant. Signed by Tiffany Floyd, Air Quality Division Administrator (07/01/2020). Scope: Provide 25% rebates toward replacement of 30 school buses (20 identified, 10 TBD) at average cost of ~\$98,000/bus. Recipients included Teton Stage Lines (7 buses), Boise County SD (1), Oneida SD (4), Aberdeen SD (1), Parma SD (1), Shelley SD (3), Independent SD No. 1 (3). Mandatory cost-share (75%): \$2,205,000 from vehicle recipients. VW Trust voluntary match: \$330,446. EPA allocation: \$495,669. Total project cost: \$3,031,115. Target counties: Ada, Benewah, Canyon, Franklin, Lemhi, and Shoshone (PM2.5 nonattainment or DEQ areas of concern). Estimated lifetime emission reductions: 23.69 tons NOx, 1.83 tons PM2.5, 4.94 tons HC, 11.02 tons CO, 1,188 tons CO2. Fuel savings: 105,600 gal/lifetime. Project period: October 1, 2020 – September 30, 2021 (original).
EPA Workplan Revision Amendment No. 1 (No-Cost Extension) Requested: ~05/2022 Awarded: ~06/2022 (Mod 1)	\$330,446.00	Same scope: 30 school buses (25% rebate) Budget unchanged	MODIFICATION 1 — NO-COST EXTENSION TO 09/30/2022 (later extended to 09/30/2023 via Amendment 2). DEQ requested a no-cost extension via workplan revision (Work Plan - Budget Narrative_ID DEQ_State Clean Diesel FY20_Mod1.docx, submitted with NCE request letter dated ~05/2022). The extension was needed because project participants encountered supply chain disruptions affecting bus manufacturing and delivery timelines, compounded by COVID-19-related impacts on school district and private business operations. Milestones revised: Vehicle replacement recruitment extended through June 2022; PSCAs extended through June 2022; PSCA recipients' vehicle purchases and documentation submission extended through December 2022; DEQ review of PSCA documentation extended through December 2022. Budget and VW Trust voluntary match (\$330,446) unchanged. No scope change.

EPA Workplan Revision Amendment No. 2 (No-Cost Extension) Awarded: 10/25/2023	\$330,446.00	Same scope: 30 school buses (25% rebate) Budget unchanged	AMENDMENT 2 (DS-01J84001-2) — NO-COST EXTENSION TO 09/30/2025. Awarded 10/25/2023. EPA Project Officer: Rebecca Derr. EPA Grant Specialist: Heather Khan. This amendment extended the project/budget period end date from 09/30/2023 to 09/30/2025. Administrative terms and conditions updated; programmatic terms and conditions remained the same. Updated conditions applied only to unexpended funds. Continued delays were attributable to participant attrition (some school districts and private organizations originally identified withdrew from the program), ongoing COVID-related operational impacts, and continued bus manufacturing supply chain backlogs preventing timely vehicle delivery and purchase. EPA cost-share: 16.35% (federal funding capped at \$495,669). Recipient contribution: \$2,535,446. Total allowable project cost: \$3,031,115 unchanged. Budget summary: Personnel \$47,184 Fringe \$19,818 Travel \$3,316 Other \$2,940,000 Indirect \$20,797.
EPA Workplan Revision Amendment No. 3 (No-Cost Extension) Requested: ~07/2025 Awarded: 11/18/2025	\$330,446.00	Same scope: 30 school buses (25% rebate) Budget unchanged	AMENDMENT 3 (DS-01J84001-3) — NO-COST EXTENSION TO 09/30/2026. Awarded 11/18/2025. Project Manager updated to Mary Anderson (Bureau Chief, DEQ Air Quality Planning Bureau). EPA Project Officer: Rebecca Derr. DEQ originally requested a two-year extension. EPA approved only a one-year extension (to 09/30/2026). DEQ Project Manager Michael Brown submitted revised workplans (Work Plan_FY205_DS-01J84001_No Cost POP Extension 09-2026.docx/.pdf) per EPA's direction (Rebecca Derr email 08/11/2025). All administrative and programmatic conditions remained the same as Amendment 2. No budget changes. Extension rationale: continued participant attrition and project closeout activities requiring additional time to finalize documentation, submit final reports, and close out the EPA grant. Total project period: 10/01/2020 – 09/30/2026 (six years from award). Total EPA amount awarded to date: \$495,669. VW Trust voluntary match: \$330,446 (fully obligated but not expended).

† Insert additional revision rows above this line as needed †

Project Narrative	
Eligible Mitigation Actions	Project Status
FY 2020 DERA	In Progress — VW Trust advance disbursed. EPA grant DS-01J84001 extended to 09/30/2026 (Amendment DS-01J84001-3, approved 11/19/2025); further extension to 09/30/2027 requested 07/14/2026 (pending). DEQ has closed the 2025 VRP application period and is awarding PSCAs. Some agreements issued using VW funds pending NCE approval. Final report will be submitted upon grant closeout.

Project Detail — FY20 DERA Vehicle Replacements by Participant (DS-01J84001)

Participant (PSCA) & Vehicle Type	Qty	Old MY	Replacement Fuel / Type	New MY	Unit Cost (\$)	DEQ Rebate (25%) (\$)	Participant Cost-Share (75%) & Notes
Wes Olson Trucking (PC37) Logging Truck — Class 8	2	2005–2006	Diesel (ULSD)	2019	\$163,181.00	\$81,590.50	2 × \$163,182 (ave) = \$326,362 total DEQ rebate: \$81,590.50 Completed 2021
West Side School District (PC39) School Bus — Class 8	1	2006	Diesel (ULSD)	2021	\$145,905.00	\$34,969.50	1 × \$145,905 DEQ rebate: \$34,969.50 Completed 2022
Este Express Lines (PC38) Delivery Truck — Class 8	7	2005–2006	Diesel (ULSD)	2021	\$106,641.14 (Ave veh cost)	\$173,551.25	7 × \$106,641 = \$746,488 total DEQ rebate: \$17,3551.25 Completed 2022
West Bonner School District (PC42) School Bus — Class 8	2	2004–2005	Diesel (ULSD)	2021/2023	\$107,920.00	\$49,999.50	2 × \$108,845 = \$215,840 total DEQ rebate: \$49,999.50 Completed 2023
Independent School District No. 1 (PC36) School Bus — Class 8	1	2002	Diesel (ULSD)	2023	\$120,023.00	\$23,216.00	1 × \$120,023 DEQ rebate: \$23,216 Completed 3/15/2024
Teton Stage Lines (PC35) School Bus — Class 8	1	1998–2000	Diesel (ULSD)	2024/2025	138179.41	\$25,989.14	COMPLETED — 1 bus replaced: • Bus 1 rebate: \$25,989.14 paid Oct–Dec 2024 Note: Actual rebate rate was 19% (not 25%) because final vehicle cost (\$136,785.47) exceeded PSCA ceiling. Teton Stage Lines paid 81% cost-share (\$112,190.27/bus). Total participant cost-share (both buses): \$224,380.54.
TOTALS — Completed Projects (6 participants, 16 vehicles)	16					\$389,315.89	Completed rebates paid to date.

Note: DEQ Rebate = 25% of vehicle cost (VW Trust voluntary match + EPA DERA federal share combined). Participant Cost-Share = 75% of vehicle cost (mandatory). VW Trust advance: \$330,446 fully obligated as voluntary match for EPA FY20 DERA grant.

The information in this report is true and correct and the submission is made under penalty of perjury.		07/30/2026
	Michael Simon, Air Quality Division Administrator	Date

FY20 State DERA
Grant: DS-01J84001
Quarterly Report
January - March 2026

Submitted to EPA
05/15/2026

**U. S. Environmental Protection Agency
Diesel Emissions Reduction Act (DERA) Grant Program
Financial Summary - Project Lifetime**

Grant Recipient	ID Dept. of Environmental Quality
Project Period of Performance	10/01/2020 - 09/30/2025
Grant Number	01J84001
Project Title	FY20 State DERA
DERA Program	DERA State

DERA Grant Fiscal Summary TOTAL Year #1 + Year #2	
EPA Project Award Amount Total	\$ 495,669
Total Cost Share Amount	\$ 2,535,446
Total Project Costs (EPA + Cost Share)	\$ 3,031,115
EPA Funds Expended to Date	\$ 459,841
EPA Funds Remaining	\$ 35,828

DERA Grant Fiscal Summary Year #1	
Program Fiscal Year	FY2020 DERA Grant
EPA Project Award Amount Year #1	\$ 495,669
Total Cost Share Amount	\$ 2,535,446
Total Voluntary Cost Share	\$ 330,446
Total Mandatory Cost Share Amount	\$ 2,205,000
Total Project Costs (EPA + Cost Share)	\$ 3,031,115

DERA Grant Fiscal Summary Year #2 (if applicable)	
Program Fiscal Year	N/A
EPA Project Award Amount Year #2	\$ -
Total Cost Share Amount	\$ -
Total Voluntary Cost Share	\$ -
Total Mandatory Cost Share Amount	\$ -
Total Project Costs (EPA + Cost Share)	\$ -

Table 1. Summary Rate of Expenditure

Record project budget funds ONLY from approved final workplan. All other numbers will reflect automatically from subsequent tabs.

Financial Summary	Total Project Budget					Total Expenses to Date					Remaining Balance				
	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds	
Personnel	\$ 47,184.00	\$ -	\$ -	\$ -	\$ 47,184.00	\$ 60,860.87	\$ -	\$ 2,455.61	\$ -	\$ 63,316.48	\$ (13,676.87)	\$ -	\$ (2,455.61)	\$ -	\$ (16,132.48)
Fringe Benefits	\$ 19,818.00	\$ -	\$ -	\$ -	\$ 19,818.00	\$ 4,210.72	\$ -	\$ 928.36	\$ -	\$ 5,139.08	\$ 15,607.28	\$ -	\$ (928.36)	\$ -	\$ 14,678.92
Travel	\$ 3,316.00	\$ -	\$ -	\$ -	\$ 3,316.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,316.00	\$ -	\$ -	\$ -	\$ 3,316.00
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)	\$ 404,554.00	\$ 2,205,000.00	\$ 330,446.00	\$ -	\$ 2,940,000.00	\$ 374,249.53	\$ 1,068,174.75	\$ -	\$ -	\$ 1,442,424.28	\$ 30,304.47	#####	\$ 330,446.00	\$ -	\$ 1,497,575.72
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Cost Total	\$ 474,872.00	\$ 2,205,000.00	\$ 330,446.00	\$ -	\$ 3,010,318.00	\$ 439,321.12	\$ 1,068,174.75	\$ 3,383.97	\$ -	\$ 1,510,879.84	\$ 35,550.88	#####	\$ 327,062.03	\$ -	\$ 1,499,438.16
Indirect Charges	\$ 20,797.00	\$ -	\$ -	\$ -	\$ 20,797.00	\$ 20,520.23	\$ -	\$ 1,081.95	\$ -	\$ 21,602.18	\$ 276.77	\$ -	\$ (1,081.95)	\$ -	\$ (805.18)
TOTALS	\$ 495,669.00	\$ 2,205,000.00	\$ 330,446.00	\$ -	\$ 3,031,115.00	\$ 459,841.35	\$ 1,068,174.75	\$ 4,465.92	\$ -	\$ 1,532,482.02	\$ 35,827.65	#####	\$ 325,980.08	\$ -	\$ 1,498,632.98

EPA Budget Details by Fiscal Year

Financial Summary	FY2020 DERA Grant					N/A					Total Project Budget				
	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds	
Personnel & Fringe	\$ 47,184				\$ 47,184					\$ -	\$ 47,184	\$ -	\$ -	\$ -	\$ 47,184
	\$ 19,818				\$ 19,818					\$ -	\$ 19,818	\$ -	\$ -	\$ -	\$ 19,818
Travel	\$ 3,316				\$ 3,316					\$ -	\$ 3,316	\$ -	\$ -	\$ -	\$ 3,316
Equipment					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)	\$ 404,554	\$ 2,205,000	\$ 330,446		\$ 2,940,000					\$ -	\$ 404,554	\$ 2,205,000	\$ 330,446	\$ -	\$ 2,940,000
Other					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Cost Total	\$ 474,872	\$ 2,205,000	\$ 330,446	\$ -	\$ 3,010,318	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 474,872	\$ 2,205,000	\$ 330,446	\$ -	\$ 3,010,318
Indirect Charges	\$ 20,797				\$ 20,797	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,797	\$ -	\$ -	\$ -	\$ 20,797
TOTALS	\$ 495,669	\$ 2,205,000	\$ 330,446	\$ -	\$ 3,031,115	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 495,669	\$ 2,205,000	\$ 330,446	\$ -	\$ 3,031,115

Table 2. Annual Rate of Expenditure
No Entry Needed - ALL numbers will reflect automatically from subsequent tabs.

Financial Summary	Year 1					Year 2					Year 3				
	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds	
Personnel	\$ 51,728	\$ -	\$ 448	\$ -	\$ 52,176	\$ 1,535	\$ -	\$ -	\$ -	\$ 1,535	\$ 7,598	\$ -	\$ 2,000	\$ -	\$ 9,598
Fringe Benefits	\$ 932	\$ -	\$ 167	\$ -	\$ 1,100	\$ 491	\$ -	\$ -	\$ -	\$ 491	\$ 2,788	\$ -	\$ 758	\$ -	\$ 3,546
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)	\$ 322,271	\$ 1,068,175	\$ -	\$ -	\$ 1,390,446	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 51,978	\$ -	\$ -	\$ -	\$ 51,978
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Cost Total	\$ 374,932	\$ 1,068,175	\$ 615	\$ -	\$ 1,443,722	\$ 2,025	\$ -	\$ -	\$ -	\$ 2,025	\$ 62,364	\$ -	\$ 2,759	\$ -	\$ 65,123
Indirect Charges	\$ 16,413	\$ -	\$ 215	\$ -	\$ 16,628	\$ 670	\$ -	\$ -	\$ -	\$ 670	\$ 3,437	\$ -	\$ 864	\$ -	\$ 4,301
TOTALS	\$ 391,345	\$ 1,068,175	\$ 830	\$ -	\$ 1,460,350	\$ 2,696	\$ -	\$ -	\$ -	\$ 2,696	\$ 65,801	\$ -	\$ 3,623	\$ -	\$ 69,424
Financial Summary	Year 4					Year 5									
	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost					
			VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds						
Personnel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7	\$ -	\$ 7					
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3	\$ -	\$ 3					
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10	\$ -	\$ 10					
Indirect Charges	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3	\$ -	\$ 3					
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13	\$ -	\$ 13					

U. S. Environmental Protection Agency
Diesel Emissions Reduction Act (DERA) Grant Program
Financial and Narrative Summary - Year 1

Grant Recipient	ID Dept. of Environmental Quality	Total EPA Funds Expended: Year 1	\$ 391,345
Grant Number	01J84001	Reporting Cadence	Quarterly
Project Title	FY20 State DERA	Project Reporting Period	FY 2020- Q3 2024

Table 3. Year 5 Annual Rate of Expenditure																				
Record and update project expenses at each interval according to the reporting cadence determined by your Project Officer. Previous fields should remain and edits should be made to the whenever interannual reports are submitted. Note the table will update based upon the Reporting Cadence field, selected above.																				
Enter Dates for this Reporting Period	Quarter 1					Quarter 2					Quarter 3					Quarter 4				
	FY 2020- Q3 of 2024																			
	EPA Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds	
Personnel & Fringe	\$ 51,728.32		\$ 448.01		\$ 52,176.33					\$ -					\$ -					\$ -
	\$ 932.05		\$ 167.45		\$ 1,099.50					\$ -					\$ -					\$ -
Travel					\$ -					\$ -					\$ -					\$ -
Equipment					\$ -					\$ -					\$ -					\$ -
Supplies					\$ -					\$ -					\$ -					\$ -
Contractual					\$ -					\$ -					\$ -					\$ -
Subawards					\$ -					\$ -					\$ -					\$ -
Participant Support Costs (e.g., Rebates)	\$322,271.25	\$1,068,174.75			\$ 1,390,446.00					\$ -					\$ -					\$ -
Other					\$ -					\$ -					\$ -					\$ -
Direct Cost Total	\$374,931.62	\$1,068,174.75	\$ 615.46	\$ -	\$ 1,443,721.83	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges	\$ 16,413.15		\$ 214.70		\$ 16,627.85					\$ -					\$ -					\$ -
TOTALS	\$391,344.77	\$1,068,174.75	\$ 830.16	\$ -	\$ 1,460,349.68	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Table 4. Project Updates - Narrative Responses							
Record and update project updates below.							
Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the 'Progress to Date' column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity described within the table.							
Fiscal Year	Activities		Anticipated Outcomes	Progress to Date			
				Q1	Q2	Q3	Q4
FY20	Provide 25% rebates toward the replacement of 30 school buses.		Lifetime emission reductions 23.69 tons of NOx 1.83 tons of PM 4.94 tons of HC 11.02 tons of CO 1,188 tons of CO2 Annual gallons of diesel fuel saved = 105,600	In progress	In progress	In Progress	In Progress

Please provide programmatic and narrative financial updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.				
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.				
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)				
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.				
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?				
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.				
Have there been any major personnel changes during this reporting period?				
Did any public relations events regarding this grant take place during the reporting period?				
Are you using websites or other tools used to relay information about this grant to the public?				
What project activities are planned for the next reporting period?				
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.				
(State program only)What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.				

Do you have any other comments or feedback?				
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Subaward Reporting Requirements						
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Summaries of results of reviews of financial and programmatic reports.						
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.						
Environmental results the subrecipient achieved						
Summaries of audit findings and related pass-through entity management decisions						
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance						

U. S. Environmental Protection Agency
Diesel Emissions Reduction Act (DERA) Grant Program
Financial and Narrative Summary - Year 2

Grant Recipient	ID Dept. of Environmental Quality	Total EPA Funds Expended: Year 1	\$ 2,696
Grant Number	01J84001	Reporting Cadence	Quarterly
Project Title	FY20 State DERA	Project Reporting Period	Jul to Sep. 2024

Table 5. Year 5 Annual Rate of Expenditure
Record and update project expenses at each interval according to the reporting cadence determined by your Project Officer. Previous fields should remain and edits should be made to the whenever interannual reports are submitted. Note the table will update based upon the Reporting Cadence field, selected above.

Enter Dates for this Reporting Period	Quarter 1					Quarter 2					Quarter 3					Quarter 4 Jul to Sep. 2024				
	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds	
Personnel & Fringe					\$ -					\$ -					\$ -	\$ 1,534.96				\$ 1,534.96
					\$ -					\$ -					\$ -	\$ 490.52				\$ 490.52
Travel					\$ -					\$ -					\$ -					\$ -
Equipment					\$ -					\$ -					\$ -					\$ -
Supplies					\$ -					\$ -					\$ -					\$ -
Contractual					\$ -					\$ -					\$ -					\$ -
Subawards					\$ -					\$ -					\$ -					\$ -
Participant Support Costs (e.g., Rebates)					\$ -					\$ -					\$ -					\$ -
Other					\$ -					\$ -					\$ -					\$ -
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,025.48	\$ -	\$ -	\$ -	\$ 2,025.48
Indirect Charges					\$ -					\$ -					\$ -	\$ 670.31				\$ 670.31
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,695.79	\$ -	\$ -	\$ -	\$ 2,695.79

Table 6. Project Updates - Narrative Responses							
Record and update project updates below.							
Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the 'Progress to Date' column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity described within the table.							
Fiscal Year	Activities	Anticipated Outcomes	Progress to Date				Progress Notes
			Q1	Q2	Q3	Q4	Write below, as appropriate.
FY20	Provide 25% rebates toward the replacement of 30 school buses.	Lifetime Emission Reductions 23.69 tons of NOx 1.83 tons of PM 4.94 tons of HC 11.02 tons of CO 1,188 tons of CO2 Annual gallons of diesel fuel saved = 105,600				In Progress	

Please provide programmatic and narrative financial updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.				• DEQ coordinated with Participant Support Cost Agreements (PSCA) participants regarding vehicle replacements project objectives and scheduling, including: Teton Stage Lines and Wes Olson Trucking. • DEQ received rebate requests from Teton Stage Lines • DEQ communicated with Wes Olson Trucking who has completed the ordering process for their replacement logging truck.		
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)				• There have been no changes in the vehicles proposed since the last quarter. • As reported last quarter, Wilbur-Ellis withdrew from participation in their PSCA. Five vehicles were removed from the Fleet Description.		
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.				• DEQ did not award rebates during this reporting period.		
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?				• DEQ received a rebate request from Teton Stage Lines. • DEQ succeeded in communicating with Wes Olson Trucking, who has completed ordering the last vehicle associated with their PSCA.		
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.				• DEQ did not award rebates during this reporting period; there are no cost-shares to report.		
Have there been any major personnel changes during this reporting period?				• There were no personnel changes during this reporting period.		
Did any public relations events regarding this grant take place during the reporting period?				• DEQ did not participate in public relations "events" in relation to this specific grant.		
Are you using websites or other tools used to relay information about this grant to the public?				• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.		
What project activities are planned for the next reporting period?				• DEQ will process the rebate payment request received by Teton Stage Lines. • DEQ will continue to coordinate with Wes Olson Trucking on completion of project requirements and their rebate request submission. • DEQ will continue to work on the next VRP competitive funding opportunity application period; where possible DEQ will utilize unspent FY20 VRP grant funds to award projects that may be completed by the project period end.		

Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.			• No program income was generated.		
(State program only)What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.			• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/ . • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/ .		
Do you have any other comments or feedback?			• N/A		

Subaward Reporting Requirements						
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Summaries of results of reviews of financial and programmatic reports.	NA			NA		
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	NA			NA		
Environmental results the subrecipient achieved	NA			NA		
Summaries of audit findings and related pass-through entity management decisions	NA			NA		
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	NA			NA		

U. S. Environmental Protection Agency
Diesel Emissions Reduction Act (DERA) Grant Program
Financial and Narrative Summary - Year 3

Grant Recipient

ID Dept. of Environmental Quality

Grant Number

01J84001

Project Title

FY20 State DERA

Total EPA Funds Expended: Year 3

\$65,801

Reporting Cadence

Quarterly

Project Reporting Period

July - September 2025

Table 7. Year 5 Annual Rate of Expenditure																				
Record and update project expenses at each interval according to the reporting cadence determined by your Project Officer. Previous fields should remain and edits should be made to the whenever interannual reports are submitted. Note the table will update based upon the Reporting Cadence field, selected above.																				
Enter Dates for this Reporting Period	Quarter 1					Quarter 2					Quarter 3					Quarter 4				
	Oct. to Dec. 2024					Jan. to Mar. 2025					Apr. to Jun. 2025					Jul. to Sep. 2025				
	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds	
Personnel	\$ 5,714.56				\$ 5,714.56	\$ 1,867.21				\$ 1,867.21	\$ 15.82		\$ 1,212.57		\$ 1,228.39		\$ -	\$ 787.78		\$ 787.78
Fringe Benefits	\$ 2,154.24				\$ 2,154.24	\$ 627.87				\$ 627.87	\$ 6.04		\$ 465.93		\$ 471.97		\$ -	\$ 292.24		\$ 292.24
Travel					\$ -					\$ -					\$ -					\$ -
Equipment					\$ -					\$ -					\$ -					\$ -
Supplies					\$ -					\$ -					\$ -					\$ -
Contractual					\$ -					\$ -					\$ -					\$ -
Subawards					\$ -					\$ -					\$ -					\$ -
Participant Support Costs (e.g., Rebates)	\$ 51,978.28				\$ 51,978.28					\$ -					\$ -					\$ -
Other					\$ -					\$ -					\$ -					\$ -
Direct Cost Total	\$ 59,847.08	\$ -	\$ -	\$ -	\$ 59,847.08	\$ 2,495.08	\$ -	\$ -	\$ -	\$ 2,495.08	\$ 21.86	\$ -	\$ 1,678.50	\$ -	\$ 1,700.36	\$ -	\$ -	\$ 1,080.02	\$ -	\$ 1,080.02
Indirect Charges	\$ 2,603.83				\$ 2,603.83	\$ 825.70				\$ 825.70	\$ 7.24		\$ 555.45		\$ 562.69			\$ 308.93		\$ 308.93
TOTALS	\$ 62,450.91	\$ -	\$ -	\$ -	\$ 62,450.91	\$ 3,320.78	\$ -	\$ -	\$ -	\$ 3,320.78	\$ 29.10	\$ -	\$ 2,233.95	\$ -	\$ 2,263.05	\$ -	\$ -	\$ 1,388.95	\$ -	\$ 1,388.95

Table 8. Project Updates - Narrative Responses							
Record and update project updates below.							
Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the 'Progress to Date' column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity described within the table.							
Fiscal Year	Activities	Anticipated Outcomes	Progress to Date				Progress Notes
			Q1	Q2	Q3	Q4	Write below, as appropriate.
FY205	Provide 25% rebates toward the replacement of 30 school buses.	Lifetime Emission Reductions 23.69 tons of NOx 1.83 tons of PM 4.94 tons of HC 11.02 tons of CO 1,188 tons of CO2 Annual gallons of diesel fuel saved = 105,600	In Progress	In Progress	In Progress	In Progress	DEQ finalized the 2025 VRP PSCA funding opportunity application and Application Guide, and successfully opened and closed the application period during the July–September reporting period. DEQ coordinated with EPA during the reporting period regarding a no-cost project period extension request.

Please provide programmatic and narrative financial updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	•DEQ coordinated with Participant Support Cost Agreement (PSCA) Participants regarding vehicle replacements project objectives and scheduling, including: Teton Stage Lines and Wes Olson Trucking. • DEQ processed a rebate payment to Teton Stage Lines • DEQ communicated with Wes Olson Trucking who is awaiting delivery of an ordered replacement vehicle.	•DEQ coordinated with Participant Support Cost Agreement (PSCA) Participant Teton Stage regarding their final vehicle purchase. • Wes Olson Trucking ordered their final vehicle, however, had to withdraw from the remainder of their agreement.	•DEQ coordinated with EPA Project Officer and Region 10 Air and Division staff to request a no-cost project period extension. •DEQ is requesting additional time to spend remaining voluntary cost-share funding associate with this grant. •DEQ intends to utilize funding in the upcoming 2025 Vehicle Replacement Program funding opportunity.	•DEQ finalized the 2025 VRP PSCA funding opportunity application and Application Guide, and successfully opened and closed the application period during the July–September reporting period. •DEQ received over \$10 million in application for replacing vehicles, of which \$9.4 million were eligible under the FY20S DERA program requirements. •DEQ intends to utilize funding in the upcoming 2025 Vehicle Replacement Program funding opportunity. •DEQ has requested a no-cost project period extension to spend remaining voluntary cost-share funds associated with this grant.		
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	• There have been no changes in the vehicles proposed since the last quarter.	• The last remaining vehicle for the Wes Olson Trucking vehicle replacement project was removed.	• There have been no changes in the vehicles proposed since the last quarter.	• There have been no changes in the vehicles proposed since the last quarter.		
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	• DEQ awarded a rebate to Teton Stage Lines in the amount of \$25,989.14.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.		
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	• DEQ succeeded in communicating with Wes Olson Trucking, who has completed ordering the last vehicle associated with their PSCA.	• Due to health concerns, the proprietor of Wes Olson Trucking is selling his business. • While he was waiting on delivery of the vehicle, the change in circumstance resulted in the project not being eligible for DERA funding. • Wes Olson Trucking decided to cancel the vehicle order, sacrificing the non-refundable deposit placed on the vehicle.	• As discussed in coordination with EPA Region 10 staff, DEQ has developed a plan to utilize grant funding in the upcoming 2025 VRP funding opportunity.	• DEQ has coordinated closely EPA Region 10 staff, DEQ has developed a plan to utilize grant funding in the upcoming 2025 VRP funding opportunity.		
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	• Teton Stage Lines paid an 81% cost-share totaling \$112,190.27 from their own budgetary sources for the replacement of one school bus for which they received a 19% rebate. • Teton Stage Lines rebate percentage decrease from 25% in the PSCA to 19% is a result of an increase in total vehicle cost; increases in vehicle cost are the responsibility of the Participant.	• DEQ did not award rebates during this reporting period; there are no cost-shares to report.	• DEQ did not award rebates during this reporting period; there are no cost-shares to report.	• DEQ did not award rebates during this reporting period; there are no cost-shares to report.		
Have there been any major personnel changes during this reporting period?	• DEQ has experienced staff turn-over in most departments, while not directly involved in this project, overall staff turn-over has created increased workloads for all staff, resulting in overall workload increases.	• There have been no major personnel changes during this reporting period.	• DEQ's DERA grant officer moved out of state and no longer works at DEQ. • DEQ's Grant Manager will be filling in for DERA project tasks until a replacement Grant Officer is hired.	•DEQ has hired a new Grants/Contracts Officer who will be the primary fiscal point of contact for DERA related grant funding.		
Did any public relations events regarding this grant take place during the reporting period?	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.		
What project activities are planned for the next reporting period?	• DEQ anticipates processing a rebate request from Wes Olson Trucking, who is awaiting vehicle delivery. • DEQ will continue to work on the next VRP competitive funding opportunity application period; where possible DEQ will utilize unspent FY20 VRP grant funds to award projects that may be completed by the project period end date.	• DEQ will update the Fleet Description for projects completed to date. • DEQ will continue to work on the next VRP competitive funding opportunity application period; where possible DEQ will utilize unspent FY20 VRP grant funds to award projects that may be completed by the project period end date."	• DEQ will finalize 2025 VRP competitive funding opportunity application and application guide, and announce the 2025 VRP funding opportunity to eligible applicants • DEQ will continue to coordinate with EPA staff to request a non-cost project period extension • DEQ intends to utilize unspent funding associated with the FY20 State grant funds on the upcoming VRP funding opportunity.	•DEQ will finalize evaluations and scoring the 2025 VRP applications received. •DEQ will award PSCAs to participants who's vehicles are eligible under the FY20S DERA program requirements up to the funds remaining on the grant. • DEQ will continue to coordinate with EPA staff on DEQ's request a non-cost project period extension • DEQ intends to award 2025 VRP PSCAs using unspent FY20 State voluntary cost share grant funds.		
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	• No program income was generated.	• No program income was generated.	• No program income was generated.	• No program income was generated.		

(State program only)What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/Idahodeq), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:~:text=Students%20bring%20the%20anti%2Didling,schools%20and%20study%20its%20effects.&text=Students%20make%20%E2%80%9Cdust%20catchers%E2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/Idahodeq), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:~:text=Students%20bring%20the%20anti%2Didling,schools%20and%20study%20its%20effects.&text=Students%20make%20%E2%80%9Cdust%20catchers%E2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/Idahodeq), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:~:text=Students%20bring%20the%20anti%2Didling,schools%20and%20study%20its%20effects.&text=Students%20make%20%E2%80%9Cdust%20catchers%E2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.		
Do you have any other comments or feedback?	• N/A	• N/A	• N/A	• N/A		

Subaward Reporting Requirements						
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Summaries of results of reviews of financial and programmatic reports.	• N/A	• N/A	• N/A	• N/A		
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	• N/A	• N/A	• N/A	• N/A		
Environmental results the subrecipient achieved	• N/A	• N/A	• N/A	• N/A		
Summaries of audit findings and related pass-through entity management decisions	• N/A	• N/A	• N/A	• N/A		
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	• N/A	• N/A	• N/A	• N/A		

Please provide programmatic and narrative financial updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.					
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update	
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	•DEQ selected PSCA Recipients to award funding to from the Idaho DEQ's 2025 Vehicle Replacement Program. •DEQ finalized fully executed PSCA with Participants specifically funded through the FY20 State DERA grant. •DEQ continued coordination with EPA and was awarded a no-cost project period extension request.	•DEQ coordinated with McNabb Trucking regarding the timing of vehicle purchases associated with the DEQ's 2025 Vehicle Replacement Program and FY20 State DERA grant funding. •DEQ anticipates McNabb Trucking will purchase vehicles in April 2026, which will spend down remaining FY20S cost-match funds as per the Project Workplan.			
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	•DEQ identified specific vehicles that will be added to the Fleet Description in the next reporting period.	•DEQ will update the Fleet Description once McNabb Trucking provides the PO for the identified vehicles.			
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	•DEQ did not award rebates during this reporting period.	•DEQ did not award rebates during this reporting period.			
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	• After receiving an award for a no-cost project period extension, DEQ anticipates that outputs/outcomes and timelines/milestones will be met.	• After receiving an award for a no-cost project period extension, DEQ anticipates that outputs/outcomes and timelines/milestones will be met.			
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	• DEQ did not award rebates during this reporting period; there are no cost-shares to report.	• DEQ did not award rebates during this reporting period; there are no cost-shares to report.			
Have there been any major personnel changes during this reporting period?	• DEQ's hired a new Grants and Contracts Officer that will be our Fiscal Office point of contact for EPA DERA Grants.	• DEQ's recently hired Grants and Contracts Officer that was to be DEQ's Fiscal Office point of contact for EPA DERA Grants left DEQ. • DEQ will work toward replacing the Grants and Contracts Office			
Did any public relations events regarding this grant take place during the reporting period?	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.			
Are you using websites or other tools used to relay information about this grant to the public?	• DEQ Website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ Website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.			
What project activities are planned for the next reporting period?	• DEQ will host a training session for our 2025 VRP Recipients on Euna Grants (formerly Amplifund) to orientate Recipients with Euna Grants and to provide directions for completing PSCA requirements • DEQ will coordinate with Participants to ensure new vehicle Purchase Orders are submitted within 60-days of their executed PSCAs.	• DEQ will coordinate with Participants to ensure new vehicle Purchase Orders are submitted within 60-days of their executed PSCAs.			
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	• No program income was generated.	• No program income was generated.			

(State program only)What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/Idahodeq), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:::text=Students%20bring%20the%20anti%20dilling,schools%20and%20study%20its%20effects.&text=Students%20make%20%E2%80%9Cdust%20catchers%E2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/Idahodeq), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:::text=Students%20bring%20the%20anti%20dilling,schools%20and%20study%20its%20effects.&text=Students%20make%20%E2%80%9Cdust%20catchers%E2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.				
Do you have any other comments or feedback?	• N/A	• N/A				

Subaward Reporting Requirements						
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Summaries of results of reviews of financial and programmatic reports.	• N/A	• N/A				
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	• N/A	• N/A				
Environmental results the subrecipient achieved	• N/A	• N/A				
Summaries of audit findings and related pass-through entity management decisions	• N/A	• N/A				
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	• N/A	• N/A				

FY20 State DERA
Grant: DS-01J84001
Quarterly Report
April - June 2026

Submitted to EPA
07/28/2026

U. S. Environmental Protection Agency
Diesel Emissions Reduction Act (DERA) Grant Program
Financial Summary - Project Lifetime

Grant Recipient	ID Dept. of Environmental Quality
Project Period of Performance	10/01/2020 - 09/30/2025
Grant Number	01J84001
Project Title	FY20 State DERA
DERA Program	DERA State

DERA Grant Fiscal Summary TOTAL Year #1 + Year #2	
EPA Project Award Amount Total	\$ 495,669
Total Cost Share Amount	\$ 2,535,446
Total Project Costs (EPA + Cost Share)	\$ 3,031,115
EPA Funds Expended to Date	\$ 459,841
EPA Funds Remaining	\$ 35,828

DERA Grant Fiscal Summary Year #1	
Program Fiscal Year	FY2020 DERA Grant
EPA Project Award Amount Year #1	\$ 495,669
Total Cost Share Amount	\$ 2,535,446
Total Voluntary Cost Share	\$ 330,446
Total Mandatory Cost Share Amount	\$ 2,205,000
Total Project Costs (EPA + Cost Share)	\$ 3,031,115

DERA Grant Fiscal Summary Year #2 (If applicable)	
Program Fiscal Year	N/A
EPA Project Award Amount Year #2	\$ -
Total Cost Share Amount	\$ -
Total Voluntary Cost Share	\$ -
Total Mandatory Cost Share Amount	\$ -
Total Project Costs (EPA + Cost Share)	\$ -

Table 1. Summary Rate of Expenditure
Record project budget funds ONLY from approved final workplan. All other numbers will reflect automatically from subsequent tabs.

Financial Summary	Total Project Budget					Total Expenses to Date					Remaining Balance				
	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds	
Personnel	\$ 47,184.00	\$ -	\$ -	\$ -	\$ 47,184.00	\$ 60,860.87	\$ -	\$ 2,455.61	\$ -	\$ 63,316.48	\$ (13,676.87)	\$ -	\$ (2,455.61)	\$ -	\$ (16,132.48)
Fringe Benefits	\$ 19,818.00	\$ -	\$ -	\$ -	\$ 19,818.00	\$ 4,210.72	\$ -	\$ 928.36	\$ -	\$ 5,139.08	\$ 15,607.28	\$ -	\$ (928.36)	\$ -	\$ 14,678.92
Travel	\$ 3,316.00	\$ -	\$ -	\$ -	\$ 3,316.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,316.00	\$ -	\$ -	\$ -	\$ 3,316.00
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)	\$ 404,554.00	\$ 2,205,000.00	\$ 330,446.00	\$ -	\$ 2,940,000.00	\$ 374,249.53	\$ 1,068,174.75	\$ -	\$ -	\$ 1,442,424.28	\$ 30,304.47	\$ 1,136,825.25	\$ 330,446.00	\$ -	\$ 1,497,575.72
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Cost Total	\$ 474,872.00	\$ 2,205,000.00	\$ 330,446.00	\$ -	\$ 3,010,318.00	\$ 439,321.12	\$ 1,068,174.75	\$ 3,383.97	\$ -	\$ 1,510,879.84	\$ 35,550.88	\$ 1,136,825.25	\$ 327,062.03	\$ -	\$ 1,499,438.16
Indirect Charges	\$ 20,797.00	\$ -	\$ -	\$ -	\$ 20,797.00	\$ 20,520.23	\$ -	\$ 1,081.95	\$ -	\$ 21,602.18	\$ 276.77	\$ -	\$ (1,081.95)	\$ -	\$ (805.18)
TOTALS	\$ 495,669.00	\$ 2,205,000.00	\$ 330,446.00	\$ -	\$ 3,031,115.00	\$ 459,841.35	\$ 1,068,174.75	\$ 4,465.92	\$ -	\$ 1,532,482.02	\$ 35,827.65	\$ 1,136,825.25	\$ 325,980.08	\$ -	\$ 1,498,632.98

Financial Summary	FY2020 DERA Grant					EPA Budget Details by Fiscal Year					Total Project Budget				
	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds	
Personnel & Fringe	\$ 47,184				\$ 47,184					\$ -	\$ 47,184	\$ -	\$ -	\$ -	\$ 47,184
	\$ 19,818				\$ 19,818					\$ -	\$ 19,818	\$ -	\$ -	\$ -	\$ 19,818
Travel	\$ 3,316				\$ 3,316					\$ -	\$ 3,316	\$ -	\$ -	\$ -	\$ 3,316
Equipment					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)	\$ 404,554	\$ 2,205,000	\$ 330,446		\$ 2,940,000					\$ -	\$ 404,554	\$ 2,205,000	\$ 330,446	\$ -	\$ 2,940,000
Other					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Cost Total	\$ 474,872	\$ 2,205,000	\$ 330,446	\$ -	\$ 3,010,318					\$ -	\$ 474,872	\$ 2,205,000	\$ 330,446	\$ -	\$ 3,010,318
Indirect Charges	\$ 20,797				\$ 20,797					\$ -	\$ 20,797	\$ -	\$ -	\$ -	\$ 20,797
TOTALS	\$ 495,669	\$ 2,205,000	\$ 330,446	\$ -	\$ 3,031,115					\$ -	\$ 495,669	\$ 2,205,000	\$ 330,446	\$ -	\$ 3,031,115

Table 2. Annual Rate of Expenditure
No Entry Needed - ALL numbers will reflect automatically from subsequent tabs.

Financial Summary	Year 1					Year 2					Year 3				
	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds	
Personnel	\$ 51,728	\$ -	\$ 448	\$ -	\$ 52,176	\$ 1,535	\$ -	\$ -	\$ -	\$ 1,535	\$ 7,598	\$ -	\$ 2,000	\$ -	\$ 9,598
Fringe Benefits	\$ 932	\$ -	\$ 167	\$ -	\$ 1,100	\$ 491	\$ -	\$ -	\$ -	\$ 491	\$ 2,788	\$ -	\$ 758	\$ -	\$ 3,546
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)	\$ 322,271	\$ 1,068,175	\$ -	\$ -	\$ 1,390,446	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 51,978	\$ -	\$ -	\$ -	\$ 51,978
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Cost Total	\$ 374,932	\$ 1,068,175	\$ 615	\$ -	\$ 1,443,722	\$ 2,025	\$ -	\$ -	\$ -	\$ 2,025	\$ 62,364	\$ -	\$ 2,759	\$ -	\$ 65,123
Indirect Charges	\$ 16,413	\$ -	\$ 215	\$ -	\$ 16,628	\$ 670	\$ -	\$ -	\$ -	\$ 670	\$ 3,437	\$ -	\$ 864	\$ -	\$ 4,301
TOTALS	\$ 391,345	\$ 1,068,175	\$ 830	\$ -	\$ 1,460,350	\$ 2,696	\$ -	\$ -	\$ -	\$ 2,696	\$ 65,801	\$ -	\$ 3,623	\$ -	\$ 69,424
Financial Summary	Year 4					Year 5									
	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost					
			VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds						
Personnel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7	\$ -	\$ 7					
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3	\$ -	\$ 3					
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10	\$ -	\$ 10					
Indirect Charges	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3	\$ -	\$ 3					
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13	\$ -	\$ 13					

U. S. Environmental Protection Agency Diesel Emissions Reduction Act (DERA) Grant Program <i>Financial and Narrative Summary - Year 1</i>			
Grant Recipient	ID Dept. of Environmental Quality	Total EPA Funds Expended: Year 1	\$ 391,345
Grant Number	01J84001	Reporting Cadence	Quarterly
Project Title	FY20 State DERA	Project Reporting Period	FY 2020- Q3 2024

Table 3. Year 5 Annual Rate of Expenditure																				
Record and update project expenses at each interval according to the reporting cadence determined by your Project Officer. Previous fields should remain and edits should be made to the whenever interannual reports are submitted. Note the table will update based upon the Reporting Cadence field, selected above.																				
Enter Dates for this Reporting Period	Quarter 1					Quarter 2					Quarter 3					Quarter 4				
	FY 2020- Q3 of 2024																			
	EPA Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds	
Personnel & Fringe	\$ 51,728.32		\$ 448.01		\$ 52,176.33					\$ -					\$ -					\$ -
	\$ 932.05		\$ 167.45		\$ 1,099.50					\$ -					\$ -					\$ -
Travel					\$ -					\$ -					\$ -					\$ -
Equipment					\$ -					\$ -					\$ -					\$ -
Supplies					\$ -					\$ -					\$ -					\$ -
Contractual					\$ -					\$ -					\$ -					\$ -
Subawards					\$ -					\$ -					\$ -					\$ -
Participant Support Costs (e.g., Rebates)	\$322,271.25	\$ 1,068,174.75			\$ 1,390,446.00					\$ -					\$ -					\$ -
Other					\$ -					\$ -					\$ -					\$ -
Direct Cost Total	\$374,931.62	\$ 1,068,174.75	\$ 615.46	\$ -	\$ 1,443,721.83	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges	\$ 16,413.15		\$ 214.70		\$ 16,627.85					\$ -					\$ -					\$ -
TOTALS	\$391,344.77	\$ 1,068,174.75	\$ 830.16	\$ -	\$ 1,460,349.68	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Table 4. Project Updates - Narrative Responses						
Record and update project updates below.						
Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the 'Progress to Date' column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity described within the table.						
Fiscal Year	Activities	Anticipated Outcomes	Progress to Date			
			Q1	Q2	Q3	Q4
						Write below, as appropriate.
FY20	Provide 25% rebates toward the replacement of 30 school buses.	DIESEL EMISSION REDUCTIONS 23.69 tons of NOx 1.83 tons of PM 4.94 tons of HC 11.02 tons of CO 1,188 tons of CO2 Annual gallons of diesel fuel saved = 105,600	In progress	In progress	In Progress	In Progress

Please provide programmatic and narrative financial updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.						
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)						
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.						
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?						
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.						
Have there been any major personnel changes during this reporting period?						
Did any public relations events regarding this grant take place during the reporting period?						
Are you using websites or other tools used to relay information about this grant to the public?						
What project activities are planned for the next reporting period?						
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.						
(State program only)What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.						

Do you have any other comments or feedback?				
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Subaward Reporting Requirements						
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Summaries of results of reviews of financial and programmatic reports.						
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.						
Environmental results the subrecipient achieved						
Summaries of audit findings and related pass-through entity management decisions						
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance						

U. S. Environmental Protection Agency Diesel Emissions Reduction Act (DERA) Grant Program Financial and Narrative Summary - Year 2			
Grant Recipient	ID Dept. of Environmental Quality	Total EPA Funds Expended: Year 1	\$ 2,696
Grant Number	01J84001	Reporting Cadence	Quarterly
Project Title	FY20 State DERA	Project Reporting Period	Jul to Sep. 2024

Table 5. Year 5 Annual Rate of Expenditure																				
Record and update project expenses at each interval according to the reporting cadence determined by your Project Officer. Previous fields should remain and edits should be made to the whenever interannual reports are submitted. Note the table will update based upon the Reporting Cadence field, selected above.																				
Enter Dates for this Reporting Period	Quarter 1					Quarter 2					Quarter 3					Quarter 4				
																Jul to Sep. 2024				
	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds	
Personnel & Fringe					\$ -					\$ -					\$ -	\$ 1,534.96				\$ 1,534.96
					\$ -					\$ -					\$ -	\$ 490.52				\$ 490.52
Travel					\$ -					\$ -					\$ -					\$ -
Equipment					\$ -					\$ -					\$ -					\$ -
Supplies					\$ -					\$ -					\$ -					\$ -
Contractual					\$ -					\$ -					\$ -					\$ -
Subawards					\$ -					\$ -					\$ -					\$ -
Participant Support Costs (e.g., Rebates)					\$ -					\$ -					\$ -					\$ -
Other					\$ -					\$ -					\$ -					\$ -
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,025.48	\$ -	\$ -	\$ -	\$ 2,025.48
Indirect Charges					\$ -					\$ -					\$ -	\$ 670.31				\$ 670.31
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,695.79	\$ -	\$ -	\$ -	\$ 2,695.79

Table 6. Project Updates - Narrative Responses							
Record and update project updates below.							
Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the 'Progress to Date' column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity described within the table.							
Fiscal Year	Activities	Anticipated Outcomes	Progress to Date				Progress Notes
			Q1	Q2	Q3	Q4	Write below, as appropriate.
FY20	Provide 25% rebates toward the replacement of 30 school buses.	Lifetime Emission Reductions 23.69 tons of NOx 1.83 tons of PM 4.94 tons of HC 11.02 tons of CO 1,188 tons of CO2 Annual gallons of diesel fuel saved = 105,600				In Progress	

Please provide programmatic and narrative financial updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.				• DEQ coordinated with Participant Support Cost Agreements (PSCA) participants regarding vehicle replacements project objectives and scheduling, including: Teton Stage Lines and Wes Olson Trucking. • DEQ received rebate requests from Teton Stage Lines • DEQ communicated with Wes Olson Trucking who has completed the ordering process for their replacement logging truck.		
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)				• There have been no changes in the vehicles proposed since the last quarter. • As reported last quarter, Wilbur-Ellis withdrew from participation in their PSCA. Five vehicles were removed from the Fleet Description.		
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.				• DEQ did not award rebates during this reporting period.		
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?				• DEQ received a rebate request from Teton Stage Lines. • DEQ succeeded in communicating with Wes Olson Trucking, who has completed ordering the last vehicle associated with their PSCA.		
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.				• DEQ did not award rebates during this reporting period; there are no cost-shares to report.		
Have there been any major personnel changes during this reporting period?				• There were no personnel changes during this reporting period.		
Did any public relations events regarding this grant take place during the reporting period?				• DEQ did not participate in public relations "events" in relation to this specific grant.		
Are you using websites or other tools used to relay information about this grant to the public?				• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.		
What project activities are planned for the next reporting period?				• DEQ will process the rebate payment request received by Teton Stage Lines. • DEQ will continue to coordinate with Wes Olson Trucking on completion of project requirements and their rebate request submission. • DEQ will continue to work on the next VRP competitive funding opportunity application period; where possible DEQ will utilize unspent FY20 VRP grant funds to award projects that may be completed by the project period end.		
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.				• No program income was generated.		

(State program only)What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.			• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-fundine/.		
Do you have any other comments or feedback?			• N/A		

Subaward Reporting Requirements						
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Summaries of results of reviews of financial and programmatic reports.	NA			NA		
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	NA			NA		
Environmental results the subrecipient achieved	NA			NA		
Summaries of audit findings and related pass-through entity management decisions	NA			NA		
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	NA			NA		

U. S. Environmental Protection Agency
Diesel Emissions Reduction Act (DERA) Grant Program
Financial and Narrative Summary - Year 3

Grant Recipient

ID Dept. of Environmental Quality

Grant Number

01J84001

Project Title

FY20 State DERA

Total EPA Funds Expended: Year 3

\$65,801

Reporting Cadence

Quarterly

Project Reporting Period

July - September 2025

Table 7. Year 5 Annual Rate of Expenditure																				
Record and update project expenses at each interval according to the reporting cadence determined by your Project Officer. Previous fields should remain and edits should be made to the whenever interannual reports are submitted. Note the table will update based upon the Reporting Cadence field, selected above.																				
Enter Dates for this Reporting Period	Quarter 1					Quarter 2					Quarter 3					Quarter 4				
	Oct. to Dec. 2024					Jan. to Mar. 2025					Apr. to Jun. 2025					Jul. to Sep. 2025				
	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds	
Personnel	\$ 5,714.56				\$ 5,714.56	\$ 1,867.21				\$ 1,867.21	\$ 15.82		\$ 1,212.57		\$ 1,228.39		\$ -	\$ 787.78		\$ 787.78
Fringe Benefits	\$ 2,154.24				\$ 2,154.24	\$ 627.87				\$ 627.87	\$ 6.04		\$ 465.93		\$ 471.97		\$ -	\$ 292.24		\$ 292.24
Travel					\$ -					\$ -					\$ -					\$ -
Equipment					\$ -					\$ -					\$ -					\$ -
Supplies					\$ -					\$ -					\$ -					\$ -
Contractual					\$ -					\$ -					\$ -					\$ -
Subawards					\$ -					\$ -					\$ -					\$ -
Participant Support Costs (e.g., Rebates)	\$ 51,978.28				\$ 51,978.28					\$ -					\$ -					\$ -
Other					\$ -					\$ -					\$ -					\$ -
Direct Cost Total	\$ 59,847.08	\$ -	\$ -	\$ -	\$ 59,847.08	\$ 2,495.08	\$ -	\$ -	\$ -	\$ 2,495.08	\$ 21.86	\$ -	\$ 1,678.50	\$ -	\$ 1,700.36	\$ -	\$ -	\$ 1,080.02	\$ -	\$ 1,080.02
Indirect Charges	\$ 2,603.83				\$ 2,603.83	\$ 825.70				\$ 825.70	\$ 7.24		\$ 555.45		\$ 562.69			\$ 308.93		\$ 308.93
TOTALS	\$ 62,450.91	\$ -	\$ -	\$ -	\$ 62,450.91	\$ 3,320.78	\$ -	\$ -	\$ -	\$ 3,320.78	\$ 29.10	\$ -	\$ 2,233.95	\$ -	\$ 2,263.05	\$ -	\$ -	\$ 1,388.95	\$ -	\$ 1,388.95

Table 8. Project Updates - Narrative Responses							
Record and update project updates below.							
Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the 'Progress to Date' column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity described within the table.							
Fiscal Year	Activities	Anticipated Outcomes	Progress to Date				Progress Notes
			Q1	Q2	Q3	Q4	Write below, as appropriate.
FY20S	Provide 25% rebates toward the replacement of 30 school buses.	Lifetime Emission Reductions 23.69 tons of NOx 1.83 tons of PM 4.94 tons of HC 11.02 tons of CO 1,188 tons of CO2 Annual gallons of diesel fuel saved = 105,600	In Progress	In Progress	In Progress	In Progress	DEQ finalized the 2025 VRP PSCA funding opportunity application and Application Guide, and successfully opened and closed the application period during the July–September reporting period. DEQ coordinated with EPA during the reporting period regarding a no-cost project period extension request.

Please provide programmatic and narrative financial updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	•DEQ coordinated with Participant Support Cost Agreement (PSCA) Participants regarding vehicle replacements project objectives and scheduling, including: Teton Stage Lines and Wes Olson Trucking. • DEQ processed a rebate payment to Teton Stage Lines • DEQ communicated with Wes Olson Trucking who is awaiting delivery of an ordered replacement vehicle.	•DEQ coordinated with Participant Support Cost Agreement (PSCA) Participant Teton Stage regarding their final vehicle purchase. • Wes Olson Trucking ordered their final vehicle, however, had to withdraw from the remainder of their agreement.	•DEQ coordinated with EPA Project Officer and Region 10 Air and Division staff to request a no-cost project period extension. •DEQ is requesting additional time to spend remaining voluntary cost-share funding associate with this grant. •DEQ intends to utilize funding in the upcoming 2025 Vehicle Replacement Program funding opportunity.	•DEQ finalized the 2025 VRP PSCA funding opportunity application and Application Guide, and successfully opened and closed the application period during the July–September reporting period. •DEQ received over \$10 million in application for replacing vehicles, of which \$9.4 million were eligible under the FY20S DERA program requirements. •DEQ intends to utilize funding in the upcoming 2025 Vehicle Replacement Program funding opportunity. •DEQ has requested a no-cost project period extension to spend remaining voluntary cost-share funds associated with this grant.		
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	• There have been no changes in the vehicles proposed since the last quarter.	• The last remaining vehicle for the Wes Olson Trucking vehicle replacement project was removed.	• There have been no changes in the vehicles proposed since the last quarter.	• There have been no changes in the vehicles proposed since the last quarter.		
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	• DEQ awarded a rebate to Teton Stage Lines in the amount of \$25,989.14.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.		
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	• DEQ succeeded in communicating with Wes Olson Trucking, who has completed ordering the last vehicle associated with their PSCA.	• Due to health concerns, the proprietor of Wes Olson Trucking is selling his business. • While he was waiting on delivery of the vehicle, the change in circumstance resulted in the project not being eligible for DERA funding. • Wes Olson Trucking decided to cancel the vehicle order, sacrificing the non-refundable deposit placed on the vehicle.	• As discussed in coordination with EPA Region 10 staff, DEQ has developed a plan to utilize grant funding in the upcoming 2025 VRP funding opportunity.	• DEQ has coordinated closely EPA Region 10 staff, DEQ has developed a plan to utilize grant funding in the upcoming 2025 VRP funding opportunity.		
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	• Teton Stage Lines paid an 81% cost-share totaling \$112,190.27 from their own budgetary sources for the replacement of one school bus for which they received a 19% rebate. • Teton Stage Lines rebate percentage decrease from 25% in the PSCA to 19% is a result of an increase in total vehicle cost; increases in vehicle cost are the responsibility of the Participant.	• DEQ did not award rebates during this reporting period; there are no cost-shares to report.	• DEQ did not award rebates during this reporting period; there are no cost-shares to report.	• DEQ did not award rebates during this reporting period; there are no cost-shares to report.		
Have there been any major personnel changes during this reporting period?	• DEQ has experienced staff turn-over in most departments, while not directly involved in this project, overall staff turn-over has created increased workloads for all staff, resulting in overall workload increases.	• There have been no major personnel changes during this reporting period.	• DEQ's DERA grant officer moved out of state and no longer works at DEQ. • DEQ's Grant Manager will be filling in for DERA project tasks until a replacement Grant Officer is hired.	•DEQ has hired a new Grants/Contracts Officer who will be the primary fiscal point of contact for DERA related grant funding.		
Did any public relations events regarding this grant take place during the reporting period?	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.		
What project activities are planned for the next reporting period?	• DEQ anticipates processing a rebate request from Wes Olson Trucking, who is awaiting vehicle delivery. • DEQ will continue to work on the next VRP competitive funding opportunity application period; where possible DEQ will utilize unspent FY20 VRP grant funds to award projects that may be completed by the project period end date.	• DEQ will update the Fleet Description for projects completed to date. • DEQ will continue to work on the next VRP competitive funding opportunity application period; where possible DEQ will utilize unspent FY20 VRP grant funds to award projects that may be completed by the project period end date."	• DEQ will finalize 2025 VRP competitive funding opportunity application and application guide, and announce the 2025 VRP funding opportunity to eligible applicants • DEQ will continue to coordinate with EPA staff to request a non-cost project period extension • DEQ intends to utilize unspent funding associated with the FY20 State grant funds on the upcoming VRP funding opportunity.	•DEQ will finalize evaluations and scoring the 2025 VRP applications received. •DEQ will award PSCAs to participants who's vehicles are eligible under the FY20S DERA program requirements up to the funds remaining on the grant. • DEQ will continue to coordinate with EPA staff on DEQ's request a non-cost project period extension • DEQ intends to award 2025 VRP PSCAs using unspent FY20 State voluntary cost share grant funds.		
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	• No program income was generated.	• No program income was generated.	• No program income was generated.	• No program income was generated.		

(State program only)What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/Idahodeq), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:~:text=Students%20bring%20the%20anti%2Didling,schools%20and%20study%20its%20effects.&text=Students%20make%20%E2%80%9Cdust%20catchers%E2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/Idahodeq), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:~:text=Students%20bring%20the%20anti%2Didling,schools%20and%20study%20its%20effects.&text=Students%20make%20%E2%80%9Cdust%20catchers%E2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/Idahodeq), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:~:text=Students%20bring%20the%20anti%2Didling,schools%20and%20study%20its%20effects.&text=Students%20make%20%E2%80%9Cdust%20catchers%E2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.		
Do you have any other comments or feedback?	• N/A	• N/A	• N/A	• N/A		

Subaward Reporting Requirements						
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Summaries of results of reviews of financial and programmatic reports.	• N/A	• N/A	• N/A	• N/A		
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	• N/A	• N/A	• N/A	• N/A		
Environmental results the subrecipient achieved	• N/A	• N/A	• N/A	• N/A		
Summaries of audit findings and related pass-through entity management decisions	• N/A	• N/A	• N/A	• N/A		
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	• N/A	• N/A	• N/A	• N/A		

Please provide programmatic and narrative financial updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	•DEQ selected PSCA Recipients to award funding to from the Idaho DEQ's 2025 Vehicle Replacement Program. •DEQ finalized fully executed PSCA with Participants specifically funded through the FY20 State DERA grant. •DEQ continued coordination with EPA and was awarded a no-cost project period extension request.	•DEQ coordinated with McNabb Trucking regarding the timing of vehicle purchases associated with the DEQ's 2025 Vehicle Replacement Program and FY20 State DERA grant funding. •DEQ anticipates McNabb Trucking will purchase vehicles in April 2026, which will spend down remaining FY20S cost-match funds as per the Project Workplan.	•DEQ coordinated with McNabb Trucking regarding the timing of vehicle purchases associated with the DEQ's 2025 Vehicle Replacement Program and FY20 State DERA grant funding. •McNabb Trucking received an updated order status from Peterbilt indicating a delay in vehicle delivery. The vehicles are now expected to be delivered by September 1, 2026.			
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	•DEQ identified specific vehicles that will be added to the Fleet Description in the next reporting period.	•DEQ will update the Fleet Description once McNabb Trucking provides the PO for the identified vehicles.	•DEQ has updated the Fleet Description with completed vehicle replacements, and with vehicles proposed for scrappage in the 2025 VRP. •DEQ will update missing details of new vehicles prior to completion of the FY20S Final Report.			
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	•DEQ did not award rebates during this reporting period.	•DEQ did not award rebates during this reporting period.	•DEQ did not award rebates during this reporting period.			
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	• After receiving an award for a no-cost project period extension, DEQ anticipates that outputs/outcomes and timelines/milestones will be met.	• After receiving an award for a no-cost project period extension, DEQ anticipates that outputs/outcomes and timelines/milestones will be met.	•McNabb trucking previously expected vehicle delivery by mid-July, however, received an update from the manufacturer that vehicles would be delivered by approximately September 1, 2026.			
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	• DEQ did not award rebates during this reporting period; there are no cost-shares to report.	• DEQ did not award rebates during this reporting period; there are no cost-shares to report.	• DEQ did not award rebates during this reporting period; there are no cost-shares to report.			
Have there been any major personnel changes during this reporting period?	• DEQ's hired a new Grants and Contracts Officer that will be our Fiscal Office point of contact for EPA DERA Grants.	• DEQ's recently hired Grants and Contracts Officer that was to be DEQ's Fiscal Office point of contact for EPA DERA Grants left DEQ. • DEQ will work toward replacing the Grants and Contracts Office	• DEQ has hired new Grants and Contracts staff. Roles and responsibilities are being determined.			
Did any public relations events regarding this grant take place during the reporting period?	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.			
Are you using websites or other tools used to relay information about this grant to the public?	• DEQ Website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ Website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ Website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.			
What project activities are planned for the next reporting period?	• DEQ will host a training session for our 2025 VRP Recipients on Euna Grants (formerly Amplifund) to orientate Recipients with Euna Grants and to provide directions for completing PSCA requirements • DEQ will coordinate with Participants to ensure new vehicle Purchase Orders are submitted within 60-days of their executed PSCAs.	• DEQ will coordinate with Participants to ensure new vehicle Purchase Orders are submitted within 60-days of their executed PSCAs.	• DEQ will coordinate with Participant, McNabb Trucking, to track vehicle delivery progress. • DEQ requested a no-cost project period extension from EPA to ensure compliance with grant requirements.			
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	• No program income was generated.	• No program income was generated.	• No program income was generated.			

(State program only)What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/Idahodeq), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:~:text=Students%20bring%20the%20anti%2Didling,schools%20and%20study%20its%20effects.&text=Students%20make%20%E2%80%9Cdust%20catchers%E2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/Idahodeq), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:~:text=Students%20bring%20the%20anti%2Didling,schools%20and%20study%20its%20effects.&text=Students%20make%20%E2%80%9Cdust%20catchers%E2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/Idahodeq), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:~:text=Students%20bring%20the%20anti%2Didling,schools%20and%20study%20its%20effects.&text=Students%20make%20%E2%80%9Cdust%20catchers%E2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.			
Do you have any other comments or feedback?	• N/A	• N/A	• N/A			

Subaward Reporting Requirements						
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Summaries of results of reviews of financial and programmatic reports.	• N/A	• N/A	• N/A			
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	• N/A	• N/A	• N/A			
Environmental results the subrecipient achieved	• N/A	• N/A	• N/A			
Summaries of audit findings and related pass-through entity management decisions	• N/A	• N/A	• N/A			
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	• N/A	• N/A	• N/A			

FY21/FY22 State DERA
Grant: DS-01J94801
Quarterly Report
January - March 2026

Submitted to EPA
05/13/2026

U. S. Environmental Protection Agency
Diesel Emissions Reduction Act (DERA) Grant Program
Financial Summary - Project Lifetime

Grant Recipient	ID Dept. of Environmental Quality
Project Period of Performance	10/01/2021 - 09/30/2025
Grant Number	01194801
Project Title	FY21/22 State DERA
DERA Program	DERA State

DERA Grant Fiscal Summary TOTAL Year #1 + Year #2		
EPA Project Award Amount Total	\$	1,033,881
Total Cost Share Amount	\$	5,053,333
Total Project Costs (EPA + Cost Share)	\$	6,087,214
EPA Funds Expended to Date	\$	174,041
EPA Funds Remaining	\$	859,840

DERA Grant Fiscal Summary Year #1		
Program Fiscal Year	FY2021 DERA Grant	
EPA Project Award Amount Year #1	\$	509,502
Total Cost Share Amount	\$	2,576,990
Total Voluntary Cost Share	\$	339,668
Total Mandatory Cost Share Amount	\$	2,237,322
Total Project Costs (EPA + Cost Share)	\$	3,086,492

DERA Grant Fiscal Summary Year #2 (If applicable)		
Program Fiscal Year	FY2022 DERA Grant	
EPA Project Award Amount Year #2	\$	524,379
Total Cost Share Amount	\$	2,476,343
Total Voluntary Cost Share	\$	349,586
Total Mandatory Cost Share Amount	\$	2,126,757
Total Project Costs (EPA + Cost Share)	\$	3,000,722

Table 1. Summary Rate of Expenditure
Record project budget funds ONLY from approved final workplan. All other numbers will reflect automatically from subsequent tabs

Financial Summary	Total Project Budget					Total Expenses to Date					Remaining Balance				
	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds	
Personnel	\$ 143,799	\$ -	\$ -	\$ -	\$ 143,799	\$ 65,651	\$ -	\$ -	\$ -	\$ 65,651	\$ 78,148	\$ -	\$ -	\$ -	\$ 78,148
Fringe Benefits	\$ 59,141	\$ -	\$ -	\$ -	\$ 59,141	\$ 10,962	\$ -	\$ -	\$ -	\$ 10,962	\$ 48,179	\$ -	\$ -	\$ -	\$ 48,179
Travel	\$ 5,022	\$ -	\$ -	\$ -	\$ 5,022	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,022	\$ -	\$ -	\$ -	\$ 5,022
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ 765,439	\$ 4,364,079	\$ 689,254	\$ -	\$ 5,818,772	\$ 73,844	\$ 221,533	\$ -	\$ -	\$ 295,377	\$ 691,595	\$ 4,142,546	\$ 689,254	\$ -	\$ 5,523,395
Direct Cost Total	\$ 973,401	\$ 4,364,079	\$ 689,254	\$ -	\$ 6,026,734	\$ 150,457	\$ 221,533	\$ -	\$ -	\$ 371,990	\$ 822,944	\$ 4,142,546	\$ 689,254	\$ -	\$ 5,654,744
Indirect Charges	\$ 60,480	\$ -	\$ -	\$ -	\$ 60,480	\$ 23,584	\$ -	\$ -	\$ -	\$ 23,584	\$ 36,896	\$ -	\$ -	\$ -	\$ 36,896
TOTALS	\$ 1,033,881	\$ 4,364,079	\$ 689,254	\$ -	\$ 6,087,214	\$ 174,041	\$ 221,533	\$ -	\$ -	\$ 395,574	\$ 859,840	\$ 4,142,546	\$ 689,254	\$ -	\$ 5,691,640

EPA Budget Details by Fiscal Year															
Financial Summary	FY2021 DERA Grant					FY2022 DERA Grant					Total Project Budget				
	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds	
Personnel	\$ 54,052				\$ 54,052	\$ 89,747				\$ 89,747	\$ 143,799	\$ -	\$ -	\$ -	\$ 143,799
Fringe Benefits	\$ 23,242				\$ 23,242	\$ 35,899				\$ 35,899	\$ 59,141	\$ -	\$ -	\$ -	\$ 59,141
Travel	\$ 3,316				\$ 3,316	\$ 1,706				\$ 1,706	\$ 5,022	\$ -	\$ -	\$ -	\$ 5,022
Equipment					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ 406,106	\$ 2,237,322	\$ 339,668		\$ 2,983,096	\$ 359,333	\$ 2,126,757	\$ 349,586		\$ 2,835,676	\$ 765,439	\$ 4,364,079	\$ 689,254	\$ -	\$ 5,818,772
Direct Cost Total	\$ 486,716	\$ 2,237,322	\$ 339,668	\$ -	\$ 3,063,706	\$ 486,685	\$ 2,126,757	\$ 349,586	\$ -	\$ 2,963,028	\$ 973,401	\$ 4,364,079	\$ 689,254	\$ -	\$ 6,026,734
Indirect Charges	\$ 22,786				\$ 22,786	\$ 37,694	\$ -	\$ -	\$ -	\$ 37,694	\$ 60,480	\$ -	\$ -	\$ -	\$ 60,480
TOTALS	\$ 509,502	\$ 2,237,322	\$ 339,668	\$ -	\$ 3,086,492	\$ 524,379	\$ 2,126,757	\$ 349,586	\$ -	\$ 3,000,722	\$ 1,033,881	\$ 4,364,079	\$ 689,254	\$ -	\$ 6,087,214

Table 2. Annual Rate of Expenditure No Entry Needed - ALL numbers will reflect automatically from subsequent tabs.															
Financial Summary	Year 1					Year 2					Year 3				
	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds	
Personnel	\$ 11,603	\$ -	\$ -	\$ -	\$ 11,603	\$ 22,243	\$ -	\$ -	\$ -	\$ 22,243	\$ 7,310	\$ -	\$ -	\$ -	\$ 7,310
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,651	\$ -	\$ -	\$ -	\$ 2,651
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Cost Total	\$ 11,603	\$ -	\$ -	\$ -	\$ 11,603	\$ 22,243	\$ -	\$ -	\$ -	\$ 22,243	\$ 9,962	\$ -	\$ -	\$ -	\$ 9,962
Indirect Charges	\$ 3,443	\$ -	\$ -	\$ -	\$ 3,443	\$ 7,564	\$ -	\$ -	\$ -	\$ 7,564	\$ 2,955	\$ -	\$ -	\$ -	\$ 2,955
TOTALS	\$ 15,046	\$ -	\$ -	\$ -	\$ 15,046	\$ 29,807	\$ -	\$ -	\$ -	\$ 29,807	\$ 12,916	\$ -	\$ -	\$ -	\$ 12,916

Financial Summary	Year 4					Year 5					
	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	
			VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds		
Personnel	\$ 13,414	\$ -	\$ -	\$ -	\$ 13,414	\$ 11,080	\$ -	\$ -	\$ -	\$ 11,080	
Fringe Benefits	\$ 4,533	\$ -	\$ -	\$ -	\$ 4,533	\$ 3,778	\$ -	\$ -	\$ -	\$ 3,778	
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 73,844	\$ 221,533	\$ -	\$ -	\$ 295,377	
Direct Cost Total	\$ 17,947	\$ -	\$ -	\$ -	\$ 17,947	\$ 88,702	\$ 221,533	\$ -	\$ -	\$ 310,235	
Indirect Charges	\$ 5,373	\$ -	\$ -	\$ -	\$ 5,373	\$ 4,249	\$ -	\$ -	\$ -	\$ 4,249	
TOTALS	\$ 23,321	\$ -	\$ -	\$ -	\$ 23,321	\$ 92,951	\$ 221,533	\$ -	\$ -	\$ 314,484	

U. S. Environmental Protection Agency
Diesel Emissions Reduction Act (DERA) Grant Program
Financial and Narrative Summary - Year 1

Grant Recipient	ID Dept. of Environmental Quality	Total EPA Funds Expended: Year 1	\$ 15,046
Grant Number	01J94801	Reporting Cadence	Quarterly
Project Title	FY21/22 State DERA	Project Reporting Period	Oct. 2021 to Sep. 2022

Table 3. Year 5 Annual Rate of Expenditure																				
Record and update project expenses at each interval according to the reporting cadence determined by your Project Officer. Previous fields should remain and edits should be made to the whenever interannual reports are submitted. Note the table will update based upon the Reporting Cadence field, selected above.																				
Enter Dates for this Reporting Period	Quarter 1					Quarter 2					Quarter 3					Quarter 4				
	Oct. to Dec. 2021					Jan. to Mar. 2022					Apr. to Jun. 2022					Jul. to Sep. 2022				
	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds	
Personnel					\$ -	\$ 1,224				\$ 1,224	\$ 6,082				\$ 6,082	\$ 4,297				\$ 4,297
Fringe Benefits					\$ -					\$ -					\$ -					\$ -
Travel					\$ -					\$ -					\$ -					\$ -
Equipment					\$ -					\$ -					\$ -					\$ -
Supplies					\$ -					\$ -					\$ -					\$ -
Contractual					\$ -					\$ -					\$ -					\$ -
Subawards					\$ -					\$ -					\$ -					\$ -
Participant Support Costs (e.g., Rebates)					\$ -					\$ -					\$ -					\$ -
Other					\$ -					\$ -					\$ -					\$ -
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,224	\$ -	\$ -	\$ -	\$ 1,224	\$ 6,082	\$ -	\$ -	\$ -	\$ 6,082	\$ 4,297	\$ -	\$ -	\$ -	\$ 4,297
Indirect Charges					\$ -	\$ 361				\$ 361	\$ 1,793				\$ 1,793	\$ 1,289				\$ 1,289
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,584	\$ -	\$ -	\$ -	\$ 1,584	\$ 7,875	\$ -	\$ -	\$ -	\$ 7,875	\$ 5,587	\$ -	\$ -	\$ -	\$ 5,587

Table 4. Project Updates - Narrative Responses							
Record and update project updates below.							
Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the 'Progress to Date' column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity described within the table.							
Fiscal Year	Activities	Anticipated Outcomes	Progress to Date				Progress Notes
			Q1	Q2	Q3	Q4	Write below, as appropriate.
FY21	Provide 25% rebates toward the replacement of 5 school buses.	Lifetime Emission Reductions 2.67 tons of NOx 0.26 tons of PM 0.39 tons of HC 1.40 tons of CO 129.62 tons of CO2 Annual gallons of diesel fuel saved = 11,522	Not Yet Started	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 1 transit bus.	Lifetime Emission Reductions 2.16 tons of NOx 0.04 tons of PM 0.16 tons of HC 0.84 tons of CO 26.60 tons of CO2 Annual gallons of diesel fuel saved = 2,364	Not Yet Started	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 10 tractor trailer trucks.	Lifetime Emission Reductions 39.97 tons of NOx 3.08 tons of PM 2.67 tons of HC 11.20 tons of CO 2,392.28 tons of CO2 Annual gallons of diesel fuel saved = 212,647	Not Yet Started	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 6 local freight trucks.	Lifetime Emission Reductions 8.06 tons of NOx 0.51 tons of PM 0.64 tons of HC 3.70 tons of CO 279.11 tons of CO2 Annual gallons of diesel fuel saved = 24,809	Not Yet Started	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 1 refuse truck.	Lifetime Emission Reductions 1.40 tons of NOx 0.06 tons of PM 0.07 tons of HC 0.45 tons of CO 200.02 tons of CO2 Annual gallons of diesel fuel saved = 17,785	Not Yet Started	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.

FY22	Provide 25% rebates toward the replacement of 8 school buses.	Lifetime Emission Reductions 4.76 tons of NOx 0.41 tons of PM 0.71 tons of HC 2.34 tons of CO 207.39 tons of CO2 Annual gallons of diesel fuel saved = 18,434				In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY22	Provide 25% rebates toward the replacement of 12 tractor trailer trucks.	Lifetime Emission Reductions 37.74 tons of NOx 3.29 tons of PM 2.91 tons of HC 6.61 tons of CO 2,649.92 tons of CO2 Annual gallons of diesel fuel saved = 235,548				In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY22	Provide 25% rebates toward the replacement of 1 refuse truck.	Lifetime Emission Reductions 1.14 tons of NOx 0.05 tons of PM 0.06 tons of HC 0.31 tons of CO 114.30 tons of CO2 Annual gallons of diesel fuel saved = 10,160				In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21/FY22	Coordinate with school districts and Idaho Department of Education	•Increase understanding of implemented technologies. •Widespread adoption of implemented technologies. •Increase student, district, and public awareness of the effects of diesel emissions and how they can be reduced.	In Progress	In Progress	In Progress	In Progress	DEQ has coordinated with the Idaho Association of Counties, the Association of Idaho Cities, direct communication with school district Transportation Supervisors and school Superintendents, as well as interacted with private businesses increasing awareness of vehicle replacement rebate funding opportunities.

Please provide programmatic and narrative financial updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.					
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update	
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	•DEQ plans to utilize grant funds in association with our 2022 Vehicle Replacement Program which DEQ expects to announce in the first quarter of 2022. To date there no accomplishments have been achieved. • Actual accomplishment are aligned with the anticipated outputs/outcomes and timeline/milestones associated with the revised workplan approved and awarded by the EPA.	•DEQ plans to utilize grant funds in association with our 2022 Vehicle Replacement Program (VRP) which DEQ expects to announce in the first half of 2022. To date DEQ is making preparations for the 2022 VRP application announcement. • Actual accomplishment are aligned with the anticipated outputs/outcomes and timeline/milestones associated with the revised workplan approved and awarded by the EPA.	•DEQ plans to utilize grant funds in association with our 2022 Vehicle Replacement Program (VRP) which DEQ expects to announce in the second half of 2022. • Actual accomplishment are aligned with the anticipated outputs/outcomes and timeline/milestones associated with the revised workplan approved and awarded by the EPA.	•DEQ plans to utilize grant funds in association with our 2022 Vehicle Replacement Program (VRP) which DEQ expects to announce in the second half of 2022. • Actual accomplishment are aligned with the anticipated outputs/outcomes and timeline/milestones associated with the revised workplan approved and awarded by the EPA.	
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	• N/A	• N/A	• N/A	• N/A	
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	• N/A	• N/A	• N/A	• N/A	
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	• N/A	• N/A	• N/A	• N/A	
Have there been any major personnel changes during this reporting period?	• N/A	• N/A	• N/A	• N/A	
Did any public relations events regarding this grant take place during the reporting period?	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	
Are you using websites or other tools used to relay information about this grant to the public?	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	
What project activities are planned for the next reporting period?	• DEQ will develop an application guide and applications for DEQ's 2022 Vehicle Replacement Program. • DEQ will announce the opening of 2022 Vehicle Replacement Program application period either in the next reporting period, or immediately following.	• DEQ will develop an application guide and applications for DEQ's 2022 Vehicle Replacement Program. • DEQ will announce the opening of 2022 Vehicle Replacement Program application period either in the next reporting period, or immediately following.	• DEQ will develop an application guide and applications for DEQ's 2022 Vehicle Replacement Program. • DEQ will announce the opening of 2022 Vehicle Replacement Program application period either in the next reporting period, or immediately following.	• DEQ will develop an application guide and applications for DEQ's 2022 Vehicle Replacement Program. • DEQ will announce the opening of 2022 Vehicle Replacement Program application period either in the next reporting period, or immediately following.	
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	• No program income was generated.	• No program income was generated.	• No program income was generated.	• No program income was generated.	
(State program only)What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	

Do you have any other comments or feedback?	• N/A	• N/A	• N/A	• N/A		
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Subaward Reporting Requirements						
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Summaries of results of reviews of financial and programmatic reports.	NA	NA	NA			
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	NA	NA	NA	NA		
Environmental results the subrecipient achieved	NA	NA	NA	NA		
Summaries of audit findings and related pass-through entity management decisions	NA	NA	NA	NA		
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	NA	NA	NA	NA		

U. S. Environmental Protection Agency
Diesel Emissions Reduction Act (DERA) Grant Program
Financial and Narrative Summary - Year 2

Grant Recipient	ID Dept. of Environmental Quality	Total EPA Funds Expended: Year 2	\$ 29,80
Grant Number	01J94801	Reporting Cadence	Quarterly
Project Title	FY21/22 State DERA	Project Reporting Period	Oct. 2022 to Sep. 2023

Table 5. Year 5 Annual Rate of Expenditure

Record and update project expenses at each interval according to the reporting cadence determined by your Project Officer. Previous fields should remain and edits should be made to the whenever interannual reports are submitted. Note the table will update based upon the Reporting Cadence field, selected above.

Enter Dates for this Reporting Period	Quarter 1					Quarter 2					Quarter 3					Quarter 4				
	Oct. to Dec. 2022					Jan. to Mar. 2023					Apr. to Jun. 2023					Jul. to Sep. 2023				
	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds	
Personnel	\$ 6,530				\$ 6,530	\$ 9,386				\$ 9,386	\$ 3,303				\$ 3,303	\$ 3,024				\$ 3,024
Fringe Benefits					\$ -					\$ -					\$ -					\$ -
Travel					\$ -					\$ -					\$ -					\$ -
Equipment					\$ -					\$ -					\$ -					\$ -
Supplies					\$ -					\$ -					\$ -					\$ -
Contractual					\$ -					\$ -					\$ -					\$ -
Subawards					\$ -					\$ -					\$ -					\$ -
Participant Support Costs (e.g., Rebates)					\$ -					\$ -					\$ -					\$ -
Other					\$ -					\$ -					\$ -					\$ -
Direct Cost Total	\$ 6,530	\$ -	\$ -	\$ -	\$ 6,530	\$ 9,386	\$ -	\$ -	\$ -	\$ 9,386	\$ 3,303	\$ -	\$ -	\$ -	\$ 3,303	\$ 3,024	\$ -	\$ -	\$ -	\$ 3,024
Indirect Charges	\$ 1,959				\$ 1,959	\$ 3,366				\$ 3,366	\$ 1,185				\$ 1,185	\$ 1,054				\$ 1,054
TOTALS	\$ 8,489	\$ -	\$ -	\$ -	\$ 8,489	\$ 12,752	\$ -	\$ -	\$ -	\$ 12,752	\$ 4,488	\$ -	\$ -	\$ -	\$ 4,488	\$ 4,078	\$ -	\$ -	\$ -	\$ 4,078

Table 6. Project Updates - Narrative Responses

Record and update project updates below.

Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the 'Progress to Date' column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity described within the table.

Fiscal Year	Activities	Anticipated Outcomes	Progress to Date				Progress Notes
			Q1	Q2	Q3	Q4	Write below, as appropriate.
FY21	Provide 25% rebates toward the replacement of 5 school buses.	Lifetime Emission Reductions 2.67 tons of NOx 0.26 tons of PM 0.39 tons of HC 1.40 tons of CO 129.62 tons of CO2 Annual gallons of diesel fuel saved = 11,522	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 1 transit bus.	Lifetime Emission Reductions 2.16 tons of NOx 0.04 tons of PM 0.16 tons of HC 0.84 tons of CO 26.60 tons of CO2 Annual gallons of diesel fuel saved = 2,364	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 10 tractor trailer trucks.	Lifetime Emission Reductions 39.97 tons of NOx 3.08 tons of PM 2.67 tons of HC 11.20 tons of CO 2,392.28 tons of CO2 Annual gallons of diesel fuel saved = 212,647	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 6 local freight trucks.	Lifetime Emission Reductions 8.06 tons of NOx 0.51 tons of PM 0.64 tons of HC 3.70 tons of CO 279.11 tons of CO2 Annual gallons of diesel fuel saved = 24,809	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.

FY21	Provide 25% rebates toward the replacement of 1 refuse truck.	Lifetime Emission Reductions 1.40 tons of NOx 0.06 tons of PM 0.07 tons of HC 0.45 tons of CO 200.02 tons of CO2 Annual gallons of diesel fuel saved = 17,785	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY22	Provide 25% rebates toward the replacement of 8 school buses.	Lifetime Emission Reductions 4.76 tons of NOx 0.41 tons of PM 0.71 tons of HC 2.34 tons of CO 207.39 tons of CO2 Annual gallons of diesel fuel saved = 18,434	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY22	Provide 25% rebates toward the replacement of 12 tractor trailer trucks.	Lifetime Emission Reductions 37.74 tons of NOx 3.29 tons of PM 2.91 tons of HC 6.61 tons of CO 2,649.92 tons of CO2 Annual gallons of diesel fuel saved = 235,548	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY22	Provide 25% rebates toward the replacement of 1 refuse truck.	Lifetime Emission Reductions 1.14 tons of NOx 0.05 tons of PM 0.06 tons of HC 0.31 tons of CO 114.30 tons of CO2 Annual gallons of diesel fuel saved = 10,160	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21/22	Coordinate with school districts and Idaho Department of Education	•Increase understanding of implemented technologies. •Widespread adoption of implemented technologies. •Increase student, district, and public awareness of the effects of diesel emissions and how they can be reduced.	In Progress	In Progress	In Progress	In Progress	DEQ has coordinated with the Idaho Association of Counties, the Association of Idaho Cities, direct communication with school district Transportation Supervisors and school Superintendents, as well as interacted with private businesses increasing awareness of vehicle replacement rebate funding.

Please provide programmatic and narrative financial updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	•DEQ plans to utilize grant funds in association with our 2022 Vehicle Replacement Program which DEQ expects to announce in the first quarter of 2022. To date there no accomplishments have been achieved. • Actual accomplishment are aligned with the anticipated outputs/outcomes and timeline/milestones associated with the revised workplan approved and awarded by the EPA.	•DEQ plans to utilize grant funds in association with our 2022 Vehicle Replacement Program (VRP) which DEQ expects to announce in the second half of 2022. To date DEQ is making preparations for the 2022 VRP application announcement. • DEQ has experienced delays associated with existing VRP agreements, increasing demand for DEQ staff time and resulting in delays associated with announcing the next round of VRP application materials as projected in the current workplan.	•DEQ plans to utilize grant funds in association with our Vehicle Replacement Program (VRP) which DEQ hopes to announce in 2023. To date work plan accomplishments have not been achieved. • DEQ has experienced delays associated with existing VRP agreements, increasing demand for DEQ staff time and resulting in delays associated with announcing the next round of VRP application materials as projected in the current workplan.	•DEQ plans to utilize grant funds in association with our Vehicle Replacement Program (VRP) which DEQ hopes to announce in 2024. To date work plan accomplishments have not been achieved. • DEQ has experienced delays associated with existing VRP agreements, increasing demand for DEQ staff time and resulting in delays associated with announcing the next round of VRP application materials as projected in the current workplan.		
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	• N/A	• N/A	• N/A	• N/A		
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.		
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	• N/A	• N/A	• DEQ has experienced delays associated with existing VRP agreements, increasing demand for DEQ staff time and resulting in delays associated with announcing the next round of VRP application materials as projected in the current workplan.	• DEQ has experienced delays associated with existing VRP agreements, increasing demand for DEQ staff time and resulting in delays associated with announcing the next round of VRP application materials as projected in the current workplan.		
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	• N/A	• N/A	• N/A	• N/A		
Have there been any major personnel changes during this reporting period?	• N/A	• DEQ has experienced staff turn-over in most departments, while not directly involved in this project, overall staff turn-over has created increased workloads for all staff, resulting in overall workload increases.	• DEQ has experienced staff turn-over in most departments, while not directly involved in this project, overall staff turn-over has created increased workloads for all staff, resulting in overall workload increases.	• DEQ has experienced staff turn-over in most departments, while not directly involved in this project, overall staff turn-over has created increased workloads for all staff, resulting in overall workload increases.		
Did any public relations events regarding this grant take place during the reporting period?	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.		
Are you using websites or other tools used to relay information about this grant to the public?	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.		

What project activities are planned for the next reporting period?	• DEQ will develop an application guide and application for DEQ's 2022 Vehicle Replacement Program. • DEQ will announce the opening of 2022 Vehicle Replacement Program application period either in the next reporting period, or immediately following.	• DEQ will develop an application guide and application for DEQ's 2023 Vehicle Replacement Program, renamed from the 2022 VRP, adjusting the name to reflect the year in which the VRP round will be announced. • DEQ will propose a non-cost project period extension request to complete work plan objectives.	• DEQ will develop an application guide and application for DEQ's 2023 Vehicle Replacement Program, renamed from the 2022 VRP, adjusting the name to reflect the year in which the VRP round will be announced. • DEQ will propose a non-cost project period extension request to complete work plan objectives.	• DEQ will develop an application guide and application for DEQ's 2024 Vehicle Replacement Program, renamed from the 2022 VRP, adjusting the name to reflect the year in which the VRP round will be announced. • DEQ will propose a non-cost project period extension request to complete work plan objectives.		
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	• No program income was generated.	• No program income was generated.	• No program income was generated.	• No program income was generated.		
(State program only)What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.		
Do you have any other comments or feedback?	• N/A	• N/A	• N/A	• N/A		

Subaward Reporting Requirements						
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Summaries of results of reviews of financial and programmatic reports.	NA	NA	NA	NA		
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	NA	NA	NA	NA		
Environmental results the subrecipient achieved	NA	NA	NA	NA		
Summaries of audit findings and related pass-through entity management decisions	NA	NA	NA	NA		
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	NA	NA	NA	NA		

U. S. Environmental Protection Agency
Diesel Emissions Reduction Act (DERA) Grant Program
Financial and Narrative Summary - Year 3

Grant Recipient	ID Dept. of Environmental Quality	Total EPA Funds Expended: Year 3	\$ 12,916
Grant Number	01J94801	Reporting Cadence	Quarterly
Project Title	FY21/22 State DERA	Project Reporting Period	Oct. 2023 to Sep. 2024

Table 7. Year 5 Annual Rate of Expenditure

Record and update project expenses at each interval according to the reporting cadence determined by your Project Officer. Previous fields should remain and edits should be made to the whenever interannual reports are submitted. Note the table will update based upon the Reporting Cadence field, selected above.

Enter Dates for this Reporting Period	Quarter 1					Quarter 2					Quarter 3					Quarter 4				
	Oct. to Dec. 2023					Jan. to Mar. 2024					Apr. to Jun. 2024					Jul. to Sep. 2024				
	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds	
Personnel	\$ 1,904				\$ 1,904	\$ 494				\$ 494	\$ 1,485				\$ 1,485	\$ 3,426				\$ 3,426
Fringe Benefits	\$ 713				\$ 713	\$ 188				\$ 188	\$ 558				\$ 558	\$ 1,193				\$ 1,193
Travel					\$ -					\$ -					\$ -					\$ -
Equipment					\$ -					\$ -					\$ -					\$ -
Supplies					\$ -					\$ -					\$ -					\$ -
Contractual					\$ -					\$ -					\$ -					\$ -
Subawards					\$ -					\$ -					\$ -					\$ -
Participant Support Costs (e.g., Rebates)					\$ -					\$ -					\$ -					\$ -
Other					\$ -					\$ -					\$ -					\$ -
Direct Cost Total	\$ 2,617	\$ -	\$ -	\$ -	\$ 2,617	\$ 682	\$ -	\$ -	\$ -	\$ 682	\$ 2,043	\$ -	\$ -	\$ -	\$ 2,043	\$ 4,619	\$ -	\$ -	\$ -	\$ 4,619
Indirect Charges	\$ 913				\$ 913	\$ 238				\$ 238	\$ 712				\$ 712	\$ 1,092				\$ 1,092
TOTALS	\$ 3,530	\$ -	\$ -	\$ -	\$ 3,530	\$ 920	\$ -	\$ -	\$ -	\$ 920	\$ 2,755	\$ -	\$ -	\$ -	\$ 2,755	\$ 5,711	\$ -	\$ -	\$ -	\$ 5,711

Table 8. Project Updates - Narrative Responses

Record and update project updates below.

Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the 'Progress to Date' column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity described within the table.

Fiscal Year	Activities	Anticipated Outcomes	Progress to Date				Progress Notes Write below, as appropriate.
			Q1	Q2	Q3	Q4	
FY21	Provide 25% rebates toward the replacement of 5 school buses.	Lifetime Emission Reductions 2.67 tons of NOx 0.26 tons of PM 0.39 tons of HC 1.40 tons of CO 129.62 tons of CO2 Annual gallons of diesel fuel saved = 11,522	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 1 transit bus.	Lifetime Emission Reductions 2.16 tons of NOx 0.04 tons of PM 0.16 tons of HC 0.84 tons of CO 26.60 tons of CO2 Annual gallons of diesel fuel saved = 2,364	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 10 tractor trailer trucks.	Lifetime Emission Reductions 39.97 tons of NOx 3.08 tons of PM 2.67 tons of HC 11.20 tons of CO 2,392.28 tons of CO2 Annual gallons of diesel fuel saved = 212,647	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 6 local freight trucks.	Lifetime Emission Reductions 8.06 tons of NOx 0.51 tons of PM 0.64 tons of HC 3.70 tons of CO 279.11 tons of CO2 Annual gallons of diesel fuel saved = 24,809	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 1 refuse truck.	Lifetime Emission Reductions 1.40 tons of NOx 0.06 tons of PM 0.07 tons of HC 0.45 tons of CO 200.02 tons of CO2 Annual gallons of diesel fuel saved = 17,785	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.

FY22	Provide 25% rebates toward the replacement of 8 school buses.	Lifetime Emission Reductions 4.76 tons of NOx 0.41 tons of PM 0.71 tons of HC 2.34 tons of CO 207.39 tons of CO2 Annual gallons of diesel fuel saved = 18,434	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY22	Provide 25% rebates toward the replacement of 12 tractor trailer trucks.	Lifetime Emission Reductions 37.74 tons of NOx 3.29 tons of PM 2.91 tons of HC 6.61 tons of CO 2,649.92 tons of CO2 Annual gallons of diesel fuel saved = 235,548	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY22	Provide 25% rebates toward the replacement of 1 refuse truck.	Lifetime Emission Reductions 1.14 tons of NOx 0.05 tons of PM 0.06 tons of HC 0.31 tons of CO 114.30 tons of CO2 Annual gallons of diesel fuel saved = 10,160	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21/22	Coordinate with school districts and Idaho Department of Education	•Increase understanding of implemented technologies. •Widespread adoption of implemented technologies. •Increase student, district, and public awareness of the effects of diesel emissions and how they can be reduced.	In Progress	In Progress	In Progress	In Progress	DEQ has coordinated with the Idaho Association of Counties, the Association of Idaho Cities, direct communication with school district Transportation Supervisors and school Superintendents, as well as interacted with private businesses increasing awareness of vehicle replacement rebate funding opportunities.

Please provide programmatic and narrative financial updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.					
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update	
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	• DEQ plans to utilize grant funds in association with our Vehicle Replacement Program (VRP) which DEQ hopes to announce in 2023. To date work plan accomplishments have not been achieved. • DEQ has experienced delays associated with existing VRP agreements, increasing demand for DEQ staff time and resulting in delays associated with announcing the next round of VRP application materials as projected in the current workplan.	• Anticipated outputs/outcomes and timelines/milestones have not been achieved in alignment with Work Plan specifications. • DEQ has experienced delays in announcing the next round of Vehicle Replacement Program (VRP) application materials due to overall agency attrition and an increase in demand of agency staff. • To date Work Plan accomplishments have not been accomplished.	• Anticipated outputs/outcomes and timelines/milestones have not been achieved in alignment with Work Plan specifications. • DEQ coordinated with EPA regarding delays in announcing the next round of Vehicle Replacement Program (VRP). • To date Work Plan accomplishments have not been accomplished.	• Anticipated outputs/outcomes and timelines/milestones have not been achieved in alignment with Work Plan specifications. • While DEQ had anticipated announcing the next VRP funding opportunity this quarter, a programmatic change to our DERA and VW funded VRP has resulted in additional delay in this activity. • DEQ is integrating our VRP program with a new grant tracking SW application called Amplifund.	
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	• N/A	• N/A	• N/A	• N/A	
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	• DEQ has experienced delays associated with existing VRP agreements, increasing demand for DEQ staff time and resulting in delays associated with announcing the next round of VRP application materials as projected in the current workplan.	• DEQ intends to execute Grant funding through execution of a Vehicle Replacement Program (VRP) which combines DERA grant funding with DEQ's remaining VW Settlement fund. • DEQ is completing an accounting of remaining VW Settlement funds in order to ascertain the value of a DERA/VW funded VRP funding opportunity. • DEQ experienced delays associated with our VW fund accounting, which in turn created additional delay in announcing our next next round of VRP application materials as projected in the current workplan.	• DEQ is completing an accounting of remaining VW Settlement funds in order to ascertain the value of a DERA/VW funded VRP funding opportunity. • DEQ experienced delays associated with our VW fund accounting, which in turn created additional delay in announcing our next next round of VRP application materials as projected in the current workplan. • DEQ coordinated with EPA Project Officer regarding project delays and anticipates announcing a VRP funding opportunity in the next quarter.	• DEQ will integrate Amplifund with existing DERA funded PSCAs, upcoming solicitations, applications, and new PSCAs. • While DEQ anticipates the integration of our VRP with Amplifund will recognize increases in Program execution efficiencies, DEQ also recognizes this transition will create delays in anticipated timelines.	
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	• N/A	• N/A	• N/A	• N/A	
Have there been any major personnel changes during this reporting period?	• DEQ has experienced staff turn-over in most departments, while not directly involved in this project, overall staff turn-over has created increased workloads for all staff, resulting in overall workload increases.	• DEQ has experienced a cumulative strain on staff resources in most departments; which has increased workload demands on staff.	• DEQ is evaluating the possibility of bringing on additional staff to assist in managing VW and DERA related work.	• DEQ was not successful in adding additional staff to assist in managing VW and DERA related work. • DEQ anticipates that transitioning to Amplifund will allow for significant program efficiencies.	
Did any public relations events regarding this grant take place during the reporting period?	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	
Are you using websites or other tools used to relay information about this grant to the public?	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	
What project activities are planned for the next reporting period?	• DEQ will develop an application guide and application for DEQ's 2024 Vehicle Replacement Program, renamed from the 2022 VRP, adjusting the name to reflect the year in which the VRP round will be announced. • DEQ will propose a non-cost project period extension request to complete work plan objectives.	• DEQ will open the next VRP competitive funding opportunity application period by mid-June to early July 2024. • DEQ will allow a 60-day application period, after which DEQ will evaluate applications and award VRP projects through Participant Support Cost Agreements.	• DEQ will open the next VRP competitive funding opportunity application period in the next reporting period. • DEQ will allow a 60-day application period, after which DEQ will evaluate applications and award VRP projects through Participant Support Cost Agreements.	• DEQ will integrate Amplifund with existing DERA funded PSCAs, upcoming solicitations, applications, and new PSCAs. • DEQ staff will attend EPA's Dec. 3rd webinar on Participant Support Costs • DEQ anticipates coordinating with Internal Fiscal and Legal departments to review proposed PSCAs to ensure compliance with updated EPA PSCA guidance.	

Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	• No program income was generated.	• No program income was generated.	• No program income was generated.	• No program income was generated.		
(State program only)What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.		
Do you have any other comments or feedback?	• N/A	• N/A	• N/A	• N/A		

Subaward Reporting Requirements						
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Summaries of results of reviews of financial and programmatic reports.	• N/A	• N/A	• N/A	• N/A		
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	• N/A	• N/A	• N/A	• N/A		
Environmental results the subrecipient achieved	• N/A	• N/A	• N/A	• N/A		
Summaries of audit findings and related pass-through entity management decisions	• N/A	• N/A	• N/A	• N/A		
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	• N/A	• N/A	• N/A	• N/A		

U. S. Environmental Protection Agency Diesel Emissions Reduction Act (DERA) Grant Program Financial and Narrative Summary - Year 4			
Grant Recipient	ID Dept. of Environmental Quality	Total EPA Funds Expended: Year 4	\$ 23,321
Grant Number	01J94801	Reporting Cadence	Quarterly
Project Title	FY21/22 State DERA	Project Reporting Period	July - September 2025

Table 9. Year 5 Annual Rate of Expenditure																				
Record and update project expenses at each interval according to the reporting cadence determined by your Project Officer. Previous fields should remain and edits should be made to the whenever interannual reports are submitted. Note the table will update based upon the Reporting Cadence field, selected above.																				
Enter Dates for this Reporting Period	Quarter 1					Quarter 2					Quarter 3					Quarter 4				
	Oct. to Dec. 2024					Jan. to Mar. 2025					Apr. to Jun. 2025					Jul. to Sep. 2025				
	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds	
Personnel	\$ 2,152				\$ 2,152	\$ 2,520				\$ 2,520	\$ 2,514				\$ 2,514	\$ 6,228				\$ 6,228
Fringe Benefits	\$ 805				\$ 805	\$ 856				\$ 856	\$ 898				\$ 898	\$ 1,974				\$ 1,974
Travel					\$ -					\$ -					\$ -					\$ -
Equipment					\$ -					\$ -					\$ -					\$ -
Supplies					\$ -					\$ -					\$ -					\$ -
Contractual					\$ -					\$ -					\$ -					\$ -
Subawards					\$ -					\$ -					\$ -					\$ -
Participant Support Costs (e.g., Rebates)					\$ -					\$ -					\$ -					\$ -
Other					\$ -					\$ -					\$ -					\$ -
Direct Cost Total	\$ 2,957	\$ -	\$ -	\$ -	\$ 2,957	\$ 3,376	\$ -	\$ -	\$ -	\$ 3,376	\$ 3,412	\$ -	\$ -	\$ -	\$ 3,412	\$ 8,202	\$ -	\$ -	\$ -	\$ 8,202
Indirect Charges	\$ 1,415				\$ 1,415	\$ 1,117				\$ 1,117	\$ 930				\$ 930	\$ 1,911				\$ 1,911
TOTALS	\$ 4,373	\$ -	\$ -	\$ -	\$ 4,373	\$ 4,493	\$ -	\$ -	\$ -	\$ 4,493	\$ 4,342	\$ -	\$ -	\$ -	\$ 4,342	\$ 10,113	\$ -	\$ -	\$ -	\$ 10,113

Table 10. Project Updates - Narrative Responses						
Record and update project updates below.						
Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the 'Progress to Date' column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity described within the table.						
Fiscal Year	Activities	Anticipated Outcomes	Progress to Date			
			Q1	Q2	Q3	Q4
FY21	Provide 25% of rebates toward the replacement of 5 school buses.	Lifetime Emission Reductions 2.67 tons of NOx 0.26 tons of PM 0.39 tons of HC 1.40 tons of CO 129.62 tons of CO2 Annual gallons of diesel fuel saved = 11,522	In Progress	In Progress	In Progress	In Progress
FY21	Provide 25% of rebates toward the replacement of 1 transit bus.	Lifetime Emission Reductions 2.16 tons of NOx 0.04 tons of PM 0.16 tons of HC 0.84 tons of CO 26.60 tons of CO2 Annual gallons of diesel fuel saved = 2,364	In Progress	In Progress	In Progress	In Progress
FY21	Provide 25% of rebates toward the replacement of 10 tractor trailer trucks	Lifetime Emission Reductions 39.97 tons of NOx 3.08 tons of PM 2.67 tons of HC 11.20 tons of CO 2,392.28 tons of CO2 Annual gallons of diesel fuel saved = 212,647	In Progress	In Progress	In Progress	In Progress
FY21	Provide 25% of rebates toward the replacement of 6 local freight trucks.	Lifetime Emission Reductions 8.06 tons of NOx 0.51 tons of PM 0.64 tons of HC 3.70 tons of CO 279.11 tons of CO2 Annual gallons of diesel fuel saved = 24,809	In Progress	In Progress	In Progress	In Progress
FY21	Provide 25% of rebates toward the replacement of 1 refuse truck.	Lifetime Emission Reductions 1.40 tons of NOx 0.06 tons of PM 0.07 tons of HC 0.45 tons of CO 200.02 tons of CO2 Annual gallons of diesel fuel saved = 17,785	In Progress	In Progress	In Progress	In Progress
FY22	Provide 25% of rebates toward the replacement of 8 school buses.	Lifetime Emission Reductions 4.76 tons of NOx 0.41 tons of PM 0.71 tons of HC 2.34 tons of CO 207.39 tons of CO2 Annual gallons of diesel fuel saved = 18,434	In Progress	In Progress	In Progress	In Progress

FY22	Provide 25% of rebates toward the replacement of 12 tractor trailer trucks.	Lifetime Emission Reductions 37.74 tons of NOx 3.29 tons of PM 2.91 tons of HC 6.61 tons of CO 2,649.92 tons of CO2 Annual gallons of diesel fuel saved = 235,548	In Progress	In Progress	In Progress	In Progress	DEQ finalized the 2025 VRP PSCA funding opportunity application and Application Guide, and successfully opened and closed the application period during the July-September reporting period. DEQ coordinated with EPA during the reporting period regarding a no-cost project period extension request.
FY22	Provide 25% of rebates toward the replacement of 1 refuse truck.	Lifetime Emission Reductions 1.14 tons of NOx 0.05 tons of PM 0.06 tons of HC 0.31 tons of CO 114.30 tons of CO2 Annual gallons of diesel fuel saved = 10,160	In Progress	In Progress	In Progress	In Progress	
FY21/FY22	Coordinate with school districts and Idaho Department of Education.	•Increase understanding of implemented technologies. •Widespread adoption of implemented technologies. •Increase student, district, and public awareness of the effects of diesel emissions and how they can be reduced.	In Progress	In Progress	In Progress	In Progress	In completing the 2025 VRP PSCA funding opportunity materials, DEQ coordinated with the Idaho Association of Counties, the Association of Idaho Cities, and direct communicated with school district Transportation Supervisors and school Superintendents, as well as interacted with private businesses increasing awareness of vehicle replacement rebate funding opportunities.

(State program only)What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/IdahoDEQ/), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#). • This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/IdahoDEQ/), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#). • This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/IdahoDEQ/), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#). • This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.		
Do you have any other comments or feedback?	• N/A	• N/A	• N/A	• N/A		

Subaward Reporting Requirements						
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Summaries of results of reviews of financial and programmatic reports.	• N/A	• N/A	• N/A	• N/A		
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	• N/A	• N/A	• N/A	• N/A		
Environmental results the subrecipient achieved	• N/A	• N/A	• N/A	• N/A		
Summaries of audit findings and related pass-through entity management decisions	• N/A	• N/A	• N/A	• N/A		
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	• N/A	• N/A	• N/A	• N/A		

U. S. Environmental Protection Agency Diesel Emissions Reduction Act (DERA) Grant Program Financial and Narrative Summary - Year 5			
Grant Recipient	ID Dept. of Environmental Quality	Total EPA Funds Expended: Year 5	\$ 92,951
Grant Number	01J94801	Reporting Cadence	Quarterly
Project Title	FY21/22 State DERA	Project Reporting Period	Jan. to Mar. 2026

Table 11. Year 5 Annual Rate of Expenditure																				
Record and update project expenses at each interval according to the reporting cadence determined by your Project Officer. Previous fields should remain and edits should be made to the whenever interannual reports are submitted. Note the table will update based upon the Reporting Cadence field, selected above.																				
Enter Dates for this Reporting Period	Quarter 1					Quarter 2					Quarter 3					Quarter 4				
	Oct. to Dec. 2025					Jan. to Mar. 2026					Apr. to Jun. 2026					Jul. to Sep. 2026				
	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds	
Personnel	\$ 431				\$ 431	\$ 10,649				\$ 10,649					\$ -					\$ -
Fringe Benefits	\$ -				\$ -	\$ 3,778				\$ 3,778					\$ -					\$ -
Travel	\$ -				\$ -					\$ -					\$ -					\$ -
Equipment	\$ -				\$ -					\$ -					\$ -					\$ -
Supplies	\$ -				\$ -					\$ -					\$ -					\$ -
Contractual	\$ -				\$ -					\$ -					\$ -					\$ -
Subawards	\$ -				\$ -					\$ -					\$ -					\$ -
Participant Support Costs (e.g., Rebates)	\$ -				\$ -					\$ -					\$ -					\$ -
Other	\$ -				\$ -	\$ 73,844	\$ 221,533			\$ 295,377					\$ -					\$ -
Direct Cost Total	\$ 431	\$ -	\$ -	\$ -	\$ 431	\$ 88,271	\$ 221,533	\$ -	\$ -	\$ 309,804	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges	\$ 123				\$ 123	\$ 4,126				\$ 4,126					\$ -					\$ -
TOTALS	\$ 555	\$ -	\$ -	\$ -	\$ 555	\$ 92,397	\$ 221,533	\$ -	\$ -	\$ 313,930	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Table 12. Project Updates - Narrative Responses Record and update project updates below.							
Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the 'Progress to Date' column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity described within the table.							
Fiscal Year	Activities	Anticipated Outcomes	Progress to Date				Progress Notes
			Q1	Q2	Q3	Q4	Write below, as appropriate.
FY21	Provide 25% of rebates toward the replacement of 5 school buses.	Lifetime Emission Reductions 2.67 tons of NOx 0.26 tons of PM 0.39 tons of HC 1.40 tons of CO 129.62 tons of CO2 Annual gallons of diesel fuel saved = 11,522	In Progress	In Progress			DEQ selected PSCA Recipients to award funding to from the Idaho DEQ 2025 Vehicle Replacement Program. DEQ finalized fully executed PSCAs with Participants specifically funded through the FY21 State DERA grant. DEQ coordinated with EPA during the reporting period regarding a no-cost project period extension request.
FY21	Provide 25% of rebates toward the replacement of 1 transit bus.	Lifetime Emission Reductions 2.16 tons of NOx 0.04 tons of PM 0.16 tons of HC 0.84 tons of CO 26.60 tons of CO2 Annual gallons of diesel fuel saved = 2,364	In Progress	In Progress			
FY21	Provide 25% of rebates toward the replacement of 10 tractor trailer trucks	Lifetime Emission Reductions 39.97 tons of NOx 3.08 tons of PM 2.67 tons of HC 11.20 tons of CO 2,392.28 tons of CO2 Annual gallons of diesel fuel saved = 212,647	In Progress	In Progress			
FY21	Provide 25% of rebates toward the replacement of 6 local freight trucks.	Lifetime Emission Reductions 8.06 tons of NOx 0.51 tons of PM 0.64 tons of HC 3.70 tons of CO 279.11 tons of CO2 Annual gallons of diesel fuel saved = 24,809	In Progress	In Progress			
FY21	Provide 25% of rebates toward the replacement of 1 refuse truck.	Lifetime Emission Reductions 1.40 tons of NOx 0.06 tons of PM 0.07 tons of HC 0.45 tons of CO 200.02 tons of CO2 Annual gallons of diesel fuel saved = 17,785	In Progress	In Progress			

FY22	Provide 25% of rebates toward the replacement of 8 school buses.	Lifetime Emission Reductions 4.76 tons of NOx 0.41 tons of PM 0.71 tons of HC 2.34 tons of CO 207.39 tons of CO2 Annual gallons of diesel fuel saved = 18,434	In Progress	In Progress			DEQ selected PSCA Recipients to award funding to from the Idaho DEQ 2025 Vehicle Replacement Program. DEQ finalized fully executed PSCA with Participants specifically funded through the FY22 State DERA grant. DEQ coordinated with EPA during the reporting period regarding a no-cost project period extension request.
FY22	Provide 25% of rebates toward the replacement of 12 tractor trailer trucks.	Lifetime Emission Reductions 37.74 tons of NOx 3.29 tons of PM 2.91 tons of HC 6.61 tons of CO 2,649.92 tons of CO2 Annual gallons of diesel fuel saved = 235,548	In Progress	In Progress			
FY22	Provide 25% of rebates toward the replacement of 1 refuse truck.	Lifetime Emission Reductions 1.14 tons of NOx 0.05 tons of PM 0.06 tons of HC 0.31 tons of CO 114.30 tons of CO2 Annual gallons of diesel fuel saved = 10,160	In Progress	In Progress			
FY21/FY22	Coordinate with school districts and Idaho Department of Education.	•Increase understanding of implemented technologies. •Widespread adoption of implemented technologies. •Increase student, district, and public awareness of the effects of diesel emissions and how they can be reduced.	In Progress	In Progress			

Please provide programmatic and narrative financial updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.					
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update	
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	•DEQ selected PSCA Recipients to award funding to from the Idaho DEQ's 2025 Vehicle Replacement Program. •DEQ finalized fully executed PSCA with Participants specifically funded through the FY21 and FY22 State DERA grants. •DEQ continued coordination with EPA and was notified that a no-cost project period extension request had been preliminarily approved and is ready for formal leadership review.	•DEQ selected PSCA Recipients to award funding to from the Idaho DEQ's 2025 Vehicle Replacement Program. •DEQ finalized fully executed PSCA with Participants specifically funded through the FY21 and FY22 State DERA grants. •DEQ continued coordination with EPA and was notified that a no-cost project period extension request had been preliminarily approved and is ready for formal leadership review.			
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	•DEQ identified specific vehicles that will be added to the Fleet Description in the next reporting period.	•DEQ identified specific vehicles that will be added to the Fleet Description in the next reporting period.			
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	•DEQ did not award rebates during this reporting period.	•DEQ awarded one 25% rebate in the amount of \$38,659 to Independent School District for one school bus, which cost \$154,636. •DEQ awarded one 25% rebate in the amount of \$35,185 to Rocky Mountain Stage Coach for one school bus, which cost \$140,741.5.			
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	• DEQ has coordinated closely with EPA Region 10 staff on a no-cost project period extension. •DEQ has awarded executed PSCA to be funded with the FY21/FY22 State DERA funding. •DEQ anticipates that outputs/outcomes and timelines/milestones will be met.	• DEQ has coordinated closely with EPA Region 10 staff on a no-cost project period extension, which was awarded 01/20/2026. •DEQ has awarded executed PSCA to be funded with the FY21/FY22 State DERA funding. •DEQ anticipates that outputs/outcomes and timelines/milestones will be met.			
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	• DEQ did not award rebates during this reporting period; there are no cost-shares to report.	•DEQ Participant, Independent School District paid a corresponding 75% cost-share, totalling \$115,977. •DEQ Participant, Rocky Mountain Stage Coach paid a corresponding 75% cost-share, totalling \$105,556.			
Have there been any major personnel changes during this reporting period?	• DEQ's hired a new Grants and Contracts Officer that will be our Fiscal Office point of contact for EPA DERA Grants.	• DEQ's recently hired Grants and Contracts Officer that was to be DEQ's Fiscal Office point of contact for EPA DERA Grants left DEQ. • DEQ will work toward replacing the Grants and Contracts Office			
Did any public relations events regarding this grant take place during the reporting period?	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.			
Are you using websites or other tools used to relay information about this grant to the public?	• DEQ Website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ Website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.			
What project activities are planned for the next reporting period?	• DEQ will host a training session for our 2025 VRP Recipients on Euna Grants (formerly Amplifund) to orientate Recipients with Euna Grants and to provide directions for completing PSCA requirements. • DEQ will coordinate with Participants to ensure new vehicle Purchase Orders are submitted within 60-days of their executed PSCAs.	• DEQ will host a training session for our 2025 VRP Recipients on Euna Grants (formerly Amplifund) to orientate Recipients with Euna Grants and to provide directions for completing PSCA requirements. • DEQ will coordinate with Participants to ensure new vehicle Purchase Orders are submitted within 60-days of their executed PSCAs.			
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	• No program income was generated.	• No program income was generated.			

(State program only)What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/Idahodeq), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:~:text=Students%20bring%20the%20anti%20didling,schools%20and%20study%20its%20effects.&text=Students%20make%20%E2%80%9Cdust%20catchers%E2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/Idahodeq), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:~:text=Students%20bring%20the%20anti%20didling,schools%20and%20study%20its%20effects.&text=Students%20make%20%E2%80%9Cdust%20catchers%E2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.				
Do you have any other comments or feedback?	• N/A	• N/A				

Subaward Reporting Requirements						
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Summaries of results of reviews of financial and programmatic reports.	• N/A	• N/A				
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	• N/A	• N/A				
Environmental results the subrecipient achieved	• N/A	• N/A				
Summaries of audit findings and related pass-through entity management decisions	• N/A	• N/A				
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	• N/A	• N/A				

FY21/FY22 State DERA
Grant: DS-01J94801
Quarterly Report
April - June 2026

Submitted to EPA
07/28/2026

U. S. Environmental Protection Agency
Diesel Emissions Reduction Act (DERA) Grant Program
Financial Summary - Project Lifetime

Grant Recipient	ID Dept. of Environmental Quality
Project Period of Performance	10/01/2021 - 09/30/2025
Grant Number	01J94801
Project Title	FY21/22 State DERA
DERA Program	DERA State

DERA Grant Fiscal Summary TOTAL Year #1 + Year #2	
EPA Project Award Amount Total	\$ 1,033,881
Total Cost Share Amount	\$ 5,053,333
Total Project Costs (EPA + Cost Share)	\$ 6,087,214
EPA Funds Expended to Date	\$ 244,369
EPA Funds Remaining	\$ 789,512

DERA Grant Fiscal Summary Year #1	
Program Fiscal Year	FY2021 DERA Grant
EPA Project Award Amount Year #1	\$ 509,502
Total Cost Share Amount	\$ 2,576,990
Total Voluntary Cost Share	\$ 339,668
Total Mandatory Cost Share Amount	\$ 2,237,322
Total Project Costs (EPA + Cost Share)	\$ 3,086,492

DERA Grant Fiscal Summary Year #2 (If applicable)	
Program Fiscal Year	FY2022 DERA Grant
EPA Project Award Amount Year #2	\$ 524,379
Total Cost Share Amount	\$ 2,476,343
Total Voluntary Cost Share	\$ 349,586
Total Mandatory Cost Share Amount	\$ 2,126,757
Total Project Costs (EPA + Cost Share)	\$ 3,000,722

Table 1. Summary Rate of Expenditure
Record project budget funds ONLY from approved final workplan. All other numbers will reflect automatically from subsequent tabs.

Financial Summary	Total Project Budget					Total Expenses to Date					Remaining Balance				
	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds	
Personnel	\$ 143,799	\$ -	\$ -	\$ -	\$ 143,799	\$ 71,047	\$ -	\$ -	\$ -	\$ 71,047	\$ 72,752	\$ -	\$ -	\$ -	\$ 72,752
Fringe Benefits	\$ 59,141	\$ -	\$ -	\$ -	\$ 59,141	\$ 12,836	\$ -	\$ -	\$ -	\$ 12,836	\$ 46,305	\$ -	\$ -	\$ -	\$ 46,305
Travel	\$ 5,022	\$ -	\$ -	\$ -	\$ 5,022	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,022	\$ -	\$ -	\$ -	\$ 5,022
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ 765,439	\$ 4,364,079	\$ 689,254	\$ -	\$ 5,818,772	\$ 134,823	\$ 406,677	\$ -	\$ -	\$ 541,500	\$ 630,616	\$ 3,957,402	\$ 689,254	\$ -	\$ 5,277,272
Direct Cost Total	\$ 973,401	\$ 4,364,079	\$ 689,254	\$ -	\$ 6,026,734	\$ 218,706	\$ 406,677	\$ -	\$ -	\$ 625,382	\$ 754,695	\$ 3,957,402	\$ 689,254	\$ -	\$ 5,401,352
Indirect Charges	\$ 60,480	\$ -	\$ -	\$ -	\$ 60,480	\$ 25,664	\$ -	\$ -	\$ -	\$ 25,664	\$ 34,816	\$ -	\$ -	\$ -	\$ 34,816
TOTALS	\$ 1,033,881	\$ 4,364,079	\$ 689,254	\$ -	\$ 6,087,214	\$ 244,369	\$ 406,677	\$ -	\$ -	\$ 651,046	\$ 789,512	\$ 3,957,402	\$ 689,254	\$ -	\$ 5,436,168

Financial Summary	EPA Budget Details by Fiscal Year														
	FY2021 DERA Grant					FY2022 DERA Grant					Total Project Budget				
	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds	
Personnel	\$ 54,052				\$ 54,052	\$ 89,747				\$ 89,747	\$ 143,799	\$ -	\$ -	\$ -	\$ 143,799
Fringe Benefits	\$ 23,242				\$ 23,242	\$ 35,899				\$ 35,899	\$ 59,141	\$ -	\$ -	\$ -	\$ 59,141
Travel	\$ 3,316				\$ 3,316	\$ 1,706				\$ 1,706	\$ 5,022	\$ -	\$ -	\$ -	\$ 5,022
Equipment					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ 406,106	\$ 2,237,322	\$ 339,668		\$ 2,983,096	\$ 359,333	\$ 2,126,757	\$ 349,586		\$ 2,835,676	\$ 765,439	\$ 4,364,079	\$ 689,254	\$ -	\$ 5,818,772
Direct Cost Total	\$ 486,716	\$ 2,237,322	\$ 339,668	\$ -	\$ 3,063,706	\$ 486,685	\$ 2,126,757	\$ 349,586	\$ -	\$ 2,963,028	\$ 973,401	\$ 4,364,079	\$ 689,254	\$ -	\$ 6,026,734
Indirect Charges	\$ 22,786				\$ 22,786	\$ 37,694	\$ -	\$ -	\$ -	\$ 37,694	\$ 60,480	\$ -	\$ -	\$ -	\$ 60,480
TOTALS	\$ 509,502	\$ 2,237,322	\$ 339,668	\$ -	\$ 3,086,492	\$ 524,379	\$ 2,126,757	\$ 349,586	\$ -	\$ 3,000,722	\$ 1,033,881	\$ 4,364,079	\$ 689,254	\$ -	\$ 6,087,214

Table 2. Annual Rate of Expenditure															
No Entry Needed - ALL numbers will reflect automatically from subsequent tabs.															
Financial Summary	Year 1					Year 2					Year 3				
	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds	
Personnel	\$ 11,603	\$ -	\$ -	\$ -	\$ 11,603	\$ 22,243	\$ -	\$ -	\$ -	\$ 22,243	\$ 7,310	\$ -	\$ -	\$ -	\$ 7,310
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,651	\$ -	\$ -	\$ -	\$ 2,651
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Cost Total	\$ 11,603	\$ -	\$ -	\$ -	\$ 11,603	\$ 22,243	\$ -	\$ -	\$ -	\$ 22,243	\$ 9,962	\$ -	\$ -	\$ -	\$ 9,962
Indirect Charges	\$ 3,443	\$ -	\$ -	\$ -	\$ 3,443	\$ 7,564	\$ -	\$ -	\$ -	\$ 7,564	\$ 2,955	\$ -	\$ -	\$ -	\$ 2,955
TOTALS	\$ 15,046	\$ -	\$ -	\$ -	\$ 15,046	\$ 29,807	\$ -	\$ -	\$ -	\$ 29,807	\$ 12,916	\$ -	\$ -	\$ -	\$ 12,916

Financial Summary	Year 4					Year 5					
	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	
			VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds		
Personnel	\$ 13,414	\$ -	\$ -	\$ -	\$ 13,414	\$ 16,476	\$ -	\$ -	\$ -	\$ 16,476	
Fringe Benefits	\$ 4,533	\$ -	\$ -	\$ -	\$ 4,533	\$ 5,651	\$ -	\$ -	\$ -	\$ 5,651	
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 134,823	\$ 406,677	\$ -	\$ -	\$ 541,500	
Direct Cost Total	\$ 17,947	\$ -	\$ -	\$ -	\$ 17,947	\$ 156,951	\$ 406,677	\$ -	\$ -	\$ 563,628	
Indirect Charges	\$ 5,373	\$ -	\$ -	\$ -	\$ 5,373	\$ 6,329	\$ -	\$ -	\$ -	\$ 6,329	
TOTALS	\$ 23,321	\$ -	\$ -	\$ -	\$ 23,321	\$ 163,280	\$ 406,677	\$ -	\$ -	\$ 569,956	

U. S. Environmental Protection Agency Diesel Emissions Reduction Act (DERA) Grant Program Financial and Narrative Summary - Year 1			
Grant Recipient	ID Dept. of Environmental Quality	Total EPA Funds Expended: Year 1	\$ 15,046
Grant Number	01J94801	Reporting Cadence	Quarterly
Project Title	FY21/22 State DERA	Project Reporting Period	Oct. 2021 to Sep. 2022

Table 3. Year 5 Annual Rate of Expenditure

Record and update project expenses at each interval according to the reporting cadence determined by your Project Officer. Previous fields should remain and edits should be made to the whenever interannual reports are submitted. Note the table will update based upon the Reporting Cadence field, selected above.

Enter Dates for this Reporting Period	Quarter 1					Quarter 2					Quarter 3					Quarter 4				
	Oct. to Dec. 2021					Jan. to Mar. 2022					Apr. to Jun. 2022					Jul. to Sep. 2022				
	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds	
Personnel					\$ -	\$ 1,224				\$ 1,224	\$ 6,082				\$ 6,082	\$ 4,297				\$ 4,297
Fringe Benefits					\$ -					\$ -					\$ -					\$ -
Travel					\$ -					\$ -					\$ -					\$ -
Equipment					\$ -					\$ -					\$ -					\$ -
Supplies					\$ -					\$ -					\$ -					\$ -
Contractual					\$ -					\$ -					\$ -					\$ -
Subawards					\$ -					\$ -					\$ -					\$ -
Participant Support Costs (e.g., Rebates)					\$ -					\$ -					\$ -					\$ -
Other					\$ -					\$ -					\$ -					\$ -
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,224	\$ -	\$ -	\$ -	\$ 1,224	\$ 6,082	\$ -	\$ -	\$ -	\$ 6,082	\$ 4,297	\$ -	\$ -	\$ -	\$ 4,297
Indirect Charges					\$ -	\$ 361				\$ 361	\$ 1,793				\$ 1,793	\$ 1,289				\$ 1,289
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,584	\$ -	\$ -	\$ -	\$ 1,584	\$ 7,875	\$ -	\$ -	\$ -	\$ 7,875	\$ 5,587	\$ -	\$ -	\$ -	\$ 5,587

Table 4. Project Updates - Narrative Responses

Record and update project updates below.

Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the 'Progress to Date' column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity described within the table.

Fiscal Year	Activities	Anticipated Outcomes	Progress to Date				Progress Notes
			Q1	Q2	Q3	Q4	Write below, as appropriate.
FY21	Provide 25% rebates toward the replacement of 5 school buses.	Lifetime Emission Reductions 2.67 tons of NOx 0.26 tons of PM 0.39 tons of HC 1.40 tons of CO 129.62 tons of CO2 Annual gallons of diesel fuel saved = 11,522	Not Yet Started	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 1 transit bus.	Lifetime Emission Reductions 2.16 tons of NOx 0.04 tons of PM 0.16 tons of HC 0.84 tons of CO 26.60 tons of CO2 Annual gallons of diesel fuel saved = 2,364	Not Yet Started	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 10 tractor trailer trucks.	Lifetime Emission Reductions 39.97 tons of NOx 3.08 tons of PM 2.67 tons of HC 11.20 tons of CO 2,392.28 tons of CO2 Annual gallons of diesel fuel saved = 212,647	Not Yet Started	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 6 local freight trucks.	Lifetime Emission Reductions 8.06 tons of NOx 0.51 tons of PM 0.64 tons of HC 3.70 tons of CO 279.11 tons of CO2 Annual gallons of diesel fuel saved = 24,809	Not Yet Started	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 1 refuse truck.	Lifetime Emission Reductions 1.40 tons of NOx 0.06 tons of PM 0.07 tons of HC 0.45 tons of CO 200.02 tons of CO2 Annual gallons of diesel fuel saved = 17,785	Not Yet Started	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY22	Provide 25% rebates toward the replacement of 8 school buses.	Lifetime Emission Reductions 4.76 tons of NOx 0.41 tons of PM 0.71 tons of HC 2.34 tons of CO 207.39 tons of CO2 Annual gallons of diesel fuel saved = 18,434				In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.

FY22	Provide 25% rebates toward the replacement of 12 tractor trailer trucks.	Lifetime Emission Reductions 37.74 tons of NOx 3.29 tons of PM 2.91 tons of HC 6.61 tons of CO 2,649.92 tons of CO2 Annual gallons of diesel fuel saved = 235,548				In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY22	Provide 25% rebates toward the replacement of 1 refuse truck.	Lifetime Emission Reductions 1.14 tons of NOx 0.05 tons of PM 0.06 tons of HC 0.31 tons of CO 114.30 tons of CO2 Annual gallons of diesel fuel saved = 10,160				In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21/FY22	Coordinate with school districts and Idaho Department of Education	*Increase understanding of implemented technologies. *Widespread adoption of implemented technologies. *Increase student, district, and public awareness of the effects of diesel emissions and how they can be reduced.	In Progress	In Progress	In Progress	In Progress	DEQ has coordinated with the Idaho Association of Counties, the Association of Idaho Cities, direct communication with school district Transportation Supervisors and school Superintendents, as well as interacted with private businesses increasing awareness of vehicle replacement rebate funding opportunities.

Please provide programmatic and narrative financial updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.					
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update	
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	• DEQ plans to utilize grant funds in association with our 2022 Vehicle Replacement Program which DEQ expects to announce in the first quarter of 2022. To date there no accomplishments have been achieved. • Actual accomplishment are aligned with the anticipated outputs/outcomes and timeline/milestones associated with the revised workplan approved and awarded by the EPA.	• DEQ plans to utilize grant funds in association with our 2022 Vehicle Replacement Program (VRP) which DEQ expects to announce in the first half of 2022. To date DEQ is making preparations for the 2022 VRP application announcement. • Actual accomplishment are aligned with the anticipated outputs/outcomes and timeline/milestones associated with the revised workplan approved and awarded by the EPA.	• DEQ plans to utilize grant funds in association with our 2022 Vehicle Replacement Program (VRP) which DEQ expects to announce in the second half of 2022. • Actual accomplishment are aligned with the anticipated outputs/outcomes and timeline/milestones associated with the revised workplan approved and awarded by the EPA.	• DEQ plans to utilize grant funds in association with our 2022 Vehicle Replacement Program (VRP) which DEQ expects to announce in the second half of 2022. • Actual accomplishment are aligned with the anticipated outputs/outcomes and timeline/milestones associated with the revised workplan approved and awarded by the EPA.	
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	• N/A	• N/A	• N/A	• N/A	
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	• N/A	• N/A	• N/A	• N/A	
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	• N/A	• N/A	• N/A	• N/A	
Have there been any major personnel changes during this reporting period?	• N/A	• N/A	• N/A	• N/A	
Did any public relations events regarding this grant take place during the reporting period?	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	
Are you using websites or other tools used to relay information about this grant to the public?	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	
What project activities are planned for the next reporting period?	• DEQ will develop an application guide and applicationo for DEQ's 2022 Vehicle Replacement Program. • DEQ will announce the opening of 2022 Vehicle Replacement Program application period either in the next reporting period, or immediately following.	• DEQ will develop an application guide and applicationo for DEQ's 2022 Vehicle Replacement Program. • DEQ will announce the opening of 2022 Vehicle Replacement Program application period either in the next reporting period, or immediately following.	• DEQ will develop an application guide and applicationo for DEQ's 2022 Vehicle Replacement Program. • DEQ will announce the opening of 2022 Vehicle Replacement Program application period either in the next reporting period, or immediately following.	• DEQ will develop an application guide and applicationo for DEQ's 2022 Vehicle Replacement Program. • DEQ will announce the opening of 2022 Vehicle Replacement Program application period either in the next reporting period, or immediately following.	
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	• No program income was generated.	• No program income was generated.	• No program income was generated.	• No program income was generated.	
(State program only)What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	
Do you have any other comments or feedback?	• N/A	• N/A	• N/A	• N/A	

Subaward Reporting Requirements						
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Summaries of results of reviews of financial and programmatic reports.	NA	NA	NA			
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	NA	NA	NA	NA		
Environmental results the subrecipient achieved	NA	NA	NA	NA		
Summaries of audit findings and related pass-through entity management decisions	NA	NA	NA	NA		
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	NA	NA	NA	NA		

U. S. Environmental Protection Agency Diesel Emissions Reduction Act (DERA) Grant Program <i>Financial and Narrative Summary - Year 2</i>	
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Grant Recipient	ID Dept. of Environmental Quality	Total EPA Funds Expended: Year 2	\$ 29,807
Grant Number	01J94801	Reporting Cadence	Quarterly
Project Title	FY21/22 State DERA	Project Reporting Period	Oct. 2022 to Sep. 2023

Table 5. Year 5 Annual Rate of Expenditure
Record and update project expenses at each interval according to the reporting cadence determined by your Project Officer. Previous fields should remain and edits should be made to the whenever interannual reports are submitted. Note the table will update based upon the Reporting Cadence field, selected above.

Enter Dates for this Reporting Period	Quarter 1					Quarter 2					Quarter 3					Quarter 4				
	Oct. to Dec. 2022					Jan. to Mar. 2023					Apr. to Jun. 2023					Jul. to Sep. 2023				
	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds	
Personnel	\$ 6,530				\$ 6,530	\$ 9,386				\$ 9,386	\$ 3,303				\$ 3,303	\$ 3,024				\$ 3,024
Fringe Benefits					\$ -					\$ -					\$ -					\$ -
Travel					\$ -					\$ -					\$ -					\$ -
Equipment					\$ -					\$ -					\$ -					\$ -
Supplies					\$ -					\$ -					\$ -					\$ -
Contractual					\$ -					\$ -					\$ -					\$ -
Subawards					\$ -					\$ -					\$ -					\$ -
Participant Support Costs (e.g., Rebates)					\$ -					\$ -					\$ -					\$ -
Other					\$ -					\$ -					\$ -					\$ -
Direct Cost Total	\$ 6,530	\$ -	\$ -	\$ -	\$ 6,530	\$ 9,386	\$ -	\$ -	\$ -	\$ 9,386	\$ 3,303	\$ -	\$ -	\$ -	\$ 3,303	\$ 3,024	\$ -	\$ -	\$ -	\$ 3,024
Indirect Charges	\$ 1,959				\$ 1,959	\$ 3,366				\$ 3,366	\$ 1,185				\$ 1,185	\$ 1,054				\$ 1,054
TOTALS	\$ 8,489	\$ -	\$ -	\$ -	\$ 8,489	\$ 12,752	\$ -	\$ -	\$ -	\$ 12,752	\$ 4,488	\$ -	\$ -	\$ -	\$ 4,488	\$ 4,078	\$ -	\$ -	\$ -	\$ 4,078

Table 6. Project Updates - Narrative Responses							
Record and update project updates below.							
Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the 'Progress to Date' column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity described within the table.							
Fiscal Year	Activities	Anticipated Outcomes	Progress to Date				Progress Notes
			Q1	Q2	Q3	Q4	Write below, as appropriate.
FY21	Provide 25% rebates toward the replacement of 5 school buses.	Lifetime Emission Reductions 2.67 tons of NOx 0.26 tons of PM 0.39 tons of HC 1.40 tons of CO 129.62 tons of CO2 Annual gallons of diesel fuel saved = 11,522	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 1 transit bus.	Lifetime Emission Reductions 2.16 tons of NOx 0.04 tons of PM 0.16 tons of HC 0.84 tons of CO 26.60 tons of CO2 Annual gallons of diesel fuel saved = 2,364	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 10 tractor trailer trucks.	Lifetime Emission Reductions 39.97 tons of NOx 3.08 tons of PM 2.67 tons of HC 11.20 tons of CO 2,392.28 tons of CO2 Annual gallons of diesel fuel saved = 212,647	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 6 local freight trucks.	Lifetime Emission Reductions 8.06 tons of NOx 0.51 tons of PM 0.64 tons of HC 3.70 tons of CO 279.11 tons of CO2 Annual gallons of diesel fuel saved = 24,809	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.

FY21	Provide 25% rebates toward the replacement of 1 refuse truck.	Lifetime Emission Reductions 1.40 tons of NOx 0.06 tons of PM 0.07 tons of HC 0.45 tons of CO 200.02 tons of CO2 Annual gallons of diesel fuel saved = 17,785	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY22	Provide 25% rebates toward the replacement of 8 school buses.	Lifetime Emission Reductions 4.76 tons of NOx 0.41 tons of PM 0.71 tons of HC 2.34 tons of CO 207.39 tons of CO2 Annual gallons of diesel fuel saved = 18,434	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY22	Provide 25% rebates toward the replacement of 12 tractor trailer trucks.	Lifetime Emission Reductions 37.74 tons of NOx 3.29 tons of PM 2.91 tons of HC 6.61 tons of CO 2,649.92 tons of CO2 Annual gallons of diesel fuel saved = 235,548	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY22	Provide 25% rebates toward the replacement of 1 refuse truck.	Lifetime Emission Reductions 1.14 tons of NOx 0.05 tons of PM 0.06 tons of HC 0.31 tons of CO 114.30 tons of CO2 Annual gallons of diesel fuel saved = 10,160	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21/22	Coordinate with school districts and Idaho Department of Education	•Increase understanding of implemented technologies. •Widespread adoption of implemented technologies. •Increase student, district, and public awareness of the effects of diesel emissions and how they can be reduced.	In Progress	In Progress	In Progress	In Progress	DEQ has coordinated with the Idaho Association of Counties, the Association of Idaho Cities, direct communication with school district Transportation Supervisors and school Superintendents, as well as interacted with private businesses increasing awareness of vehicle replacement rebate.

Please provide programmatic and narrative financial updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.					
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update	
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	• DEQ plans to utilize grant funds in association with our 2022 Vehicle Replacement Program which DEQ expects to announce in the first quarter of 2022. To date there no accomplishments have been achieved. • Actual accomplishment are aligned with the anticipated outputs/outcomes and timeline/milestones associated with the revised workplan approved and awarded by the EPA.	• DEQ plans to utilize grant funds in association with our 2022 Vehicle Replacement Program (VRP) which DEQ expects to announce in the second half of 2022. To date DEQ is making preparations for the 2022 VRP application announcement. • DEQ has experienced delays associated with existing VRP agreements, increasing demand for DEQ staff time and resulting in delays associated with announcing the next round of VRP application materials as projected in the current workplan.	• DEQ plans to utilize grant funds in association with our Vehicle Replacement Program (VRP) which DEQ hopes to announce in 2023. To date work plan accomplishments have not been achieved. • DEQ has experienced delays associated with existing VRP agreements, increasing demand for DEQ staff time and resulting in delays associated with announcing the next round of VRP application materials as projected in the current workplan.	• DEQ plans to utilize grant funds in association with our Vehicle Replacement Program (VRP) which DEQ hopes to announce in 2024. To date work plan accomplishments have not been achieved. • DEQ has experienced delays associated with existing VRP agreements, increasing demand for DEQ staff time and resulting in delays associated with announcing the next round of VRP application materials as projected in the current workplan.	
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	• N/A	• N/A	• N/A	• N/A	
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	• N/A	• N/A	• DEQ has experienced delays associated with existing VRP agreements, increasing demand for DEQ staff time and resulting in delays associated with announcing the next round of VRP application materials as projected in the current workplan.	• DEQ has experienced delays associated with existing VRP agreements, increasing demand for DEQ staff time and resulting in delays associated with announcing the next round of VRP application materials as projected in the current workplan.	
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above identify the source of the funds.	• N/A	• N/A	• N/A	• N/A	
Have there been any major personnel changes during this reporting period?	• N/A	• DEQ has experienced staff turn-over in most departments, while not directly involved in this project, overall staff turn-over has created increased workloads for all staff, resulting in overall workload increases.	• DEQ has experienced staff turn-over in most departments, while not directly involved in this project, overall staff turn-over has created increased workloads for all staff, resulting in overall workload increases.	• DEQ has experienced staff turn-over in most departments, while not directly involved in this project, overall staff turn-over has created increased workloads for all staff, resulting in overall workload increases.	
Did any public relations events regarding this grant take place during the reporting period?	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	
Are you using websites or other tools used to relay information about this grant to the public?	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	

What project activities are planned for the next reporting period?	• DEQ will develop an application guide and application for DEQ's 2022 Vehicle Replacement Program. • DEQ will announce the opening of 2022 Vehicle Replacement Program application period either in the next reporting period, or immediately following.	• DEQ will develop an application guide and application for DEQ's 2023 Vehicle Replacement Program, renamed from the 2022 VRP, adjusting the name to reflect the year in which the VRP round will be announced. • DEQ will propose a non-cost project period extension request to complete work plan objectives.	• DEQ will develop an application guide and application for DEQ's 2023 Vehicle Replacement Program, renamed from the 2022 VRP, adjusting the name to reflect the year in which the VRP round will be announced. • DEQ will propose a non-cost project period extension request to complete work plan objectives.	• DEQ will develop an application guide and application for DEQ's 2024 Vehicle Replacement Program, renamed from the 2022 VRP, adjusting the name to reflect the year in which the VRP round will be announced. • DEQ will propose a non-cost project period extension request to complete work plan objectives.	
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	• No program income was generated.	• No program income was generated.	• No program income was generated.	• No program income was generated.	
(State program only)What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	
Do you have any other comments or feedback?	• N/A	• N/A	• N/A	• N/A	

Subaward Reporting Requirements						
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Summaries of results of reviews of financial and programmatic reports.	NA	NA	NA	NA		
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	NA	NA	NA	NA		
Environmental results the subrecipient achieved	NA	NA	NA	NA		
Summaries of audit findings and related pass-through entity management decisions	NA	NA	NA	NA		
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	NA	NA	NA	NA		

U. S. Environmental Protection Agency Diesel Emissions Reduction Act (DERA) Grant Program Financial and Narrative Summary - Year 3			
Grant Recipient	ID Dept. of Environmental Quality	Total EPA Funds Expended: Year 3	\$ 12,916
Grant Number	01J94801	Reporting Cadence	Quarterly
Project Title	FY21/22 State DERA	Project Reporting Period	Oct. 2023 to Sep. 2024

Table 7. Year 5 Annual Rate of Expenditure

Record and update project expenses at each interval according to the reporting cadence determined by your Project Officer. Previous fields should remain and edits should be made to the whenever interannual reports are submitted. Note the table will update based upon the Reporting Cadence field, selected above.

Enter Dates for this Reporting Period	Quarter 1					Quarter 2					Quarter 3					Quarter 4				
	Oct. to Dec. 2023					Jan. to Mar. 2024					Apr. to Jun. 2024					Jul. to Sep. 2024				
	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds	
Personnel	\$ 1,904				\$ 1,904	\$ 494				\$ 494	\$ 1,485				\$ 1,485	\$ 3,426				\$ 3,426
Fringe Benefits	\$ 713				\$ 713	\$ 188				\$ 188	\$ 558				\$ 558	\$ 1,193				\$ 1,193
Travel					\$ -					\$ -					\$ -					\$ -
Equipment					\$ -					\$ -					\$ -					\$ -
Supplies					\$ -					\$ -					\$ -					\$ -
Contractual					\$ -					\$ -					\$ -					\$ -
Subawards					\$ -					\$ -					\$ -					\$ -
Participant Support Costs (e.g., Rebates)					\$ -					\$ -					\$ -					\$ -
Other					\$ -					\$ -					\$ -					\$ -
Direct Cost Total	\$ 2,617	\$ -	\$ -	\$ -	\$ 2,617	\$ 682	\$ -	\$ -	\$ -	\$ 682	\$ 2,043	\$ -	\$ -	\$ -	\$ 2,043	\$ 4,619	\$ -	\$ -	\$ -	\$ 4,619
Indirect Charges	\$ 913				\$ 913	\$ 238				\$ 238	\$ 712				\$ 712	\$ 1,092				\$ 1,092
TOTALS	\$ 3,530	\$ -	\$ -	\$ -	\$ 3,530	\$ 920	\$ -	\$ -	\$ -	\$ 920	\$ 2,755	\$ -	\$ -	\$ -	\$ 2,755	\$ 5,711	\$ -	\$ -	\$ -	\$ 5,711

Table 8. Project Updates - Narrative Responses

Record and update project updates below.

Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the 'Progress to Date' column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity described within the table.

Fiscal Year	Activities	Anticipated Outcomes	Progress to Date				Progress Notes
			Q1	Q2	Q3	Q4	Write below, as appropriate.
FY21	Provide 25% rebates toward the replacement of 5 school buses.	Lifetime Emission Reductions 2.67 tons of NOx 0.26 tons of PM 0.39 tons of HC 1.40 tons of CO 129.62 tons of CO2 Annual gallons of diesel fuel saved = 11,522	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 1 transit bus.	Lifetime Emission Reductions 2.16 tons of NOx 0.04 tons of PM 0.16 tons of HC 0.84 tons of CO 26.60 tons of CO2 Annual gallons of diesel fuel saved = 2,364	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 10 tractor trailer trucks.	Lifetime Emission Reductions 39.97 tons of NOx 3.08 tons of PM 2.67 tons of HC 11.20 tons of CO 2,392.28 tons of CO2 Annual gallons of diesel fuel saved = 212,647	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 6 local freight trucks.	Lifetime Emission Reductions 8.06 tons of NOx 0.51 tons of PM 0.64 tons of HC 3.70 tons of CO 279.11 tons of CO2 Annual gallons of diesel fuel saved = 24,809	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21	Provide 25% rebates toward the replacement of 1 refuse truck.	Lifetime Emission Reductions 1.40 tons of NOx 0.06 tons of PM 0.07 tons of HC 0.45 tons of CO 200.02 tons of CO2 Annual gallons of diesel fuel saved = 17,785	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY22	Provide 25% rebates toward the replacement of 8 school buses.	Lifetime Emission Reductions 4.76 tons of NOx 0.41 tons of PM 0.71 tons of HC 2.34 tons of CO 207.39 tons of CO2 Annual gallons of diesel fuel saved = 18,434	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.

FY22	Provide 25% rebates toward the replacement of 12 tractor trailer trucks.	Lifetime Emission Reductions 37.74 tons of NOx 3.29 tons of PM 2.91 tons of HC 6.61 tons of CO 2,649.92 tons of CO2 Annual gallons of diesel fuel saved = 235,548	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY22	Provide 25% rebates toward the replacement of 1 refuse truck.	Lifetime Emission Reductions 1.14 tons of NOx 0.05 tons of PM 0.06 tons of HC 0.31 tons of CO 114.30 tons of CO2 Annual gallons of diesel fuel saved = 10,160	In Progress	In Progress	In Progress	In Progress	DEQ is developing PSCA eligibility requirements and terms and conditions. Output is expected to be achieved by the project period end date.
FY21/22	Coordinate with school districts and Idaho Department of Education	•Increase understanding of implemented technologies. •Widespread adoption of implemented technologies. •Increase student, district, and public awareness of the effects of diesel emissions and how they can be reduced.	In Progress	In Progress	In Progress	In Progress	DEQ has coordinated with the Idaho Association of Counties, the Association of Idaho Cities, direct communication with school district Transportation Supervisors and school Superintendents, as well as interacted with private businesses increasing awareness of vehicle replacement rebate funding opportunities.

Please provide programmatic and narrative financial updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.					
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update	
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	• DEQ plans to utilize grant funds in association with our Vehicle Replacement Program (VRP) which DEQ hopes to announce in 2023. To date work plan accomplishments have not been achieved. • DEQ has experienced delays associated with existing VRP agreements, increasing demand for DEQ staff time and resulting in delays associated with announcing the next round of VRP application materials as projected in the current workplan.	• Anticipated outputs/outcomes and timelines/milestones have not been achieved in alignment with Work Plan specifications. • DEQ has experienced delays in announcing the next round of Vehicle Replacement Program (VRP) application materials due to overall agency attrition and an increase in demand of agency staff. • To date Work Plan accomplishments have not been accomplished.	• Anticipated outputs/outcomes and timelines/milestones have not been achieved in alignment with Work Plan specifications. • DEQ coordinated with EPA regarding delays in announcing the next round of Vehicle Replacement Program (VRP). • To date Work Plan accomplishments have not been accomplished.	• Anticipated outputs/outcomes and timelines/milestones have not been achieved in alignment with Work Plan specifications. • While DEQ had anticipated announcing the next VRP funding opportunity this quarter, a programmatic change to our DERA and VW funded VRP has resulted in additional delay in this activity. • DEQ is integrating our VRP program with a new grant tracking SW application called Amplifund.	
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	• N/A	• N/A	• N/A	• N/A	
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	• DEQ has experienced delays associated with existing VRP agreements, increasing demand for DEQ staff time and resulting in delays associated with announcing the next round of VRP application materials as projected in the current workplan.	• DEQ intends to execute Grant funding through execution of a Vehicle Replacement Program (VRP) which combines DERA grant funding with DEQ's remaining VW Settlement fund. • DEQ is completing an accounting of remaining VW Settlement funds in order to ascertain the value of a DERA/VW funded VRP funding opportunity. • DEQ experienced delays associated with our VW fund accounting, which in turn created additional delay in announcing our next next round of VRP application materials as projected in the current workplan.	• DEQ is completing an accounting of remaining VW Settlement funds in order to ascertain the value of a DERA/VW funded VRP funding opportunity. • DEQ experienced delays associated with our VW fund accounting, which in turn created additional delay in announcing our next next round of VRP application materials as projected in the current workplan. • DEQ coordinated with EPA Project Officer regarding project delays and anticipates announcing a VRP funding opportunity in the next quarter.	• DEQ will integrate Amplifund with existing DERA funded PSCAs, upcoming solicitations, applications, and new PSCAs. • While DEQ anticipates the integration of our VRP with Amplifund will recognize increases in Program execution efficiencies, DEQ also recognizes this transition will create delays in anticipated timelines.	
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	• N/A	• N/A	• N/A	• N/A	
Have there been any major personnel changes during this reporting period?	• DEQ has experienced staff turn-over in most departments, while not directly involved in this project, overall staff turn-over has created increased workloads for all staff, resulting in overall workload increases.	• DEQ has experienced a cumulative strain on staff resources in most departments; which has increased workload demands on on staff.	• DEQ is evaluating the possibility of bringing on additional staff to assist in managing VW and DERA related work.	• DEQ was not successful in adding additional staff to assist in managing VW and DERA related work. • DEQ anticipates that transitioning to Amplifund will allow for significant program efficiencies.	
Did any public relations events regarding this grant take place during the reporting period?	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	
Are you using websites or other tools used to relay information about this grant to the public?	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	
What project activities are planned for the next reporting period?	• DEQ will develop an application guide and application for DEQ's 2024 Vehicle Replacement Program, renamed from the 2022 VRP, adjusting the name to reflect the year in which the VRP round will be announced. • DEQ will propose a non-cost project period extension request to complete work plan objectives.	• DEQ will open the next VRP competitive funding opportunity application period by mid-June to early July 2024. • DEQ will allow a 60-day application period, after which DEQ will evaluate applications and award VRP projects through Participant Support Cost Agreements.	• DEQ will open the next VRP competitive funding opportunity application period in the next reporting period. • DEQ will allow a 60-day application period, after which DEQ will evaluate applications and award VRP projects through Participant Support Cost Agreements.	• DEQ will integrate Amplifund with existing DERA funded PSCAs, upcoming solicitations, applications, and new PSCAs. • DEQ staff will attend EPA's Dec. 3rd webinar or Participant Support Costs • DEQ anticipates coordinating with internal Fiscal and Legal departments to review proposed PSCAs to ensure compliance with updated EPA PSCA guidance.	
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	• No program income was generated.	• No program income was generated.	• No program income was generated.	• No program income was generated.	

(State program only)What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	
Do you have any other comments or feedback?	• N/A	• N/A	• N/A	• N/A	

Subaward Reporting Requirements						
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Summaries of results of reviews of financial and programmatic reports.	• N/A	• N/A	• N/A	• N/A		
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	• N/A	• N/A	• N/A	• N/A		
Environmental results the subrecipient achieved	• N/A	• N/A	• N/A	• N/A		
Summaries of audit findings and related pass-through entity management decisions	• N/A	• N/A	• N/A	• N/A		
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	• N/A	• N/A	• N/A	• N/A		

U. S. Environmental Protection Agency Diesel Emissions Reduction Act (DERA) Grant Program Financial and Narrative Summary - Year 4			
Grant Recipient	ID Dept. of Environmental Quality	Total EPA Funds Expended: Year 4	\$ 23,321
Grant Number	01J94801	Reporting Cadence	Quarterly
Project Title	FY21/22 State DERA	Project Reporting Period	July - September 2025

Table 9. Year 5 Annual Rate of Expenditure
Record and update project expenses at each interval according to the reporting cadence determined by your Project Officer. Previous fields should remain and edits should be made to the whenever interannual reports are submitted. Note the table will update based upon the Reporting Cadence field, selected above.

Enter Dates for this Reporting Period	Quarter 1					Quarter 2					Quarter 3					Quarter 4				
	Oct. to Dec. 2024					Jan. to Mar. 2025					Apr. to Jun. 2025					Jul. to Sep. 2025				
	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds	
Personnel	\$ 2,152				\$ 2,152	\$ 2,520				\$ 2,520	\$ 2,514				\$ 2,514	\$ 6,228				\$ 6,228
Fringe Benefits	\$ 805				\$ 805	\$ 856				\$ 856	\$ 898				\$ 898	\$ 1,974				\$ 1,974
Travel					\$ -					\$ -					\$ -					\$ -
Equipment					\$ -					\$ -					\$ -					\$ -
Supplies					\$ -					\$ -					\$ -					\$ -
Contractual					\$ -					\$ -					\$ -					\$ -
Subawards					\$ -					\$ -					\$ -					\$ -
Participant Support Costs (e.g., Rebates)					\$ -					\$ -					\$ -					\$ -
Other					\$ -					\$ -					\$ -					\$ -
Direct Cost Total	\$ 2,957	\$ -	\$ -	\$ -	\$ 2,957	\$ 3,376	\$ -	\$ -	\$ -	\$ 3,376	\$ 3,412	\$ -	\$ -	\$ -	\$ 3,412	\$ 8,202	\$ -	\$ -	\$ -	\$ 8,202
Indirect Charges	\$ 1,415				\$ 1,415	\$ 1,117				\$ 1,117	\$ 930				\$ 930	\$ 1,911				\$ 1,911
TOTALS	\$ 4,373	\$ -	\$ -	\$ -	\$ 4,373	\$ 4,493	\$ -	\$ -	\$ -	\$ 4,493	\$ 4,342	\$ -	\$ -	\$ -	\$ 4,342	\$ 10,113	\$ -	\$ -	\$ -	\$ 10,113

Table 10. Project Updates - Narrative Responses Record and update project updates below.							
Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the "Progress to Date" column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity described within the table.							
Fiscal Year	Activities	Anticipated Outcomes	Progress to Date				Progress Notes
			Q1	Q2	Q3	Q4	Write below, as appropriate.
FY21	Provide 25% of rebates toward the replacement of 5 school buses.	Lifetime Emission Reductions 2.67 tons of NOx 0.26 tons of PM 0.39 tons of HC 1.40 tons of CO 129.62 tons of CO2 Annual gallons of diesel fuel saved = 11,522	In Progress	In Progress	In Progress	In Progress	DEQ finalized the 2025 VRP PSCA funding opportunity application and Application Guide, and successfully opened and closed the application period during the July–September reporting period. DEQ coordinated with EPA during the reporting period regarding a no-cost project period extension request.
FY21	Provide 25% of rebates toward the replacement of 1 transit bus.	Lifetime Emission Reductions 2.16 tons of NOx 0.04 tons of PM 0.16 tons of HC 0.84 tons of CO 26.60 tons of CO2 Annual gallons of diesel fuel saved = 2,364	In Progress	In Progress	In Progress	In Progress	
FY21	Provide 25% of rebates toward the replacement of 10 tractor trailer trucks	Lifetime Emission Reductions 39.97 tons of NOx 3.08 tons of PM 2.67 tons of HC 11.20 tons of CO 2,392.28 tons of CO2 Annual gallons of diesel fuel saved = 212,647	In Progress	In Progress	In Progress	In Progress	
FY21	Provide 25% of rebates toward the replacement of 6 local freight trucks.	Lifetime Emission Reductions 8.06 tons of NOx 0.51 tons of PM 0.64 tons of HC 3.70 tons of CO 279.11 tons of CO2 Annual gallons of diesel fuel saved = 24,809	In Progress	In Progress	In Progress	In Progress	
FY21	Provide 25% of rebates toward the replacement of 1 refuse truck.	Lifetime Emission Reductions 1.40 tons of NOx 0.06 tons of PM 0.07 tons of HC 0.45 tons of CO 200.02 tons of CO2 Annual gallons of diesel fuel saved = 17,785	In Progress	In Progress	In Progress	In Progress	
FY22	Provide 25% of rebates toward the replacement of 8 school buses.	Lifetime Emission Reductions 4.76 tons of NOx 0.41 tons of PM 0.71 tons of HC 2.34 tons of CO 207.39 tons of CO2 Annual gallons of diesel fuel saved = 18,434	In Progress	In Progress	In Progress	In Progress	DEQ finalized the 2025 VRP PSCA funding opportunity application and Application Guide, and successfully opened and closed the application period during the July–September reporting period. DEQ coordinated with EPA during the reporting period regarding a no-cost project period extension request.
FY22	Provide 25% of rebates toward the replacement of 12 tractor trailer trucks.	Lifetime Emission Reductions 37.74 tons of NOx 3.29 tons of PM 2.91 tons of HC 6.61 tons of CO 2,649.92 tons of CO2 Annual gallons of diesel fuel saved = 235,548	In Progress	In Progress	In Progress	In Progress	
FY22	Provide 25% of rebates toward the replacement of 1 refuse truck.	Lifetime Emission Reductions 1.14 tons of NOx 0.05 tons of PM 0.06 tons of HC 0.31 tons of CO 114.30 tons of CO2 Annual gallons of diesel fuel saved = 10,160	In Progress	In Progress	In Progress	In Progress	

FY21/FY22	Coordinate with school districts and Idaho Department of Education.	•Increase understanding of implemented technologies. •Widespread adoption of implemented technologies. •Increase student, district, and public awareness of the effects of diesel emissions and how they can be reduced.	In Progress	In Progress	In Progress	In Progress	In completing the 2025 VRP PSCA funding opportunity materials, DEQ coordinated with the Idaho Association of Counties, the Association of Idaho Cities, and direct communicated with school district Transportation Supervisors and school Superintendents, as well as interacted with private businesses increasing awareness of vehicle replacement rebate funding opportunities.

Please provide programmatic and narrative financial updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.					
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update	
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	• Anticipated outputs/outcomes and timelines/milestones have not been achieved in alignment with Work Plan Specifications. • DEQ's developing revised PSCAs in preparation for the next VRP funding opportunity. • DEQ continues to integrate the VRP program with a new grant tracking SW application called Amplifund.	• Work Plan milestones are behind schedule, however, progress has been made toward announcing the next round of vehicle replacement funding. • DEQ experience delays with integrating the vehicle replacement program with our new grant tracking software application, Amplifund	• DEQ coordinated with EPA Project Officer and Region 10 Air and Division staff to request a no-cost project period extension. • DEQ is requesting additional time to spend remaining voluntary cost-share funding associate with this grant. • DEQ intends to utilize funding in the upcoming 2025 Vehicle Replacement Program funding opportunity.	• DEQ finalized the 2025 VRP PSCA funding opportunity application and Application Guide, and successfully opened and closed the application period during the July–September reporting period. • DEQ received over \$10 million in application for replacing vehicles, of which \$4.5 million were eligible under the FY205 DERA program requirements. • DEQ intends to utilize funding in the upcoming 2025 Vehicle Replacement Program funding opportunity. • DEQ has requested a no-cost project period extension to spend remaining funds available with this grant.	
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	• N/A	• N/A	• There have been no changes in the vehicles proposed since the last quarter.	• There have been no changes in the vehicles proposed since the last quarter.	
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	• DEQ did not award rebates during this reporting period.	
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	• While DEQ anticipates the integration of our VRP with Amplifund will recognize increases in Program execution efficiencies, DEQ also recognized this transition has created delays in anticipated timelines. • DEQ anticipates completing the integration of the existing VRP with Amplifund for the upcoming VRP fundig opportunity.	• DEQ experienced delays in utilizing and integrating the VRP with Amplifund, our grant tracking application. • DEQ anticipates completing the integration of the existing VRP with Amplifund for the upcoming VRP fundig opportunity."	• As discussed in coordination with EPA Region 10 staff, DEQ has developed a plan to utilize grant funding in the upcoming 2025 VRP funding opportunity.	• DEQ has coordinated closely EPA Region 10 staff. DEQ has developed a plan to utilize grant funding in the upcoming 2025 VRP funding opportunity.	
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	• N/A	• N/A	• N/A	• DEQ did not award rebates during this reporting period; there are no cost-shares to report.	
Have there been any major personnel changes during this reporting period?	• DEQ's Fiscal Office Division Administrator left DEQ, and a new Administrator has been hired.	• There have been no major personnel changes during this reporting period.	• DEQ's DERA grant officer moved out of state and no longer works at DEQ. • DEQ's Grant Manager will be filling in for DERA project tasks until a replacement Grant Officer is hired.	• DEQ has hired a new Grants/Contracts Officer who will be the primary fiscal point of contact for DERA related grant funding.	
Did any public relations events regarding this grant take place during the reporting period?	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	
Are you using websites or other tools used to relay information about this grant to the public?	• DEQ Website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram (Instagram.com/IdahoDEQ/)), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:~:text=Students%20bring%20the%20ant%20Didling,schools%20and%20study%20its%20effects.&text=Students%20make%20%E2%80%9Ccust%20catchers%E2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). - This includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram (Instagram.com/IdahoDEQ/)), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:~:text=Students%20bring%20the%20ant%20Didling,schools%20and%20study%20its%20effects.&text=Students%20make%20%E2%80%9Ccust%20catchers%E2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). - This includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram (Instagram.com/IdahoDEQ/)), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:~:text=Students%20bring%20the%20ant%20Didling,schools%20and%20study%20its%20effects.&text=Students%20make%20%E2%80%9Ccust%20catchers%E2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). - This includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	
What project activities are planned for the next reporting period?	• DEQ will integrate Amplifund with existing DERA funded PSCAs, upcoming solicitations, applications, and new PSCA's. • DEQ anticipates completing PSCAs for the upcoming VRP funding opportunity.	• DEQ will integrate Amplifund with existing DERA funded PSCAs, upcoming solicitations, applications, and new PSCA's. • DEQ anticipates completing PSCAs for the upcoming VRP funding opportunity. • DEQ anticipates coordinating with EPA DERA Program staff regarding our VRP.	• DEQ will finalize 2025 VRP competitive funding opportunity application and application guide, and announce the 2025 VRP funding opportunity to eligible applicants • DEQ will continue to coordinate with EPA staff to request a non-cost project period extension • DEQ intends to utilize unspent funding associateed with the FY21/FY22 State grant funds on the upcoming VRP funding opportunity.	• DEQ will finalize evaluations and scoring the 2025 VRP applications received. • DEQ will award PSCAs to participants who's vehicles are eligible under the FY205 DERA program requirements up to the funds remaining on the grant. • DEQ will continue to coordinate with EPA staff on DEQ's request a non-cost project period extension • DEQ intends to award 2025 VRP PSCAs using unspent FY20 State voluntary cost share grant funds.	
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	• No program income was generated.	• No program income was generated.	• No program income was generated.	• No program income was generated.	

(State program only)What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	• DEQ website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/Idahodeq), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:::text=Students%20bring%20the%20anti%20making%20%80%9Cdust%20catchers%E2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/Idahodeq), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:::text=Students%20bring%20the%20anti%20making%20%80%9Cdust%20catchers%E2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/Idahodeq), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:::text=Students%20bring%20the%20anti%20making%20%80%9Cdust%20catchers%E2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trappe). This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.		
Do you have any other comments or feedback?	• N/A	• N/A	• N/A	• N/A		

Subaward Reporting Requirements						
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Summaries of results of reviews of financial and programmatic reports.	• N/A	• N/A	• N/A	• N/A		
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	• N/A	• N/A	• N/A	• N/A		
Environmental results the subrecipient achieved	• N/A	• N/A	• N/A	• N/A		
Summaries of audit findings and related pass-through entity management decisions	• N/A	• N/A	• N/A	• N/A		
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	• N/A	• N/A	• N/A	• N/A		

U. S. Environmental Protection Agency
Diesel Emissions Reduction Act (DERA) Grant Program
Financial and Narrative Summary - Year 5

Grant Recipient	ID Dept. of Environmental Quality	Total EPA Funds Expended: Year 5	\$ 163,7
Grant Number	01J94801	Reporting Cadence	Quarterly
Project Title	FY21/22 State DERA	Project Reporting Period	Jan. to Mar. 2026

Table 11. Year 5 Annual Rate of Expenditure

Record and update project expenses at each interval according to the reporting cadence determined by your Project Officer. Previous fields should remain and edits should be made to the whenever interannual reports are submitted. Note the table will update based upon the Reporting Cadence field, selected above.

Enter Dates for this Reporting Period	Quarter 1					Quarter 2					Quarter 3					Quarter 4				
	Oct. to Dec. 2025					Jan. to Mar. 2026					Apr. to Jun. 2026					Jul. to Sep. 2026				
	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds	
Personnel	\$ 431				\$ 431	\$ 10,649				\$ 10,649	\$ 5,396				\$ 5,396					\$ -
Fringe Benefits	\$ -				\$ -	\$ 3,778				\$ 3,778	\$ 1,874				\$ 1,874					\$ -
Travel	\$ -				\$ -					\$ -					\$ -					\$ -
Equipment	\$ -				\$ -					\$ -					\$ -					\$ -
Supplies	\$ -				\$ -					\$ -					\$ -					\$ -
Contractual	\$ -				\$ -					\$ -					\$ -					\$ -
Subawards	\$ -				\$ -					\$ -					\$ -					\$ -
Participant Support Costs (e.g., Rebates)	\$ -				\$ -					\$ -					\$ -					\$ -
Other	\$ -				\$ -	\$ 73,844	\$ 221,533			\$ 295,377	\$ 60,979	\$ 185,144			\$ 246,123					\$ -
Direct Cost Total	\$ 431	\$ -	\$ -	\$ -	\$ 431	\$ 88,271	\$ 221,533	\$ -	\$ -	\$ 309,804	\$ 68,249	\$ 185,144	\$ -	\$ -	\$ 253,393	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges	\$ 123				\$ 123	\$ 4,126				\$ 4,126	\$ 2,079				\$ 2,079					\$ -
TOTALS	\$ 555	\$ -	\$ -	\$ -	\$ 555	\$ 92,397	\$ 221,533	\$ -	\$ -	\$ 313,930	\$ 70,328	\$ 185,144	\$ -	\$ -	\$ 255,472	\$ -	\$ -	\$ -	\$ -	\$ -

Table 12. Project Updates - Narrative Responses

Record and update project updates below.

Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the 'Progress to Date' column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity described within the table.

Fiscal Year	Activities	Anticipated Outcomes	Progress to Date				Progress Notes Write below, as appropriate.
			Q1	Q2	Q3	Q4	
FY21	Provide 25% of rebates toward the replacement of 5 school buses.	Lifetime Emission Reductions 2.67 tons of NOx 0.26 tons of PM 0.39 tons of HC 1.40 tons of CO 129.62 tons of CO2 Annual gallons of diesel fuel saved = 11,522	In Progress	In Progress	In Progress		DEQ selected PSCA Recipients to award funding to from the Idaho DEQ 2025 Vehicle Replacement Program. DEQ finalized fully executed PSCAs with Participants specifically funded through the FY21 State DERA grant. DEQ coordinated with EPA during the reporting period regarding a no-cost project period extension request.
FY21	Provide 25% of rebates toward the replacement of 1 transit bus.	Lifetime Emission Reductions 2.16 tons of NOx 0.04 tons of PM 0.16 tons of HC 0.84 tons of CO 26.60 tons of CO2 Annual gallons of diesel fuel saved = 2,364	In Progress	In Progress	In Progress		
FY21	Provide 25% of rebates toward the replacement of 10 tractor trailer trucks	Lifetime Emission Reductions 39.97 tons of NOx 3.08 tons of PM 2.67 tons of HC 11.20 tons of CO 2,392.28 tons of CO2 Annual gallons of diesel fuel saved = 212,647	In Progress	In Progress	In Progress		
FY21	Provide 25% of rebates toward the replacement of 6 local freight trucks.	Lifetime Emission Reductions 8.06 tons of NOx 0.51 tons of PM 0.64 tons of HC 3.70 tons of CO 279.11 tons of CO2 Annual gallons of diesel fuel saved = 24,809	In Progress	In Progress	In Progress		
FY21	Provide 25% of rebates toward the replacement of 1 refuse truck.	Lifetime Emission Reductions 1.40 tons of NOx 0.06 tons of PM 0.07 tons of HC 0.45 tons of CO 200.02 tons of CO2 Annual gallons of diesel fuel saved = 17,785	In Progress	In Progress	In Progress		
FY22	Provide 25% of rebates toward the replacement of 8 school buses.	Lifetime Emission Reductions 4.76 tons of NOx 0.41 tons of PM 0.71 tons of HC 2.34 tons of CO 207.39 tons of CO2 Annual gallons of diesel fuel saved = 18,434	In Progress	In Progress	In Progress		

FY22	Provide 25% of rebates toward the replacement of 12 tractor trailer trucks.	Lifetime Emission Reductions 37.74 tons of NOx 3.29 tons of PM 2.91 tons of HC 6.61 tons of CO 2,649.92 tons of CO2 Annual gallons of diesel fuel saved = 235,548	In Progress	In Progress	In Progress		DEQ selected PSCA Recipients to award funding to from the Idaho DEQ 2025 Vehicle Replacement Program. DEQ finalized fully executed PSCA with Participants specifically funded through the FY22 State DERA grant. DEQ coordinated with EPA during the reporting period regarding a no-cost project period extension request.
FY22	Provide 25% of rebates toward the replacement of 1 refuse truck.	Lifetime Emission Reductions 1.14 tons of NOx 0.05 tons of PM 0.06 tons of HC 0.31 tons of CO 114.30 tons of CO2 Annual gallons of diesel fuel saved = 10,160	In Progress	In Progress	In Progress		
FY21/FY22	Coordinate with school districts and Idaho Department of Education.	•Increase understanding of implemented technologies. •Widespread adoption of implemented technologies. •Increase student, district, and public awareness of the effects of diesel emissions and how they can be reduced.	In Progress	In Progress	In Progress		In completing the 2025 VRP PSCA funding opportunity materials, DEQ coordinated with the Idaho Association of Counties, the Association of Idaho Cities, and direct communicated with school district Transportation Supervisors and school Superintendents, as well as interacted with private businesses increasing awareness of vehicle replacement rebate funding opportunities.

Please provide programmatic and narrative financial updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.					
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update	
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	•DEQ selected PSCA Recipients to award funding to from the Idaho DEQ's 2025 Vehicle Replacement Program. •DEQ finalized fully executed PSCA with Participants specifically funded through the FY21 and FY22 State DERA grants. •DEQ continued coordination with EPA and was notified that a no-cost project period extension request had been preliminarily approved and is ready for formal leadership review.	•DEQ selected PSCA Recipients to award funding to from the Idaho DEQ's 2025 Vehicle Replacement Program. •DEQ finalized fully executed PSCA with Participants specifically funded through the FY21 and FY22 State DERA grants. •DEQ continued coordination with EPA and was notified that a no-cost project period extension request had been preliminarily approved and is ready for formal leadership review.	•DEQ coordinated with Participants to answer questions and facilitate rebate request submissions. •Accomplishments are aligning with anticipated outputs and outcomes in the Project Workplan		
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	•DEQ identified specific vehicles that will be added to the Fleet Description in the next reporting period.	•DEQ identified specific vehicles that will be added to the Fleet Description in the next reporting period.	• Vehicles identified for replacement as part of the 2025 VRP have been updated in the Fleet Description.		
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	•DEQ did not award rebates during this reporting period.	•DEQ awarded one 25% rebate in the amount of \$38,659 to Independent School District for one school bus, which cost \$154,636. •DEQ awarded one 25% rebate in the amount of \$35,185 to Rocky Mountain Stage Coach for one school bus, which cost \$140,741.5.	•DEQ awarded one 25% rebate in the amount of \$60,979 to Murtaugh School District for one school bus, which cost \$246,123.17.		
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	• DEQ has coordinated closely with EPA Region 10 staff on a no-cost project period extension. •DEQ has awarded executed PSCA to be funded with the FY21/FY22 State DERA funding. •DEQ anticipates that outputs/outcomes and timelines/milestones will be met.	• DEQ has coordinated closely with EPA Region 10 staff on a no-cost project period extension, which was awarded 01/20/2026. •DEQ has awarded executed PSCA to be funded with the FY21/FY22 State DERA funding. •DEQ anticipates that outputs/outcomes and timelines/milestones will be met.	•DEQ anticipates that outputs/outcomes and timelines/milestones will be met.		
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	• DEQ did not award rebates during this reporting period; there are no cost-shares to report.	•DEQ Participant, Independent School District paid a corresponding 75% cost-share, totalling \$115,977. •DEQ Participant, Rocky Mountain Stage Coach paid a corresponding 75% cost-share, totalling \$105,556.	•DEQ Participant, Murtaugh School District paid a corresponding 75% cost-share, totalling \$185,143.95 for one school bus, which cost \$246,123.17.		
Have there been any major personnel changes during this reporting period?	• DEQ's hired a new Grants and Contracts Officer that will be our Fiscal Office point of contact for EPA DERA Grants.	• DEQ's recently hired Grants and Contracts Officer that was to be DEQ's Fiscal Office point of contact for EPA DERA Grants left DEQ. • DEQ will work toward replacing the Grants and Contracts Office	• DEQ has hired new Grants and Contracts staff. Roles and responsibilities are being determined.		
Did any public relations events regarding this grant take place during the reporting period?	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.	• DEQ did not participate in public relations "events" in relation to this specific grant.		
Are you using websites or other tools used to relay information about this grant to the public?	• DEQ Website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ Website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ Website and social media continue to provide information about the Clean Air Zone program as well as the Clean School Bus program: https://www.deq.idaho.gov/public-information/pollution-prevention/p2-for-schools/. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.		
What project activities are planned for the next reporting period?	• DEQ will host a training session for our 2025 VRP Recipients on Euna Grants (formerly Amplifund) to orientate Recipients with Euna Grants and to provide directions for completing PSCA requirements. • DEQ will coordinate with Participants to ensure new vehicle Purchase Orders are submitted within 60-days of their executed PSCAs.	• DEQ will host a training session for our 2025 VRP Recipients on Euna Grants (formerly Amplifund) to orientate Recipients with Euna Grants and to provide directions for completing PSCA requirements. • DEQ will coordinate with Participants to ensure new vehicle Purchase Orders are submitted within 60-days of their executed PSCAs.	• DEQ will process rebate requests as they are submitted by Participatns.		
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	• No program income was generated.	• No program income was generated.	• No program income was generated.		

(State program only)What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/Idahodeq), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:~:text=Students%20bring%20the%20anti%20didling,schools%20and%20study%20its%20effects.&text=Students%20make%20%20%80%9Cdust%20catchers%2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/Idahodeq), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:~:text=Students%20bring%20the%20anti%20didling,schools%20and%20study%20its%20effects.&text=Students%20make%20%20%80%9Cdust%20catchers%2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.	• DEQ utilizes social media such as Facebook (facebook.com/IdahoDEQ/), Instagram (Instagram.com/Idahodeq), and maintains an Outreach and Education website to educate the public about our environment, pollution, and air, water, and waste: (https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/#:~:text=Students%20bring%20the%20anti%20didling,schools%20and%20study%20its%20effects.&text=Students%20make%20%20%80%9Cdust%20catchers%2%80%9D%20to,particulate%20pollution%20around%20their%20school.&text=Students%20create%20a%20temperature%20inversion,trapped%20with%20that%20cold%20air.). This also includes DEQ's Clean Air Zone program (https://www2.deq.idaho.gov/admin/LEIA/api/document/download/13129), educating Idahoans about reducing air pollution associated with vehicle and school bus idling at our schools. • DEQ has a website associated with the VW Settlement Fund, and has been utilizing this website for outreach associated with DEQ's Diesel Emission Reduction Program and DERA Grant Program: https://www.deq.idaho.gov/air-quality/improving-air-quality/volkswagen-and-diesel-funding/.			
Do you have any other comments or feedback?	• N/A	• N/A	• N/A			

Subaward Reporting Requirements						
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.						
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update		
Summaries of results of reviews of financial and programmatic reports.	• N/A	• N/A	• N/A			
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	• N/A	• N/A	• N/A			
Environmental results the subrecipient achieved	• N/A	• N/A	• N/A			
Summaries of audit findings and related pass-through entity management decisions	• N/A	• N/A	• N/A			
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	• N/A	• N/A	• N/A			

Action Title
2020 VRP_EMA1_Class 8 Truck

Beneficiary Project ID
2020-02

Reporting Period
08/31/2020 - 06/30/2026

All projects associated with this Action Title have been completed. The Trust has fully funded the Action Title, and this submission represents the final reporting for this Action Title.

Submitted: July 30, 2026

VW Settlement Decree
State of Idaho D-4 #9 — 2020-VRP-EMA1 — Class 8 Truck Replacement — Semi Annual Report

Grant Recipient	Idaho Department of Environmental Quality (IDEQ)
Grant Cycle	2020-VRP — EMA-1 Class 8 Truck Replacement Program
Reporting Period	08/31/2020 - 06/30/2026

WORKPLAN BUDGET	EMA-1 (Class 8 Local Freight Trucks and Port Drayage Trucks)
Total VW Settlement Funds Disbursed to IDEQ	\$2,845,546.00
Interest Earned on VW Funds	\$0.00
Total VW Funds Obligated	\$2,845,546.00
Total VW Funds Expended	\$2,845,546.00
Total VW Funds On Hand	\$0.00
Balance in Account	\$0.00

Summary of D-4 #9 Costs							
Eligible Mitigation Action	Total Funds Obligated	Total Funds Expended	VW Mitigation Funds		Match Funds		Notes
			Obligated	Expended	Obligated	Expended	
Bonner County Road & Bridge	\$562,614.00	\$562,614.00	\$225,046.00	\$225,045.60	\$337,568.00	\$337,568.00	Complete — 3 trucks. Rebate: 40%
Hillsdale Highway District	\$660,320.00	\$660,320.00	\$264,128.00	\$264,128.00	\$396,192.00	\$396,192.00	Complete — 4 trucks. Rebate: 40%
Franklin County Road & Bridge	\$459,822.00	\$459,822.00	\$183,928.00	\$183,928.40	\$275,894.00	\$275,893.60	Complete — 2 dump trucks. Rebate: 40%
Franklin County Solid Waste	\$279,800.00	\$279,800.00	\$111,920.00	\$111,920.00	\$167,880.00	\$167,880.00	Complete — 1 refuse truck. Rebate: 40%
Republic Services (CNG)	\$339,946.00	\$339,946.00	\$84,987.00	\$84,986.56	\$254,959.00	\$254,959.00	Complete — 1 CNG truck. Rebate: 25%
Republic Services (EV)	\$4,237,793.00	\$4,237,793.00	\$1,907,007.00	\$1,907,006.91	\$2,330,786.00	\$2,330,786.00	Complete — 5 electric trucks. Rebate: 45%
Administrative Costs	\$68,530.00	\$68,530.53	\$68,530.00	\$68,530.53	\$0.00	\$0.00	
Unused project funds							\$0.00
Unused administrative costs	(\$0.53)						(\$0.53)
Interest Earnings							\$0.00
TOTALS	\$6,608,825.00	\$6,608,825.53	\$2,845,546.00	\$2,845,546.00	\$3,763,279.00	\$3,763,278.60	
VW Trust Portal Reconciliation							
Trust-Reported Funds Remaining *							\$0.00

* Per the VW Environmental Mitigation Trust Portal (accessed 07/14/2026), this is the Trust's total remaining undisbursed balance for this D-4's combined equipment and administrative funding request stream — distinct from "Unused administrative costs" above, which reflects only IDEQ's internal budget-vs-actual variance on the administrative cost line alone.

Project Overview — D-4 #9 Revision History
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This section summarizes how the D-4 evolved from initial approval through the most recent revision.

D-4 Version & Date	VW Trust Amount	# Vehicles / Recipients	Key Changes / Description of Revision
Original D-4 Funding Request 01 Signed: 07/01/2020 Approved: 08/31/2020	\$3,862,380.00	Proposed: ~26 vehicles Recipients: Bonner Co. Road & Bridge (3) Blaine Co. (2) Hillsdale Hwy District (4) Franklin Co. R&B (2) City of Boise (1) Wes Olson Trucking (4) Franklin Co. Solid Waste (1) Republic Services CNG (1) Republic Services EV (5) Wilbur-Ellis (3) Meridian Fire Dept (1)	ORIGINAL D-4 (Project ID: 2020-02) — Action Title: "2020 VRP_EMA1_Class 8 Truck". Signed by Tiffany Floyd, Air Quality Division Administrator (07/01/2020). Approved by Wilmington Trust ~08/31/2020. Scope: 2020 Vehicle Replacement Program (VRP) for EMA-1 Class 8 Local Freight Trucks and Port Drayage Trucks. Proposed replacement of ~26 vehicles (diesel, CNG, propane, or all-electric) across 11 applicant organizations. Rebate rates: Government 40% (diesel/alt fuel) or 45% (EV); Non-government 25% (diesel) or 45% (EV). Original budget: Total project \$9,470,226 VW Trust share \$3,862,380 (41%) Sponsor cost-share \$5,607,846 (59%). Administrative budget: \$50,000 (VW Trust). Estimated lifetime NOx reductions: 90.5 tons at \$41,167/ton (if all funded). Target counties: Ada, Canyon, Franklin (nonattainment), Lemhi (area of concern).

Revision 1 Final D-4 Signed: 05/08/2025	\$2,845,546.00	Actual: 16 vehicles (6 recipients)	
		Completed: Bonner Co. Road & Bridge (3) Hillsdale Hwy District (4) Franklin Co. R&B (2) Franklin Co. Solid Waste (1) Republic Services CNG (1) Republic Services EV (5)	MAY 2025 FINAL REVISION — Signed by Tiffany Floyd, Air Quality Division Administrator (05/08/2025). This revision reconciles the original D-4 with actual project outcomes. Scope change: Vehicle count reduced from ~26 proposed to 16 actually completed across 6 recipients. Five original applicants withdrew or did not complete (Blaine County, City of Boise, Wes Olson Trucking [moved to FY20 DERA D-4 #8], Wilbur-Ellis Nutrition, Meridian Fire Department). Completed recipients: Bonner County Road & Bridge (3 diesel trucks), Hillsdale Highway District (4 diesel trucks), Franklin County Road & Bridge (2 diesel dump trucks), Franklin County Solid Waste (1 diesel refuse truck), Republic Services CNG (1 CNG refuse truck), Republic Services EV (5 battery-electric refuse trucks). Revised budget: Total project \$6,608,825 VW Trust share \$2,845,546 (43%) Sponsor cost-share \$3,763,279 (57%). Administrative budget revised to \$68,530 (VW Trust actual). VW Trust expended to date: \$2,777,016.47 (rebates) + \$48,027.67 (admin) = \$2,825,044.14. Remaining balance: \$20,502.33 (admin underspend).
		Withdrawn/Removed: Blaine Co., City of Boise, Wes Olson Trucking*, Wilbur-Ellis, Meridian Fire	

↑ Insert additional revision rows above this line as needed ↑

Project Narrative	
Eligible Mitigation Actions & Recipient	Project Status
Bonner County Road & Bridge (Sandpoint, Bonner Co.)	COMPLETE — 3 diesel trucks replaced (2 dump + 1 tractor trailer) with new diesel vehicles. 40% government rebate rate. Total project cost: \$562,614. VW Trust: \$225,046. Sponsor cost-share: \$337,568.
Hillsdale Highway District (Hazelton, Jerome Co.)	COMPLETE — 4 diesel trucks replaced (3 dump + 1 tractor trailer) with new diesel vehicles. 40% government rebate rate. Total project cost: \$660,320. VW Trust: \$264,128. Sponsor cost-share: \$396,192.
Franklin County Road & Bridge (Preston, Franklin Co.)	COMPLETE — 2 diesel dump trucks replaced with new diesel trucks. 40% government rebate rate. Total project cost: \$459,822. VW Trust: \$183,928. Sponsor cost-share: \$275,894.
Franklin County Solid Waste (Preston, Franklin Co.)	COMPLETE — 1 diesel refuse truck replaced with new diesel refuse truck. 40% government rebate rate. Total project cost: \$279,800. VW Trust: \$111,920. Sponsor cost-share: \$167,880.
Republic Services — CNG (Boise, Ada Co.)	COMPLETE — 1 diesel refuse truck replaced with new CNG vehicle. 25% non-government rebate rate. Total project cost: \$339,946. VW Trust: \$84,987. Sponsor cost-share: \$254,959.
Republic Services — Electric (Boise, Ada Co.)	COMPLETE — 5 diesel refuse trucks replaced with new battery-electric vehicles. 45% non-government EV rebate rate. Total project cost: \$4,237,793. VW Trust: \$1,907,007. Sponsor cost-share: \$2,330,786.
D-4 #9 Status	COMPLETE — All 6 recipient projects funded through this D-4 have been completed. Administrative costs partially expended (\$48,027.67 of \$68,530 budgeted); \$20,502.33 in unspent admin funds. Total VW Trust expended: \$2,825,044.14 of \$2,845,546 obligated.

The information in this report is true and correct and the submission is made under penalty of perjury.		
	Michael Simon, Air Quality Division Administrator	Date

Action Title
2020 VRP_EMA2_Class 4-8 Eligible Bus

Beneficiary Project ID
2020-03

Reporting Period
08/31/2020 - 06/30/2026

All projects associated with this Action Title have been completed. The Trust has fully funded the Action Title, and this submission represents the final reporting for this Action Title.

Submitted: July 30, 2026

VW Settlement Decree
State of Idaho D-4 #10 — 2020-VRP-EMA2 — Class 4-8 Bus Replacement — Semi Annual Report

Grant Recipient	Idaho Department of Environmental Quality (IDEQ)
Grant Cycle	2020-VRP — EMA-2 Class 4-8 Bus Replacement Program
Reporting Period	08/31/2020 - 06/30/2026

WORKPLAN BUDGET	EMA-2 (Class 4-8 Transit and School Buses)	
Total VW Settlement Funds Disbursed to IDEQ	\$445,629.00	
Interest Earned on VW Funds	\$0.00	
Total VW Funds Obligated	\$445,629.00	
Total VW Funds Expended	\$445,629.00	
Total VW Funds On Hand	\$0.00	
Balance in Account	\$0.00	

Summary of D-4 #10 Costs							
Eligible Mitigation Action	Total Funds Obligated	Total Funds Expended	VW Mitigation Funds		Match Funds		Notes
			Obligated	Expended	Obligated	Expended	
Rocky Mountain Stage Coach, Inc. (Idaho Falls, Bonneville Co.)	\$108,645.76	\$108,645.76	\$27,161.00	\$27,161.44	\$81,484.76	\$81,484.76	Complete — 1 diesel bus. Rebate: 25%
Aberdeen School District (Aberdeen, Bingham Co.)	\$94,982.00	\$94,982.00	\$23,746.00	\$23,745.50	\$71,236.00	\$71,236.00	Complete — 1 diesel bus. Rebate: 25%
Parma School District (Parma, Canyon Co.)	\$378,720.00	\$378,720.00	\$94,680.00	\$94,680.00	\$284,040.00	\$284,040.00	Complete — 4 diesel buses. Rebate: 25%
Shelley School District (Shelley, Bingham Co.)	\$264,390.00	\$264,390.00	\$66,096.00	\$66,096.00	\$198,294.00	\$198,294.00	Complete — 3 diesel buses. Rebate: 25%
Independent School District #1 (Lewiston, Nez Perce Co.)	\$584,225.00	\$584,225.00	\$121,574.00	\$121,673.36	\$462,651.00	\$462,551.64	Complete — 5 diesel buses. Rebate: 21%
Murtaugh School District (Murtaugh, Twin Falls Co.)	\$197,002.00	\$197,002.00	\$47,722.00	\$47,721.00	\$149,280.00	\$149,280.00	Complete — 2 diesel buses. Rebate: 24%

Administrative Costs	\$64,650.00	\$64,551.70	\$64,650.00	\$64,551.70	\$0.00	\$0.00	
Unused project funds							\$0.00
Unused administrative costs	\$98.30						\$98.30
Interest Earnings							\$0.00
TOTALS	\$1,692,614.76	\$1,692,516.46	\$445,629.00	\$445,629.00	\$1,246,985.76	\$1,246,886.40	
VW Trust Portal Reconciliation							
Trust-Reported Funds Remaining *						\$0.00	

* Per the VW Environmental Mitigation Trust Portal (accessed 07/14/2026), this is the Trust's total remaining undisbursed balance for this D-4's combined equipment and administrative funding request stream — distinct from "Unused administrative costs" above, which reflects only IDEQ's internal budget-vs-actual variance on the administrative cost line alone.

Project Overview — D-4 #10 Revision History

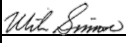
This section summarizes how the D-4 evolved from initial approval through the most recent revision.

D-4 Version & Date	VW Trust Amount	# Vehicles / Recipients	Key Changes / Description of Revision
Original D-4 Funding Request 01 Signed: 07/01/2020 Approved: 08/31/2020	\$3,061,579	Proposed: ~24 vehicles Recipients: Oneida SD (4) Aberdeen SD (1) Parma SD (4) Shelley SD (3) ISD #1 Lewiston (2) Murtaugh SD (2) Mountain Rides Transportation (6) Madison SD (2) Parma SD (1 transit)	ORIGINAL D-4 (Project ID: 2020-03) — Action Title: "2020 VRP_EMA2_Class 4-8 Bus". Signed by Tiffany Floyd, Air Quality Division Administrator (07/01/2020). Approved by Wilmington Trust ~08/31/2020. Scope: 2020 Vehicle Replacement Program for EMA-2 Class 4-8 school buses, shuttle buses, and transit buses. Proposed replacement of ~24 vehicles across 9 applicant organizations. Rebate rates: Government school bus 25% (diesel) / 40% (alt fuel) / 45% (EV); Non-government school bus 25% (diesel/alt fuel) / 45% (EV); Government shuttle/transit 40% (diesel/alt fuel) / 45% (EV); Non-government shuttle/transit 25% (diesel/alt fuel) / 45% (EV). DEQ also funds 45% of EV charging infrastructure. Original budget: Total project \$7,557,956 VW Trust \$3,061,579 (41%) Cost-share \$4,496,377 (59%). Administrative budget: \$50,000. Estimated lifetime NOx reductions: ~66.81 tons at \$45,079/ton (for EMA-2 vehicles if all funded). Priority counties: Ada, Canyon, Franklin (nonattainment for 2006 24-hr PM2.5), Lemhi (area of concern).

Revision 1 Final D-4 Signed: 05/08/2025	\$445,629	Actual: 16 diesel vehicles (6 recipients) Completed: Rocky Mountain Stage Coach (1) Aberdeen SD (1) Parma SD (4) Shelley SD (3) ISD #1 Lewiston (5) Murtaugh SD (2) Removed: Oneida SD, Mountain Rides, Madison SD, extra Parma bus	MAY 2025 FINAL REVISION — Signed by Tiffany Floyd, Air Quality Division Administrator (05/08/2025). This revision reconciles the original D-4 with actual project outcomes. Scope change: Vehicle count reduced from ~24 proposed to 16 actually completed across 6 recipients. Removed applicants include Oneida School District, Mountain Rides Transportation (Ketchum, Blaine Co. — 6 proposed electric buses), Madison School District, and one additional Parma bus. Completed recipients: Rocky Mountain Stage Coach Inc. (1 diesel bus, 25% non-gov rate), Aberdeen School District (1 diesel bus, 25% gov rate), Parma School District (4 diesel buses, 25% gov rate), Shelley School District (3 diesel buses, 25% gov rate), Independent School District #1 Lewiston (5 diesel buses, 21% actual rate), Murtaugh School District (2 diesel buses, 24% actual rate). Revised budget: Total project \$1,692,615 VW Trust \$445,629 (26%) Cost-share \$1,246,986 (74%). Administrative budget revised to \$64,650. VW Trust expended: \$338,926.04 (rebates) + \$42,151.26 (admin) = \$381,077.30. Remaining balance: \$22,498.74 (admin underspend). Estimated lifetime NOx reductions: ~66.81 tons original estimate; updated calculations to be completed upon project completion reporting.
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† Insert additional revision rows above this line as needed †

Project Narrative	
Eligible Mitigation Actions & Recipient	Project Status
Rocky Mountain Stage Coach, Inc. (Idaho Falls, Bonneville Co.)	COMPLETE — 1 diesel school bus replaced with a new diesel bus. 25% non-government rebate rate. Total project cost: \$108,645.76. VW Trust: \$27,161. Sponsor cost-share: \$81,484.76.
Aberdeen School District (Aberdeen, Bingham Co.)	COMPLETE — 1 diesel school bus replaced with a new diesel bus. 25% government school bus rebate rate. Total project cost: \$94,982. VW Trust: \$23,746. Sponsor cost-share: \$71,236.
Parma School District (Parma, Canyon Co.)	COMPLETE — 4 diesel school buses replaced with new diesel buses. 25% government school bus rebate rate. Total project cost: \$378,720. VW Trust: \$94,680. Sponsor cost-share: \$284,040.
Shelley School District (Shelley, Bingham Co.)	COMPLETE — 3 diesel school buses replaced with new diesel buses. 25% government school bus rebate rate. Total project cost: \$264,390. VW Trust: \$66,096. Sponsor cost-share: \$198,294.
Independent School District #1 (Lewiston, Nez Perce Co.)	COMPLETE — 5 diesel school buses replaced with new diesel buses. 21% actual rebate rate (below 25% eligible). Total project cost: \$584,225. VW Trust: \$121,574. Sponsor cost-share: \$462,651.
Murtaugh School District (Murtaugh, Twin Falls Co.)	COMPLETE — 2 diesel school buses replaced with new diesel buses. 24% actual rebate rate (below 25% eligible). Total project cost: \$197,002. VW Trust: \$47,722. Sponsor cost-share: \$149,280.
D-4 #10 Status	COMPLETE — All 6 recipient projects funded through this D-4 have been completed. Administrative costs partially expended (\$42,151.26 of \$64,650 budgeted); \$22,498.74 in unspent admin funds. Total VW Trust expended: \$381,077.30 of \$445,629 obligated.

The information in this report is true and correct and the submission is made under penalty of perjury.	 Michael Simon, Air Quality Division Administrator	07/30/2026 Date
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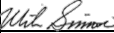
Action Title
2020 VRP_EMA6_Class 4-7 Local Freight Truck

Beneficiary Project ID
2020-04

Reporting Period
08/31/2020 - 06/30/2026

All projects associated with this Action Title have been completed. The Trust has fully funded the Action Title, and this submission represents the final reporting for this Action Title.

Submitted: July 30, 2026

VW Settlement Decree							
State of Idaho D-4 #11 — 2020-VRP-EMA6 — Class 4-7 Local Freight Truck — Semi Annual Report							
Grant Recipient	Idaho Department of Environmental Quality (IDEQ)						
Grant Cycle	2020-VRP — EMA-6 Class 4-7 Local Freight Truck Replacement						
Reporting Period	08/31/2020 - 06/30/2026						
WORKPLAN BUDGET							
EMA-6 (Class 4-7 Local Freight Trucks and Vocational Vehicles)							
Total VW Settlement Funds Disbursed to IDEQ	\$9,386.66						
Interest Earned on VW Funds	\$0.00						
Total VW Funds Obligated	\$9,386.66						
Total VW Funds Expended	\$9,386.66						
Total VW Funds On Hand	\$0.00						
Balance in Account	\$0.00						
Summary of D-4 #11 Costs							
Eligible Mitigation Action	Total Funds Obligated	Total Funds Expended	VW Mitigation Funds		Match Funds		Notes
			Obligated	Expended	Obligated	Expended	
City of Salmon (Salmon, Lemhi Co.)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Admin costs only — withdrew from VRP
Wilbur-Ellis Nutrition, LLC (Twin Falls Co.)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Admin costs only — withdrew from VRP
Administrative Costs	\$9,387.00	\$9,386.66	\$9,387.00	\$9,386.66	\$0.00	\$0.00	
Unused project funds							\$0.00
Unused administrative costs	\$0.34						\$0.34
Interest Earnings							\$0.00
TOTALS	\$9,387.00	\$9,386.66	\$9,387.00	\$9,386.66	\$0.00	\$0.00	
VW Trust Portal Reconciliation							
Trust-Reported Funds Remaining *						\$0.34	
* Per the VW Environmental Mitigation Trust Portal (accessed 07/14/2026). This D-4's funding stream consists solely of administrative-cost draws (no separate equipment/rebate disbursement), so this figure matches "Unused administrative costs" above.							
Project Overview — D-4 #11 Revision History							
This section summarizes how the D-4 evolved from initial approval through the most recent revision.							
D-4 Version & Date	VW Trust Amount	# Vehicles / Recipients	Key Changes / Description of Revision				
Original D-4 Funding Request 01 Signed: 07/01/2020 Approved: ~08/31/2020	\$65,097	Proposed: 2 vehicles (2 participants) Recipients: City of Salmon (1 diesel truck) Wilbur-Ellis Nutrition LLC (1 diesel truck)	ORIGINAL D-4 (Project ID: 2020-04) — Action Title: "2020 VRP EMA6 Class 4-7 Truck". Signed by Tiffany Floyd, Air Quality Division Administrator (07/01/2020). Approved by Wilmington Trust ~08/31/2020. Scope: 2020 Vehicle Replacement Program for EMA-6 Class 4-7 Local Freight Trucks. Proposed replacement of 2 vehicles with new diesel trucks across 2 applicant organizations. Rebate rates: Government 40% (diesel/alt fuel) / 45% (EV); Non-government 25% (diesel/alt fuel, 40% drayage) / 45% (EV). Original budget: Total project \$215,345 VW Trust \$65,097 (30%) Cost-share \$150,248 (70%). Administrative budget: \$11,718. Estimated lifetime NOx reductions: ~1.97 tons at \$27,126/ton (City of Salmon: \$63,268 project / \$25,307 VW Trust; Wilbur-Ellis: \$140,359 project / \$28,071 VW Trust). Target counties: Franklin (nonattainment for PM2.5), Lemhi (area of concern).				
Revision 1 Final D-4 Signed: 05/08/2025	\$9,387	Actual: 0 vehicles replaced (both withdrew) No equipment rebates issued Admin costs only	MAY 2025 FINAL REVISION — Signed by Tiffany Floyd, Air Quality Division Administrator (05/08/2025). This revision reconciles the original D-4 with actual project outcomes. Scope change: Both project participants (City of Salmon and Wilbur-Ellis Nutrition, LLC) withdrew from the DEQ Vehicle Replacement Program and did not replace their proposed vehicles. No equipment rebates were issued. Attachment D (detailed cost estimates) has been removed as no equipment expenditures occurred. Revised budget: Total project \$9,387 (admin only) VW Trust \$9,387 (100%) Cost-share \$0. Administrative budget reduced from \$11,718 to \$9,387 to reflect actual costs associated with developing the EMA-6 project and managing participant withdrawals (2021–2025). VW Trust expended: \$9,386.66. Remaining balance: \$0.34. No NOx emission reductions achieved; to be reported upon project completion reporting.				
† Insert additional revision rows above this line as needed †							
Project Narrative							
Eligible Mitigation Actions & Recipient	Project Status						
City of Salmon (Salmon, Lemhi Co.)	NO EQUIPMENT FUNDED — City of Salmon withdrew from the Vehicle Replacement Program and did not replace the proposed diesel truck (Class 4-7 local freight). Original estimate: \$63,268 total / \$25,307 VW Trust (40% government rate). No rebate issued.						
Wilbur-Ellis Nutrition, LLC (Twin Falls Co.)	NO EQUIPMENT FUNDED — Wilbur-Ellis Nutrition, LLC withdrew from the Vehicle Replacement Program and did not replace the proposed diesel propane-delivery truck. Original estimate: \$140,359 total / \$28,071 VW Trust (20% non-government rate). No rebate issued.						
D-4 #11 Status	ADMINISTRATIVE CLOSEOUT — No equipment projects were completed under this D-4. Both participating organizations withdrew from the program. Only administrative costs were expended (\$9,386.66 of \$9,387 budgeted). Remaining balance: \$0.34. No NOx emission reductions achieved under this D-4.						
The information in this report is true and correct and the submission is made under penalty of perjury.							07/30/2026
		Michael Simon, Air Quality Division Administrator					Date

Action Title
EVSE19-04_EMA9_Light Duty EVSE_Kathleen 76

Beneficiary Project ID
2019-04

Reporting Period
02/22/2021 - 06/30/2026

All projects associated with this Action Title have been completed. The Trust has fully funded the Action Title, and this submission represents the final reporting for this Action Title.

Submitted: July 30, 2026

VW Settlement Decree	
State of Idaho D-4 #12 — EVSE19-04-EMA9 — Kathleen 76 EVSE — Semi Annual Report	
Grant Recipient	Idaho Department of Environmental Quality (IDEQ)
Grant Cycle	EVSE19-04 — EMA-9 Electric Vehicle Supply Equipment
Reporting Period	02/22/2021 - 06/30/2026

WORKPLAN BUDGET	EMA-9 (Electric Vehicle Supply Equipment — EVSE)	
Total VW Settlement Funds Disbursed to IDEQ	\$169,676.47	
Interest Earned on VW Funds	\$0.00	
Total VW Funds Obligated	\$169,676.47	
Total VW Funds Expended	\$169,676.47	
Total VW Funds On Hand	\$0.00	
Balance in Account	\$0.00	

Summary of D-4 #12 Costs							
Eligible Mitigation Action	Total Funds Obligated	Total Funds Expended	VW Mitigation Funds		Match Funds		Notes
			Obligated	Expended	Obligated	Expended	
Kathleen 76 (Private EVSE) (Coeur d'Alene, Kootenai Co.)	\$200,000.00	\$200,000.00	\$160,000.00	\$160,000.00	\$40,000.00	\$40,000.00	Complete — 2 DC fast chargers (1x50 kW + 1x175 kW) Installed at Eagle Landing dba Kathleen 76, Hwy 95, Coeur d'Alene 24 tons estimated lifetime NOx reduction @ \$8,141/ton Rebate: 80%
Administrative Costs	\$9,676.47	\$9,676.47	\$9,676.47	\$9,676.47	\$40,000.00	\$40,000.00	
Unused project funds							\$0.00
Unused administrative costs	\$0.00						\$0.00
Interest Earnings							\$0.00
TOTALS	\$209,676.47	\$209,676.47	\$169,676.47	\$169,676.47	\$80,000.00	\$80,000.00	

VW Trust Portal Reconciliation	
Trust-Reported Funds Remaining *	\$0.00

* Per the VW Environmental Mitigation Trust Portal (accessed 07/14/2026). This D-4's funding stream consists solely of administrative-cost draws (no separate equipment/rebate disbursement), so this figure matches "Unused administrative funds."

Project Overview — D-4 #12 Revision History			
This section summarizes how the D-4 evolved from initial submission through final approval.			
D-4 Version & Date	VW Trust Amount	# Chargers / Recipients	Key Changes / Description of Revision
Original D-4 Funding Request 01 Signed: 12/18/2020 Approved: 02/22/2021	\$162,041.00	Proposed: 2 DC fast chargers (1 recipient) Recipient: Eagle Landing dba Kathleen 76	ORIGINAL D-4 (Project ID: 2019-04) — Action Title: EVSE19-04_EMA9_Light Duty EVSE_Kathleen 76. Eagle Landing dba Kathleen 76, along State Hwy 95, Coeur d'Alene — privately owned gas station/convenience store. Proposed installation of one 50 kW + one 175 kW DC fast charger (Gilbarco Tritium), each with 2 ports, CHAdeMO and SAE options. EMA-9 rebate at 80% (non-government property). Signed by Tiffany Floyd, AQ Division Administrator. Trustee approved 2/2/2021. Total budget: \$202,838 (\$162,041 Trust + \$40,205 cost-share incl. \$1,408 ineligible items).
Revision 1 Signed: 6/29/2023	\$169,676.47	2 DC fast chargers (1 recipient) Recipient: Eagle Landing dba Kathleen 76	JUNE 2023 REVISION — Signed by Tiffany Floyd. Trustee approved 8/3/2023. Revised D-4 to address project cost increases in materials and labor. Rebate increased from \$155,188 to \$160,000; administrative cost increased from \$6,853 to \$9,676.47. Total Trust funding increased from \$162,041 to \$169,676.47. Total project budget: \$209,676.47 (\$169,676.47 Trust + \$40,000 cost-share).
Revision 2 Final D-4 Signed: 5/8/2025	\$169,676.47	Actual: 2 DC fast chargers installed (1 recipient) Project complete	MAY 2025 FINAL REVISION — Signed by Tiffany Floyd, 5/8/2025. All project activity complete. This D-4 adjusts only the Projected Trust Allocations in Attachment B; no funding changes. Budget remains: Equipment \$160,000 Trust / \$40,000 cost-share; Admin \$9,676.47. Total Trust funding: \$169,676.47. Chargers operational at Kathleen 76, Coeur d'Alene.
† Insert additional revision rows above this line as needed			

Project Narrative	
Eligible Mitigation Actions & Recipient	Project Status
Kathleen 76 (Eagle Landing) Coeur d'Alene, Kootenai Co.	COMPLETE — Two DC fast chargers (1x50 kW + 1x175 kW, Gilbarco Tritium, CHAdeMO + SAE) installed at Eagle Landing dba Kathleen 76, State Hwy 95, Coeur d'Alene. Site on non-government property (80% rebate). Funded rebate: \$160,000 (80% of \$200,000). Estimated lifetime NOx reduction: 24 tons (12 tons per station x 2) at ~\$8,141/ton.
D-4 #12 Status	PROJECT COMPLETE — All equipment installed and operational. Eagle Landing dba Kathleen 76 fully reimbursed (\$160,000). Final D-4 revision submitted May 2025 adjusting Trust Allocation tables only.

The information in this report is true and correct and the submission is made under penalty of perjury.	 Michael Simon, Air Quality Division Administrator	07/30/2026 Date
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Action Title
EVSE22-01_EMA9_Light Duty EVSE_Northern Lights

Beneficiary Project ID
2022-01

Reporting Period
02/11/2022 - 06/30/2026

All projects associated with this Action Title have been completed. The Trust has fully funded the Action Title, and this submission represents the final reporting for this Action Title.

Submitted: July 30, 2026

VW Settlement Decree		
State of Idaho D-4 #13 — EVSE22-01-EMA9 — North Lights Electric EVSE — Semi Annual Report		
Grant Recipient	Idaho Department of Environmental Quality (IDEQ)	
Grant Cycle	EVSE22-01 — EMA-9 Electric Vehicle Supply Equipment	
Reporting Period	02/11/2022 - 06/30/2026	
WORKPLAN BUDGET	EMA-9 (Electric Vehicle Supply Equipment — EVSE)	
Total VW Settlement Funds Disbursed to IDEQ	\$78,526.79	
Interest Earned on VW Funds	\$0.00	
Total VW Funds Obligated	\$78,526.79	
Total VW Funds Expended	\$78,526.79	
Total VW Funds On Hand	\$0.00	
Balance in Account	\$0.00	

Summary of D-4 #13 Costs							
Eligible Mitigation Action	Total Funds Obligated	Total Funds Expended	VW Mitigation Funds		Match Funds		Notes
			Obligated	Expended	Obligated	Expended	
Northern Lights Electric Cooperative (Sagle, Bonner Co.)	\$90,863.16	\$90,863.16	\$72,690.53	\$72,690.53	\$18,172.63	\$18,172.63	Complete — 1 × 75 kW DC fast charger (dual-port, CHAdeMO + CCS) installed at 421 Chevy St, Sagle, ID 12 tons estimated lifetime NOx reduction @ \$7,432/ton Rebate: 80%
Administrative Costs	\$5,836.26	\$5,836.26	\$5,836.26	\$5,836.26	\$18,172.63	\$18,172.63	
Unused project funds							\$0.00
Unused administrative costs	\$0.21						\$0.21
Interest Earnings							\$0.00
TOTALS	\$96,699.42	\$96,699.42	\$78,526.79	\$78,526.79	\$36,345.26	\$36,345.26	
VW Trust Portal Reconciliation							
Trust-Reported Funds Remaining *							\$0.21

* Per the VW Environmental Mitigation Trust Portal (accessed 07/14/2026). This D-4's funding stream consists solely of administrative-cost draws (no separate equipment/rebate disbursement), so this figure matches "Unused administrative costs" above.

Project Overview — D-4 #13 Revision History			
This section summarizes how the D-4 evolved from initial submission through final approval.			
D-4 Version & Date	VW Trust Amount	# Chargers / Recipients	Key Changes / Description of Revision
Original D-4 Funding Request 01 Signed: 12/13/2021 Approved: 02/11/2022	\$78,198.00	Proposed: 1 DC fast charger (dual-port 75 kW) (1 recipient) Recipient: Northern Lights, Inc.	ORIGINAL D-4 (Project ID: 2022-01) — Action Title: EVSE22-01_EMA9_Light Duty EVSE_Northern Lights, Northern Lights, Inc. (private electric utility), 421 Chevy St, Sagle, ID. One dual-port 75 kW DC fast charger (CHAdeMO + CCS). EMA-9 rebate at 80% (non-government property). Signed by Tiffany Floyd, AQ Division Administrator, 12/13/2021. Trustee approved 2/6/2022. Budget: Equipment \$89,181 (\$71,345 Trust + \$17,836 cost-share); Admin \$6,853. Total Trust: \$78,198.
Revision 1 Signed: 3/7/2024	\$80,543.52	1 DC fast charger (dual-port 75 kW) (1 recipient) Recipient: Northern Lights, Inc.	MARCH 2024 REVISION — Signed by Tiffany Floyd, 3/7/2024. Trustee approved 4/24/2024. Vendor change approved to accommodate dual CCS charging ports and overcome back-order status of original unit. Equipment rebate increased from \$71,345 to \$72,690.52. Admin increased from \$6,853 to \$7,853. Total Trust funding increased from \$78,198 to \$80,543.52. Total project budget: \$98,716.16 (\$80,543.52 Trust + \$18,172.64 cost-share). Installation completed October 2023; reimbursement D-4 submitted March 2024.
Revision 2 Final D-4 Signed: 5/8/2025	\$78,527.00	Actual: 1 DC fast charger installed (1 recipient) Project complete	MAY 2025 FINAL REVISION — Signed by Tiffany Floyd, 5/8/2025. All work complete; no additional funding requests will be made. Administrative costs reduced from \$7,853 to \$5,836 (actual). Total Trust funding decreased from \$80,543.52 to \$78,527. Final budget: Equipment \$72,691 Trust / \$18,173 cost-share; Admin \$5,836. Total Trust: \$78,527.
† Insert additional revision rows above this line as needed			

Project Narrative	
Eligible Mitigation Actions & Recipient	Project Status
Northern Lights Electric Cooperative Sagle, Bonner Co.	COMPLETE — One dual-port 75 kW DC fast charger (TRM-75KW, CHAdeMO + CCS) installed at Northern Lights headquarters, 421 Chevy St, Sagle, ID. Site on non-government property (80% rebate). Funded rebate: \$72,691 (80% of \$90,863). Site provides 24/7 access, near Java Bear/Jitterz coffee; 0.2 miles from I-95. Estimated lifetime NOx reduction: 12 tons at ~\$7,432/ton.
D-4 #13 Status	PROJECT COMPLETE — Charger installed and operational. Northern Lights Electric Cooperative fully reimbursed (\$72,691). Final D-4 revision submitted May 2025; administrative costs adjusted to actual.
The information in this report is true and correct and the submission is made under penalty of perjury.  Michael Simon, Air Quality Division Administrator 07/30/2026 Date	

Action Title
EVSE22-02_EMA9_Light Duty EVSE Program

Beneficiary Project ID
2022-02

Reporting Period
09/16/2022 - 06/30/2026

All projects associated with this Action Title have been completed. The Trust has fully funded the Action Title, and this submission represents the final reporting for this Action Title.

Submitted: July 30, 2026

VW Settlement Decree	
State of Idaho D-4 #14 — EVSE22-02-EMA9 — Programmatic EVSE — Semi Annual Report	
Grant Recipient	Idaho Department of Environmental Quality (IDEQ)
Grant Cycle	EVSE22-02 — EMA-9 Programmatic Electric Vehicle Supply Equipment
Reporting Period	09/16/2022 - 06/30/2026
WORKPLAN BUDGET	EMA-9 (Electric Vehicle Supply Equipment — EVSE, Programmatic)
Total VW Settlement Funds Disbursed to	\$2,064,151.76
Interest Earned on VW Funds	\$0.00
Total VW Funds Obligated	\$2,064,151.76
Total VW Funds Expended	\$2,064,151.76
Total VW Funds On Hand	\$0.00
Balance in Account	\$0.00

Summary of D-4 #14 Costs							
Eligible Mitigation Action	Total Funds Obligated	Total Funds Expended	VW Mitigation Funds		Match Funds		Notes
			Obligated	Expended	Obligated	Expended	
May's Hardware (McCall)	\$476,652.04	\$360,747.94	\$360,747.94	\$360,747.94	\$115,904.10	\$115,904.10	Paid — 4 × 62.5 kW chargers. Rebate: 76%
Cloninger's Inc. (Kooskia)	\$292,614.90	\$234,091.92	\$234,091.92	\$234,091.27	\$58,522.98	\$58,522.98	Paid — 3 × 62.5 kW chargers. Rebate: 80%
Cloninger's Inc. (Grangeville)	\$283,088.00	\$226,470.40	\$226,470.40	\$226,470.37	\$56,617.60	\$56,617.60	Paid — 3 × 62.5 kW chargers. Rebate: 80%
City of Arco	\$267,141.38	\$267,141.38	\$267,141.38	\$267,141.38	\$0.00	\$0.00	Paid — 2 × 120 kW chargers (gov. property, 100%). Rebate: 100%
City of Island Park	\$391,914.00	\$391,914.01	\$391,914.01	\$391,914.01	\$0.00	\$0.00	Paid — 2 × 175 kW chargers (gov. property, 100%). Rebate: 100%
Falls River REC (Ashton)	\$196,676.73	\$157,341.36	\$157,341.36	\$157,341.36	\$39,335.37	\$39,335.37	Paid — 1 × 175 kW dual charger. Rebate: 80%
Falls River REC (Driggs)	\$339,649.00	\$339,649.00	\$339,644.00	\$339,649.00	\$0.00	\$0.00	Paid — 2 × 175 kW dual chargers (gov. property, 100%). Rebate: 100%
Administrative Costs	\$86,801.00	\$86,796.43	\$86,801.00	\$86,796.43			
Unused project funds							
Unused administrative costs	\$4.57						\$4.57
Interest Earnings							0.00
TOTALS	2,334,537.05	2,064,152.44	2,064,152.01	2,064,151.76	270,380.05	270,380.05	

VW Trust Portal Reconciliation	
Trust-Reported Funds Remaining *	\$0.24
* Per the VW Environmental Mitigation Trust Portal (accessed 07/14/2026), this is the Trust's total remaining undisbursed balance for this D-4's combined equipment and administrative funding request stream — distinct from "Unused administrative costs" above, which reflects only IDEQ's internal budget-vs-actual variance on the administrative cost line alone.	

Project Overview — D-4 #14 Revision History			
This section summarizes how the D-4 evolved from initial approval through the most recent revision. Enter one row per approved D-4 version. Yellow cells = data entry.			
D-4 Version & Date	VW Trust Amount	# Chargers / Recipients	Key Changes / Description of Revision
Original D-4 Funding Request 01 Signed: 7/18/2022 Approved: 09/16/2022	\$1,833,988.00	Proposed: 7 EVSE projects (~19 chargers)	ORIGINAL D-4 (Project ID: 2022-02) — Action Title: EVSE22-02_EMA9_Light Duty EVSE_Programmatic. Signed by Tiffany Floyd, 7/18/2022. Approved by Wilmington Trust 9/16/2022. Programmatic D-4 for EMA-9 Light Duty EVSE. Proposed 7 projects totaling \$1,803,988 in VW rebates + \$30,000 admin. Projects included: May's Hardware (McCall), Volvo/Starbucks x3 (Boise, Nampa, Twin Falls), Falls River REC x2 (Ashton, Driggs), Nom Nom Inc. (Grangeville). Total project budget \$2,203,745.
Revision 1 Signed: 8/21/2025	\$2,035,942.00	7 EVSE projects awarded (17 chargers)	AUGUST 2025 REVISION — Signed by Tiffany Floyd, 8/21/2025. Approved by Wilmington Trust 10/07/2025. Revised D-4 replaces original applicant list with final awarded projects. New projects: Cloninger's Inc. (Kooskia), Cloninger's Inc. (Grangeville replaces Nom Nom), City of Arco, City of Island Park. Removed Volvo/Starbucks projects. Increased admin budget to \$85,000. Updated Driggs to 100% (gov. property). Total project budget revised to \$2,299,719.

Revision 2 Signed: 3/23/2026	\$2,064,152.00	7 EVSE projects awarded (17 chargers)	MARCH 2026 REVISION — Signed by Michael Simon, 3/23/2026. Increases eligible funding for Cloninger's Inc. (Kooskia) for DEQ-approved changes in charging station project costs (\$207,683→ \$234,092). Increases proposed administrative expenses (\$85,000→ \$86,801) to reconcile estimated vs. actual expenses. Total VW Trust amount revised to \$2,064,152. Equipment total revised to \$2,247,731.
↑ Insert additional revision rows above this line as needed ↑			
Project Narrative			
Eligible Mitigation Actions & Recipient	Project Status		
May's Hardware (McCall, Valley Co.)	COMPLETE — Four 62.5 kW DC fast chargers installed at 809 N. 3rd St., McCall, ID (non-government property; 80% rebate). Chargers provide dual-port CHAdeMO and CCS capability. Project funded and paid (\$360,748 VW Trust). Award in closeout with usage reporting ongoing.		
Cloninger's Inc. (Kooskia, Clearwater Co.)	COMPLETE — Three 62.5 kW DC fast chargers installed at 13 Main St., Kooskia, ID 83539 (non-government property; 80% rebate). Kooskia project cost increased in March 2026 D-4 revision. Project funded and paid (\$234,092 VW Trust). Award in closeout.		
Cloninger's Inc. (Grangeville, Idaho Co.)	COMPLETE — Three 62.5 kW DC fast chargers installed at 415 W. Main St., Grangeville, ID 83530 (non-government property; 80% rebate). Project funded and paid (\$226,470 VW Trust). Award in closeout.		
City of Arco (Butte Co.)	COMPLETE — One 120 kW DC fast charger installed at 335 S. Front St., Arco, ID 83213 (government-owned property; 100% rebate). Project funded and paid (\$267,141 VW Trust). Award in closeout.		
City of Island Park (Fremont Co.)	COMPLETE — Two 175 kW DC fast chargers installed at 3753 US 20, Island Park, ID 83429 (government-owned property; 100% rebate). Project funded and paid (\$391,914 VW Trust). Award in closeout.		
Falls River REC (Ashton, Fremont Co.)	COMPLETE — One 175 kW dual-port DC fast charger installed at 1150 N. 3400 E., Ashton, ID 83420 (non-government property; 80% rebate). Project funded and paid (\$157,341 VW Trust). Award in closeout.		
Falls River REC (Driggs, Teton Co.)	COMPLETE — Two 175 kW dual-port DC fast chargers installed at 60 S. Main St., Driggs, ID 83422 (government-owned property; 100% rebate). Project funded and paid (\$339,644 VW Trust). Award in closeout.		
D-4 #14 Program Status	IN PROGRESS — All seven awarded projects are funded and paid. Three D-4 versions submitted: Original (July 2022), Revision 1 (August 2025), Revision 2 (March 2026). Total VW Trust disbursed: \$2,064,152. Total expended by project sponsors: \$1,743,264. Administrative costs: \$86,801 obligated / \$79,603 expended. Remaining admin balance: \$7,198. Program reporting ongoing per subparagraph 5.3 semi-annual reporting requirements.		
The information in this report is true and correct and the submission is made under penalty of perjury.			07/30/2026
	Michael Simon, Air Quality Division Administrator		Date

Action Title
FY2021 DERA

Beneficiary Project ID
2021-01

Reporting Period
08/17/2023 - 06/30/2026

Submitted: July 30, 2026

VW Settlement Decree							
State of Idaho D-4 #15 — FY21 DERA — EPA Clean Diesel Grant Match — Semi Annual Report							
Grant Recipient	Idaho Department of Environmental Quality (IDEQ)						
Grant Cycle	FY21 DERA — EPA Clean Diesel Grant Match						
Reporting Period	08/17/2023 - 06/30/2026						
WORKPLAN BUDGET	DERA (EPA Clean Diesel Grant Program)						
Total VW Settlement Funds Disbursed to IDEQ			339,668				
Interest Earned on VW Funds							
Total VW Funds Obligated			339,668				
Total VW Funds Expended							
Total VW Funds On Hand							
Balance in Account							
Summary of D-4 #15 Costs							
Eligible Mitigation Action	Total Funds Obligated	Total Funds Expended	VW Mitigation Funds		Match Funds		Notes
			Obligated	Expended	Obligated	Expended	
FY 2021 DERA Projects			\$339,668.00				In Progress — VW Trust advance (\$339,668) issued 11/3/2025 as voluntary match. Grant DS-01J94801 extended to 09/30/2027 (NCE #3 pending as of Nov. 2025). PSCA agreements being executed, vehicle replacements underway.
FY 2022 DERA Projects							Reported on D-4 #16 (FY22 DERA, same grant DS-01J94801).
Administrative Costs							
Unused project funds							
Unused administrative costs							
Interest Earnings							
TOTALS	0	0	339,668	0	0	0	
Project Overview — D-4 #15 Revision History							
This section summarizes how the D-4 evolved from initial approval through the most recent revision.							
D-4 Version & Date	VW Trust Amount	# Vehicles / Recipients	Key Changes / Description of Revision				
Original D-4 Funding Request 05 Signed: 11/04/2025 Approved: 01/05/2026	\$339,668	Proposed: 23 vehicles (5 school buses, 1 transit bus, 10 tractor trailers, 6 local freight, 1 refuse truck)	ORIGINAL FY2021 DERA SCOPE (Grant DS-01J94801, Award Oct. 2021) — VW Trust advance of \$339,668 requested as voluntary match for EPA FY21 State Clean Diesel Program Grant. Program modeled on VW Settlement VRP. Targets Franklin and Shoshone County PM2.5 nonattainment areas; Ada, Benewah, Canyon, and Lemhi County areas of concern. 25% rebates through PSCAs. Total project cost: \$3,086,492 (EPA \$509,500 + VW Trust \$339,668 + mandatory cost-share \$2,237,322). Project period: Oct. 1, 2021 – Sept. 30, 2023 (original).				
EPA Workplan Revision Amendment No. 1 (No-Cost Extension) Requested: 08/04/2023 Approved: 08/17/2023 (Award received Jan. 31, 2024)	\$339,668	Same scope; no vehicle count change	AMENDMENT 1 — NO-COST EXTENSION TO 09/30/2025. Requested by Becky Alt (DEQ) 8/4/2023; approved by EPA GMO Alan Lee 8/17/2023. Award document not received by DEQ until 1/31/2024 due to distribution oversight (Becky Torgirson, EPA, confirmed and re-sent). Reasons: DEQ resources diverted by NEV/IIRA/BIL response; department-wide staff turnover; delay completing VRP application materials and PSCAs.				
EPA Workplan Revision Amendment No. 2 (No-Cost Extension) Requested: 08/06/2025 Approved: 09/29/2025 Amendment DS-01J94801-3	\$339,668	Same scope; no vehicle count change	AMENDMENT 2 (DS-01J94801-3) — NO-COST EXTENSION TO 09/30/2026. DEQ requested 2-year NCE; EPA (Rebecca Derr) approved 1-year only. Michael Brown submitted revised workplans for FY21 and FY22 on 8/11/2025. Amendment DS-01J94801-3 issued 09/29/2025 by EPA Award Official Andrea Manion (Grants Management Officer). Budget/project period extended: 10/01/2021 – 09/30/2026. All administrative and programmatic conditions remained the same.				
EPA Workplan Revision Amendment No. 3 (No-Cost Extension) Requested: 11/20/2025 Approved: 01/20/2026 Amendment DS-01J94801-4	\$339,668	Same scope; no vehicle count change	AMENDMENT 3 (DS-01J94801-4) — NO-COST EXTENSION TO 09/30/2027. Formal NCE request submitted 11/20/2025 by Curtis Smith (DEQ) to Rebecca Derr (EPA). Reason: heavy-duty vehicle manufacturing lead time prevent completion by Sept. 2026; >\$9.5M in 2025 VRP applications received with ~\$4.2M available. Two DERA only eligible projects cannot be funded under VW. Amendment DS-01J94801-4 issued 01/20/2026 by EPA Award Official Felicia Thomas. Budget/project period extended: 10/01/2021 – 09/30/2027. Total approved budget period cost: \$6,087,214.				
* Insert additional revision rows above this line as needed *							

Project Narrative							
Eligible Mitigation Actions	Project Status						
FY 2021 DERA	VW Trust funds (\$339,668) used as voluntary match for EPA DERA FY21 Clean Diesel Grant (DS-01J94801). Program provides 25% rebates through PSCAs for replacement of eligible pre-2010 Class 8 diesel vehicles. Proposed vehicle types: school buses, transit bus, tractor trailers, local freight trucks, refuse truck Grant extended to 09/30/2026 (Amendment DS-01J94801-4); NCE to 09/30/2027 pending. PSCA agreements being executed as of November 2025. See Project Detail table below for known participants.						
D-4 #15 Status	In Progress — VW Trust advance disbursed. EPA grant DS-01J94801 extended to 09/30/2027 (Amendment DS-01J94801-4, approved 01/20/2026); further extension to 09/30/2027 requested 11/20/2025 (pending). DEQ has closed the 2025 VRP application period and is awarding PSCAs. Some agreements issued using VW funds pending NCE approval. Final report will be submitted upon grant closeout.						
Project Detail — FY21 DERA Vehicle Replacements by Participant (DS-01J94801)							
Participant (PSCA) & Vehicle Type	Qty	Old MY	Replacement Fuel / Type	New MY	Unit Cost (\$)	DEQ Rebate (25%) (\$)	Participant Cost-Share (75%) & Notes
McNabb Trucking Inc Semi Tractor Trailer — Class 8	1	2008	Diesel (ULSD)	TBD	\$309,224.00	\$72,542.00	Agreement issued. Expects to meet Sept. 2026 date. Rebate to be split between FY20S & FY21S DERA funds. VIN: 1XPWDB9X68D758373
A Scott Jackson Trucking 4-axle daycab — Class 8	2	2002/2005	Diesel (ULSD)	TBD	\$189,343.00	\$66,270.00	2 vehicles. Agreement issued. Expects to meet Sept. 2026 date; delay risk — may require amendment to VW at lower rebate if NCE not approved. VINs: 1XP5D49X32D573275 / 1XPHD49X87D745711
Rocky Mountain Stagecoach	1	2004	Diesel (ULSD)	2025	\$140,741.50	\$35,185.00	25% Rebate Paid, 03/10/2026.
Independent School District	1	2008	Diesel (ULSD)	2026	\$155,989.00	\$38,659.00	25% Rebate Paid, 03/05/2026.
Murtaugh School District	1	1991	Diesel (ULSD)	2026	\$246,127.17	\$60,979.22	25% Rebate Paid, 06/23/2026.
Additional PSCA Recipients (TBD — pending award decisions)	TBD	—	Diesel (ULSD)	TBD	—	—	Further participants to be identified as 2025 VRP agreements are executed. Total available FY21/FY22 DERA funding ~\$4.2M combined.
TOTALS — Known Participants to Date (partial; additional PSCAs pending)	3+					\$273,635.22	Partial total — additional rebates TBD as PSCAs executed. Not all rebates have been paid.

Note: DEQ Rebate = 25% of vehicle cost for DERA-eligible vehicles (VW Trust voluntary match + EPA DERA federal funds combined). Actual rebate percentages and vehicle counts will vary from work plan projections.

The information in this report is true and correct and the submission is made under penalty of perjury.		07/30/2022
	Michael Simon, Air Quality Division Administrator	
		Date

Action Title
FY2022 DERA

Beneficiary Project ID
2022-01

Reporting Period
08/17/2023 - 06/30/2026

Submitted: July 30, 2026

VW Settlement Decree
State of Idaho D-4 #16 — FY22 DERA — EPA Clean Diesel Grant Match — Semi Annual Report

Grant Recipient	Idaho Department of Environmental Quality (IDEQ)
Grant Cycle	FY22 DERA — EPA Clean Diesel Grant Match
Reporting Period	08/17/2023 - 06/30/2026

WORKPLAN BUDGET	DERA (EPA Clean Diesel Grant Program)		
Total VW Settlement Funds Disbursed to IDEQ	349,586		
Interest Earned on VW Funds			
Total VW Funds Obligated	349,586		
Total VW Funds Expended			
Total VW Funds On Hand			
Balance in Account			

Summary of D-4 #16 Costs							
Eligible Mitigation Action	Total Funds Obligated	Total Funds Expended	VW Mitigation Funds		Match Funds		Notes
			Obligated	Expended	Obligated	Expended	
FY 2022 DERA Projects			\$349,586.00				In Progress — VW Trust advance (\$349,586) issued 11/3/2025 as voluntary match. Same grant DS-01J94801 as FY21. PSCA agreements being executed; vehicle replacements underway. Grant extended to 09/30/2026; NCE to 09/30/2027 pending.
FY 2021 DERA Projects							Reported on D-4 #15 (FY21 DERA, same grant DS-01J94801).
Administrative Costs							
Unused project funds							
Unused administrative costs							
Interest Earnings							
TOTALS	0	0	349,586	0	0	0	

Project Overview — D-4 #16 Revision History

This section summarizes how the D-4 evolved from initial approval through the most recent revision.

D-4 Version & Date	VW Trust Amount	# Vehicles / Recipients	Key Changes / Description of Revision
Original D-4 Funding Request 06 Signed: 11/04/2025 Approved: 01/05/2026	\$349,586	Proposed: 21 vehicles (8 school buses, 12 tractor trailers, 1 refuse truck)	ORIGINAL FY2022 DERA SCOPE (Grant DS-01J94801, Award Oct. 2022) — VW Trust advance of \$349,586 requested as voluntary match for EPA FY22 State Clean Diesel Program Grant. FY21 and FY22 DERA grants share the combined project period Oct. 1, 2021 – Sept. 30, 2027 but filed as separate D-4s. 25% rebates through PSCAs. Total project cost: \$3,000,722 (EPA \$524,379 + EPA match bonus \$174,793 + VW Trust \$349,586 + mandatory cost-share \$2,126,757). EPA indirect rate: 30%.
EPA Workplan Revision Amendment No. 1 (No-Cost Extension) Requested: 08/04/2023 Approved: 08/17/2023 (Award received Jan. 31, 2024)	\$349,586	Same scope; no vehicle count change	AMENDMENT 1 — NO-COST EXTENSION TO 09/30/2025. Same NCE as FY21 — single request covered both FY21 and FY22 awards (same grant DS-01J94801). Requested by Becky Alt 8/4/2023; approved 8/17/2023. Award document not received until 1/31/2024.
EPA Workplan Revision Amendment No. 2 (No-Cost Extension) Requested: 08/06/2025 Approved: 09/29/2025 Amendment DS-01J94801-3	\$349,586	Same scope; no vehicle count change	AMENDMENT 2 (DS-01J94801-3) — NO-COST EXTENSION TO 09/30/2026. Same amendment as FY21 D-4 #15. Revised workplans for both FY21 and FY22 submitted by Michael Brown 8/11/2025. Amendment DS-01J94801-3 issued 09/29/2025 by EPA Award Official Andrea Manion. Budget/project period extended: 10/01/2021 – 09/30/2026.
EPA Workplan Revision Amendment No. 3 (No-Cost Extension) Requested: 11/20/2025 Approved: 01/20/2026 Amendment DS-01J94801-4	\$349,586	Same scope; no vehicle count change	AMENDMENT 3 (DS-01J94801-4) — NO-COST EXTENSION TO 09/30/2027. Same amendment as FY21 D-4 #15 (DS-01J94801 covers both FY21 and FY22). Amendment DS-01J94801-4 issued 01/20/2026 by EPA Award Official Felicia Thomas. Budget/project period extended: 10/01/2021 – 09/30/2027. Total approved budget period cost: \$6,087,214.

† Insert additional revision rows above this line as needed †

Project Narrative	
Eligible Mitigation Actions	Project Status
FY 2022 DERA	VW Trust funds (\$349,586) used as voluntary match for EPA DERA FY22 Clean Diesel Grant (DS-01J94801). Program provides 25% rebates through PSCAs for replacement of eligible pre-2010 Class 8 diesel vehicles. Proposed vehicle types: school buses, tractor trailers, refuse truck. Personnel: Project Manager \$41.38/hr × 1,722 hrs; Admin \$23.69/hr × 780 hrs. Indirect rate: 30%. Grant extended to 09/30/2026; NCE to 09/30/2027 pending. PSCA agreements being executed as of November 2025.
D-4 #16 Status	In Progress — VW Trust advance disbursed. EPA grant DS-01J94801 extended to 09/30/2027 (Amendment DS-01J94801-4, approved 01/20/2026); further extension to 09/30/2027 requested 11/20/2025 (pending). FY22 DERA funds being awarded in tandem with FY21 DERA through the 2025 VRP. Some interim VW-funded PSCAs issued pending NCE approval. Final report will be submitted upon grant closeout.

Project Detail — FY22 DERA Vehicle Replacements by Participant (DS-01J94801)

Participant (PSCA) & Vehicle Type	Qty	Old MY	Replacement Fuel / Type	New MY	Unit Cost (\$)	DEQ Rebate (25%) (\$)	Participant Cost-Share (75%) & Notes
McNabb Trucking Inc Semi Tractor Trailer — Class 8	1	2008	Diesel (ULSD)	TBD	\$309,224.00	\$72,542.00	Rebate split between FY20S & FY21S DERA — portion may apply to FY22 depending on final allocation. Agreement issued. VIN: 1XPWDB9X68D758373
A Scott Jackson Trucking 4-axle daycab — Class 8	2	2002/2005	Diesel (ULSD)	TBD	\$189,343.00	\$66,270.00	2 vehicles. Agreement issued. CARB-certified Low NOx engines eligible for 35% DERA rebate vs. 25% VW — dependent on NCE approval. VINs: 1XP5D49X32D573275 / 1XPHD49X87D745711
Additional PSCA Recipients (TBD — pending award decisions)	TBD	—	Diesel (ULSD)	TBD	—	—	Further participants to be identified as 2025 VRP agreements are executed. FY21 and FY22 DERA funds administered together through the 2025 VRP cycle.
TOTALS — Known Participants to Date (partial; additional PSCAs pending)	3+					\$138,812.00	Partial total — additional rebates TBD as PSCAs executed.

Note: DEQ Rebate = 25% of vehicle cost for DERA-eligible vehicles (VW Trust voluntary match + EPA DERA federal funds combined). Actual rebate percentages and vehicle counts will vary from work plan projections.

The information in this report is true and correct and the submission is made under penalty of perjury.		07/30/2022
	Michael Simon, Air Quality Division Administrator	Date

Action Title
2025 VRP_EMA1_Class 8 Truck

Beneficiary Project ID
2025-01

Reporting Period
05/29/2026 - 06/30/2026

Submitted: July 30, 2026

VW Settlement Decree
State of Idaho D-4 #17 — 2025-VRP-EMA1 — Class 8 Truck Replacement — Semi Annual Report

Grant Recipient	Idaho Department of Environmental Quality (IDEQ)
Grant Cycle	2025-VRP — EMA-1 Class 8 Local Freight Truck Replacement Program
Reporting Period	05/29/2026 - 06/30/2026

WORKPLAN BUDGET	EMA-1 (Class 8 Local Freight Trucks and Port Drayage Trucks)
Total VW Settlement Funds Disbursed to IDEQ	\$1,507,421.30
Interest Earned on VW Funds	\$0.00
Total VW Funds Obligated	\$1,507,421.30
Total VW Funds Expended	\$0.00
Total VW Funds On Hand	\$1,507,421.30
Balance in Account	\$1,507,421.30

Summary of D-4 #17 Costs							
Eligible Mitigation Action	Total Funds Obligated	Total Funds Expended	VW Mitigation Funds		Match Funds		Notes
			Obligated	Expended	Obligated	Expended	
Republic Services — Refuse Truck #1 (EV)	\$827,402.00	\$0.00	\$372,330.90	\$0.00	\$455,071.10	\$0.00	Pending — all-electric refuse truck (ZEV). 45% rebate.
Republic Services — Refuse Truck #2 (EV)	\$827,402.00	\$0.00	\$372,330.90	\$0.00	\$455,071.10	\$0.00	Pending — all-electric refuse truck (ZEV). 45% rebate.
Republic Services — Refuse Truck #3 (EV)	\$837,355.00	\$0.00	\$376,809.75	\$0.00	\$460,545.25	\$0.00	Pending — all-electric refuse truck (ZEV). 45% rebate.
Republic Services — Refuse Truck #4 (EV)	\$837,355.00	\$0.00	\$376,809.75	\$0.00	\$460,545.25	\$0.00	Pending — all-electric refuse truck (ZEV). 45% rebate.
Administrative Costs	\$9,140.00	\$0.00	\$9,140.00	\$0.00	\$0.00	\$0.00	Administrative reimbursement to DEQ for VRP program admin.
Unused project funds							0
Unused administrative costs	\$0.00						\$0.00
Interest Earnings							0
TOTALS	\$3,338,654.00	\$0.00	\$1,507,421.30	\$0.00	\$1,831,232.70	\$0.00	

VW Trust Portal Reconciliation	
Trust-Reported Funds Remaining *	\$1,507,421.00

* Per the VW Environmental Mitigation Trust Portal (accessed 07/14/2026). This D-4 was Approved 5/29/2026 with no Attachment A funding requests submitted yet, so the full budgeted amount remains undisbursed.

Project Overview — D-4 #17 Revision History

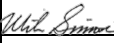
This section summarizes how the D-4 evolved from initial approval through the most recent revision.

D-4 Version & Date	VW Trust Amount	# Vehicles / Recipients	Key Changes / Description of Revision
Original D-4 Funding Request #07 Signed: 03/23/2026 Approved: 05/29/2026	\$1,507,421.30	Proposed: 4 all-electric refuse trucks (Republic Services)	ORIGINAL D-4 (2025-VRP EMA-1, Project ID: 2025-01) — D-4 submitted 03/23/2026, signed by Michael Simon (Air Quality Division Administrator). VW Trust advance of \$1,507,421.30 requested for 4 Republic Services all-electric refuse trucks (45% ZEV rebate). Total project cost: \$3,329,514; VW Trust share: \$1,498,281; administrative costs: \$9,140. Projected Trust disbursements: \$1,000 in 2026, \$1,506,421 in 2027. Estimated lifetime NOx reduction: 4.4 tons at \$341,263/ton.

↑ Insert additional revision rows above this line as needed ↑

Project Narrative

Eligible Mitigation Actions	Project Status
Republic Services (4 all-electric refuse trucks — EMA-1)	Four Class 8 diesel refuse trucks to be replaced with new all-electric refuse trucks. Republic Services applied for VW Trust funding through DEQ's 2025 VRP. Each vehicle qualifies for a 45% ZEV rebate. PSCA agreements are being developed. Estimated VW Trust rebate: \$372,330.90–\$376,809.75 per truck (\$1,498,281 total equipment). Vehicles to be purchased and old trucks scrapped prior to rebate disbursement.
D-4 #17 Status	In Progress — D-4 submitted 03/23/2026. VW Trust funds obligated: \$1,507,421.30 (includes \$9,140 administrative). Rebate payments pending completion of vehicle purchases and scrappage by Republic Services.

The information in this report is true and correct and the submission is made under penalty of perjury.	 Michael Simon, Air Quality Division Administrator	07/30/2026 Date
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Action Title
2025 VRP_EMA2_Class 4-8 Eligible Bus

Beneficiary Project ID
2025-02

Reporting Period
04/10/2026 - 06/30/2026

Submitted: July 30, 2026

VW Settlement Decree							
State of Idaho D-4 #18 — 2025-VRP-EMA2 — Class 4-8 Bus Replacement — Semi Annual Report							
Grant Recipient	Idaho Department of Environmental Quality (IDEQ)						
Grant Cycle	2025-VRP — EMA-2 Class 4-8 Bus Replacement Program						
Reporting Period	04/10/2026 - 06/30/2026						
WORKPLAN BUDGET		EMA-2 (Class 4-8 Transit and School Buses)					
Total VW Settlement Funds Disbursed to IDEQ			\$2,723,275.55				
Interest Earned on VW Funds			\$0.00				
Total VW Funds Obligated			\$2,723,275.55				
Total VW Funds Expended			\$1,311,025.00				
Total VW Funds On Hand			\$1,412,250.55				
Balance in Account			\$1,412,250.55				
Summary of D-4 #18 Costs							
Eligible Mitigation Action	Total Funds Obligated	Total Funds Expended	VW Mitigation Funds		Match Funds		Notes
			Obligated	Expended	Obligated	Expended	
ISD #1, Nez Perce County — Bus #2	\$123,422.00	\$123,422.00	\$30,855.50	\$30,409.00	\$92,566.50	\$93,013.00	School bus (govt). 25% rebate, paid 04/28/2026.
ISD #1, Nez Perce County — Bus #4	\$154,318.00	\$0.00	\$38,579.50	\$0.00	\$115,738.50	\$0.00	School bus (govt). 25% rebate.
ISD #1, Nez Perce County — Bus #5	\$160,483.00	\$0.00	\$40,120.75	\$0.00	\$120,362.25	\$0.00	School bus (govt). 25% rebate.
Camas County Schools — Bus #1	\$140,620.00	\$0.00	\$49,217.00	\$0.00	\$91,403.00	\$0.00	School bus (govt). 35% rebate.
Kamiah Joint School District #304 — Bus #1	\$155,370.00	\$0.00	\$54,379.80	\$0.00	\$100,990.20	\$0.00	School bus (govt). 35% rebate.
Western Trails Charters / Salt Lake Express — Bus #1	\$659,616.00	\$659,616.00	\$164,904.00	\$161,500.00	\$494,712.00	\$498,116.00	Intercity/charter bus (private). 25% rebate, paid 04/28/2026.
Western Trails Charters / Salt Lake Express — Bus #2	\$659,616.00	\$0.00	\$164,904.00	\$0.00	\$494,712.00	\$0.00	Intercity/charter bus (private). 25% rebate.
Western Trails Charters / Salt Lake Express — Bus #3	\$659,616.00	\$0.00	\$164,904.00	\$0.00	\$494,712.00	\$0.00	Intercity/charter bus (private). 25% rebate.
Western Trails Charters / Salt Lake Express — Bus #4	\$659,616.00	\$659,616.00	\$164,904.00	\$158,654.00	\$494,712.00	\$500,962.00	Intercity/charter bus (private). 25% rebate, paid 04/28/2026.
Western Trails Charters / Salt Lake Express — Bus #5	\$659,616.00	\$659,616.00	\$164,904.00	\$158,654.00	\$494,712.00	\$500,962.00	Intercity/charter bus (private). 25% rebate, paid 04/28/2026.
Salt Lake Express — Bus #1	\$659,616.00	\$659,616.00	\$164,904.00	\$161,500.00	\$494,712.00	\$498,116.00	Intercity/charter bus (private). 25% rebate, paid 04/28/2026.
Salt Lake Express — Bus #2	\$659,616.00	\$0.00	\$164,904.00	\$0.00	\$494,712.00	\$0.00	Intercity/charter bus (private). 25% rebate.
Salt Lake Express — Bus #3	\$659,616.00	\$0.00	\$164,904.00	\$0.00	\$494,712.00	\$0.00	Intercity/charter bus (private). 25% rebate.
Salt Lake Express — Bus #4	\$659,616.00	\$0.00	\$164,904.00	\$0.00	\$494,712.00	\$0.00	Intercity/charter bus (private). 25% rebate.
Salt Lake Express — Bus #5	\$659,616.00	\$0.00	\$164,904.00	\$0.00	\$494,712.00	\$0.00	Intercity/charter bus (private). 25% rebate.
NWSBW LLC dba Northwestern Stage Lines — Bus #1	\$659,616.00	\$659,616.00	\$164,904.00	\$161,500.00	\$494,712.00	\$498,116.00	Intercity/charter bus (private). 25% rebate, paid 04/28/2026.
NWSBW LLC dba Northwestern Stage Lines — Bus #2	\$659,616.00	\$659,616.00	\$164,904.00	\$158,654.00	\$494,712.00	\$500,962.00	Intercity/charter bus (private). 25% rebate, paid 04/28/2026.
NWSBW LLC dba Northwestern Stage Lines — Bus #3	\$659,616.00	\$659,616.00	\$164,904.00	\$158,654.00	\$494,712.00	\$500,962.00	Intercity/charter bus (private). 25% rebate, paid 04/28/2026.
NWSBW LLC dba Northwestern Stage Lines — Bus #4	\$659,616.00	\$659,616.00	\$164,904.00	\$161,500.00	\$494,712.00	\$498,116.00	Intercity/charter bus (private). 25% rebate, paid 04/28/2026.
NWSBW LLC dba Northwestern Stage Lines — Bus #5	\$659,616.00	\$0.00	\$164,904.00	\$0.00	\$494,712.00	\$0.00	Intercity/charter bus (private). 25% rebate.
Administrative Costs	\$36,563.00	\$0.00	\$36,563.00	\$0.00	\$0.00	\$0.00	Administrative reimbursement to DEQ for VRP program admin.
Unused project funds							0
Unused administrative costs	\$0.00						\$0.00
Interest Earnings							0
TOTALS	\$10,665,016.00	\$5,400,350.00	\$2,723,275.55	\$1,311,025.00	\$7,941,740.45	\$4,089,325.00	
VW Trust Portal Reconciliation							
Trust-Reported Funds Remaining *					\$1,412,250.55		

* Per the VW Environmental Mitigation Trust Portal (accessed 07/14/2026). This D-4 is still In Progress; the balance reflects VW Trust funds obligated but not yet disbursed for pending vehicle replacements.

Project Overview — D-4 #18 Revision History			
This section summarizes how the D-4 evolved from initial approval through the most recent revision.			
D-4 Version & Date	VW Trust Amount	# Vehicles / Recipients	Key Changes / Description of Revision
Original D-4 Funding Request #08 Signed: 02/11/2026 Approved: 04/10/2026	\$2,723,275.55	Proposed: 20 buses (5 school, 15 intercity/ charter)	ORIGINAL D-4 (2025-VRP EMA-2, Project ID: 2025-02) — D-4 submitted 02/11/2026, signed by Michael Simon (Air Quality Division Administrator). VW Trust advance of \$2,723,275.55 requested for 20 Class 4-8 bus replacements across 5 recipients: ISD #1 Nez Perce County (3 school buses, 25% rebate), Camas County Schools (1 school bus, 35% rebate), Kamiah Joint School District #304 (1 school bus, 35% rebate), Western Trails Charters/Salt Lake Express (5 buses, 25% rebate), Salt Lake Express (5 buses, 25% rebate), NWSBW LLC dba Northwestern Stage Lines (5 buses, 25% rebate). Total project cost: \$10,628,453; VW Trust equipment share: \$2,686,712.55; administrative costs: \$36,563. Estimated lifetime NOx reduction: 11.41 tons at \$241,309/ton.
↑ Insert additional revision rows above this line as needed ↑			
Project Narrative			
Eligible Mitigation Actions	Project Status		
ISD #1, Nez Perce County (Lewiston — 3 school buses)	Three Class 4-8 diesel school buses (govt owned) to be replaced. Vehicles: Bus #2 (\$123,422), Bus #4 (\$154,318), Bus #5 (\$160,483). 25% rebate applies; VW Trust share \$109,555.75. PSCAs being developed.		
Camas County Schools (1 school bus)	One Class 4-8 diesel school bus (govt owned) to be replaced. Total cost: \$140,620; 35% rebate; VW Trust share: \$49,217. PSCA being developed.		
Kamiah Joint School District #304 (1 school bus)	One Class 4-8 diesel school bus (govt owned) to be replaced. Total cost: \$155,370; 35% rebate; VW Trust share: \$54,379.80. PSCA being developed.		
Western Trails Charters / Salt Lake Express (5 intercity/charter buses)	Five Class 4-8 intercity/charter diesel buses (private) to be replaced. Total cost: \$3,298,080; 25% rebate (private non-govt). VW Trust share: \$824,520. PSCAs being developed.		
Salt Lake Express (5 intercity/charter buses)	Five Class 4-8 intercity/charter diesel buses (private) to be replaced. Total cost: \$3,298,080; 25% rebate. VW Trust share: \$824,520. PSCAs being developed.		
NWSBW LLC dba Northwestern Stage Lines (5 intercity/charter buses)	Five Class 4-8 intercity/charter diesel buses (private) to be replaced. Total cost: \$3,298,080; 25% rebate. VW Trust share: \$824,520. PSCAs being developed.		
D-4 #18 Status	In Progress — D-4 submitted 02/11/2026. VW Trust funds obligated: \$2,723,275.55 (includes \$36,563 administrative). Rebate payments pending vehicle purchase and scrappage by each participant. Projected Trust disbursements: \$1,361,637.78 in 2026 and \$1,361,637.78 in 2027.		
The information in this report is true and correct and the submission is made under penalty of perjury.			07/30/2026
	Michael Simon, Air Quality Division Administrator		Date