

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary Nevada

Lead Agency Authorized to Act on Behalf of the Beneficiary Nevada Division of Environmental Protection
(Any authorized person with delegation of such authority to direct the Trustee delivered to the Trustee pursuant to a Delegation of Authority and Certificate of Incumbency)

Action Title:	DERA - Republic CNG Refuse Truck Project
Beneficiary's Project ID:	NVDEMF 24-02 (DEP-S26-005)
Funding Request No.	<i>(sequential)</i>
Request Type: (select one or more)	<input checked="" type="checkbox"/> Reimbursement <input type="checkbox"/> Advance <input type="checkbox"/> Other (specify): _____
Payment to be made to: (select one or more)	<input type="checkbox"/> Beneficiary <input checked="" type="checkbox"/> Other (specify): <u>Republic Silver State Disposal Inc.</u>
Funding Request & Direction (Attachment A)	<input type="checkbox"/> Attached to this Certification <input checked="" type="checkbox"/> To be Provided Separately

SUMMARY

Eligible Mitigation Action	<input type="checkbox"/> Appendix D-2 item (specify): _____		
Action Type	<input checked="" type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal): _____		
Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):			
See pages 4-8 for detailed information on the mitigation action item including community and air quality benefits.			
Estimate of Anticipated NOx Reductions (5.2.3):			
It is anticipated that this project will mitigate 8.871 tons of NOx.			
Identification of Governmental Entity Responsible for Reviewing and Auditing Expenditures of Eligible Mitigation Action Funds to Ensure Compliance with Applicable Law (5.2.7.1):			
The Nevada Division of Environmental Protection			
Describe how the Beneficiary will make documentation publicly available (5.2.7.2).			
Please refer to pages 9-12 of this submittal for this description.			
Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8).			
Total project budget: \$4,474,035.44	Project costs paid by the Trust: \$280,328.000	Project costs paid by the State: \$369,672.00	Cost share requirement: \$3,824,035.44
Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9).			
NDEP sent emails to the representatives from the U.S. Department of the Interior and the U.S. Department of Agriculture listed in subparagraph 4.2.8 of the State Trust Agreement on February 23, 2018.			

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

The vehicle replacement project will be located in Clark County, Nevada. Clark County is an area of Nevada that has historically borne a disproportionate share of the state's air pollution burden.

ATTACHMENTS
(CHECK BOX IF ATTACHED)

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

CERTIFICATIONS

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

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

**DETAILED DESCRIPTION OF MITIGATION ACTION ITEM INCLUDING
COMMUNITY AND AIR QUALITY BENEFITS (5.2.2)**

The Nevada Division of Environmental Protection (NDEP) is submitting this Eligible Mitigation Action Category 10 – DERA Option refuse hauler replacement project to support the early retirement and replacement of fourteen diesel-powered refuse haulers. The vehicles are owned and operated by Republic Silver State Disposal, Inc. and will be replaced with fourteen new Compressed Natural Gas (CNG)-powered refuse haulers, located within Clark County, Nevada. Upon completion of this project, the permanent scrapping of fourteen privately-owned refuse haulers will provide a direct benefit to air quality.

Details regarding the units being replaced through this project, as well as the replacement units, are included on page 5 of this submission. The NDEP will work with the entity on the scrapping of the program-eligible refuse haulers and will coordinate with their staff for routine updates and possible site visits to ensure a timely and efficient completion of this project. The NDEP will not seek to have Republic reimbursed for this project until they have provided sufficient scrapping evidence to the NDEP.

The total expected lifetime emissions reductions are provided in the table below. Emissions reductions were quantified using the EPA’s Diesel Emission Quantifier.¹

Pollutant	Emissions Reductions (tons)
NO _x	8.871
PM _{2.5}	0.865
CO	1.646
HC	0.820
CO ₂	2851.51

¹ The EPA’s Diesel Emission Quantifier can be found online at <https://cfpub.epa.gov/quantifier/index.cfm?action=main.home>.

Fleet Information		Group 1	Group 2
CURRENT VEHICLE INFORMATION	Group Name:	6094-3820	6096-3820
	Fleet Owner:	Republic Silver State Disposal	Republic Silver State Disposal
	Publicly or Privately Owned?:	Private	Private
	Group Type:	On Highway	On Highway
	Place of Performance		
	- State(s):	Nevada	Nevada
	- County:	Clark	Clark
	- City:	North Las Vegas	North Las Vegas
	- Zip Code:	89030	89030
	Vehicle or Engine Group Sector:	Industrial	Industrial
	Target Fleet Type:	Refuse Hauler	Refuse Hauler
	On Highway Weight Class:	Class 8	Class 8
	On Highway Description:	Refuse Hauler	Refuse Hauler
	Quantity:	1	1
	Vehicle Identification Number(s):	5VCDC6MF46H202914	5VCDC6BE64H200766
	Vehicle Make:	Autocar	Autocar
	Vehicle Model:	WX64	WX64
	Vehicle Model Year:	2005	2005
	Engine Serial Number(s) :	46547260	35096120
	Engine Make:	Cummins	Cummins
	Engine Model:	ISL	ISL
	Engine Model Year:	2005	2005
	Engine Tier:		
	Engine Horsepower:		
	Engine Cylinder Displacement:		
	Engine Number of Cylinders:		
	Engine Family Name:		
	Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)
	Annual Amount of Fuel Used:	1038	4733
	Annual Usage Hours:		
	Annual Miles Traveled:	20189	12816
	Annual Idling Hours:	50	50
Annual Hoteling Hours:			
Remaining Life:	3	3	
NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2024	2024
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement
	Upgrade:	Vehicle Replacement - CNG	Vehicle Replacement - CNG
	Upgrade Cost Per Unit:	\$319,573.96	\$319,573.96
	Upgrade Labor Cost Per Unit:	\$0.00	\$0.00
	New Engine Model Year:	2024	2024
	New Engine Tier:		
	New Engine Horsepower:	350	350
	New Engine Duty Cycle:		
	New Engine Cylinder Displacement:		
	New Engine Number of Cylinders:		
	New Engine Family Name:		
	Annual Idling Hours Reduced:		
	Annual Hoteling Hours Reduced:		
Annual Diesel Gallons Reduced:			

Group 3	Group 4	Group 5	Group 6
6097-3820	6098-3820	6100-3820	6101-3820
Republic Silver State Disposal	Republic Silver State Disposal	Republic Silver State Disposal	Republic Silver State Disposal
Private	Private	Private	Private
On Highway	On Highway	On Highway	On Highway
Nevada	Nevada	Nevada	Nevada
Clark	Clark	Clark	Clark
North Las Vegas	North Las Vegas	North Las Vegas	North Las Vegas
89030	89030	89030	89030
Industrial	Industrial	Industrial	Industrial
Refuse Hauler	Refuse Hauler	Refuse Hauler	Refuse Hauler
Class 8	Class 8	Class 8	Class 8
Refuse Hauler	Refuse Hauler	Refuse Hauler	Refuse Hauler
1	1	1	1
5VCDC6MF35H201543	5VCDC6MF55H201544	5VCDC6MF95H201546	5VCDC6MF05H201547
Autocar	Autocar	Autocar	Autocar
WX64	WX64	WX64	WX64
2005	2005	2005	2005
46443821	46443841	46443839	46443823
Cummins	Cummins	Cummins	Cummins
ISL	ISL	ISL	ISL
2005	2005	2005	2005
ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)
5788	2941	11355	9203
21641	12855	18697	TBD
50	50	50	50
3	3	3	3
2024	2024	2024	2024
Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
Vehicle Replacement - CNG	Vehicle Replacement - CNG	Vehicle Replacement - CNG	Vehicle Replacement - CNG
\$319,573.96	\$319,573.96	\$319,573.96	\$319,573.96
\$0.00	\$0.00	\$0.00	\$0.00
2024	2024	2024	2024
350	350	350	350

Group 7	Group 8	Group 9	Group 10
6102-3820	6105-3820	6106-3820	6108-3820
Republic Silver State Disposal	Republic Silver State Disposal	Republic Silver State Disposal	Republic Silver State Disposal
Private	Private	Private	Private
On Highway	On Highway	On Highway	On Highway
Nevada	Nevada	Nevada	Nevada
Clark	Clark	Clark	Clark
North Las Vegas	North Las Vegas	North Las Vegas	North Las Vegas
89030	89030	89030	89030
Industrial	Industrial	Industrial	Industrial
Refuse Hauler	Refuse Hauler	Refuse Hauler	Refuse Hauler
Class 8	Class 8	Class 8	Class 8
Refuse Hauler	Refuse Hauler	Refuse Hauler	Refuse Hauler
1	1	1	1
5VCDC6MF25H201548	5VCDC6MF15H201699	5VCDC6MF45H201700	5VCDC6BE75H201880
Autocar	Autocar	Autocar	Autocar
WX64	WX64	WX64	WX64
2005	2005	2005	2008
46443767	46456846	46456853	35120552
Cummins	Cummins	Cummins	Cummins
ISL	ISL	ISL	ISL
2005	2005	2005	2005
ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)
4105	12090	13412	2130
23972	TBBD	32144	44876
50	50	50	50
3	3	3	3
2024	2024	2024	2024
Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
Vehicle Replacement - CNG	Vehicle Replacement - CNG	Vehicle Replacement - CNG	Vehicle Replacement - CNG
\$319,573.96	\$319,573.96	\$319,573.96	\$319,573.96
\$0.00	\$0.00	\$0.00	\$0.00
2024	2024	2024	2024
350	350	350	350

ATTACHMENT FOR 5.2.7.2

Describe how the Beneficiary will make documentation publicly available

Subparagraph 5.2.7.2 of the Environmental Mitigation Trust Agreement for State Beneficiaries requires that Beneficiaries include in their funding requests:

A commitment by the Beneficiary to maintain and make publicly available all documentation submitted in support of the funding request and all records supporting all expenditures of Eligible Mitigation Action funds, subject to applicable laws governing the publication of confidential business information and personally identifiable information, together with an explanation of the procedures by which the Beneficiary shall make such documentation publicly available;

The Nevada Division of Environmental Protection (NDEP), the Lead Agency for the State of Nevada, is committed to maintaining and making publicly available all documentation submitted support of the funding requests and all records supporting all expenditures of Eligible Mitigation Action funds, subject to applicable laws governing the publication of confidential business information and personally identifiable information.

The public will be able to view these records on the NDEP's website (<https://ndep.nv.gov>). The NDEP will maintain these records on a Volkswagen (VW) Environmental Mitigation Trust Fund specific webpage that will be designed to support public access and limit burden for the general public. The NDEP's VW specific webpage can currently be found at <https://ndep.nv.gov/air/vw-settlement>.

The NDEP has created an electronic listserv, open to the public, used to communicate news, events, and information related the Environmental Mitigation Trust Fund (Mitigation Fund). The listserv, NevadaVWFund, is advertised through the NDEP website and at public events related to the Mitigation Fund.

Chapters 603A and 239B of the Nevada Revised Statutes (NRS) provide definitions and requirements for handling *personal information*.

NRS Section 603A.040 defines 'Personal Information' as:

1. *"Personal information" means a natural person's first name or first initial and last name in combination with any one or more of the following data elements, when the name and data elements are not encrypted:*
 - (a) *Social security number.*
 - (b) *Driver's license number, driver authorization card number or identification card number.*
 - (c) *Account number, credit card number or debit card number, in combination with any required security code, access code or password that would permit access to the person's financial account.*
 - (d) *A medical identification number or a health insurance identification number.*

- (e) A user name, unique identifier or electronic mail address in combination with a password, access code or security question and answer that would permit access to an online account.*
- 2. The term does not include the last four digits of a social security number, the last four digits of a driver's license number, the last four digits of a driver authorization card number or the last four digits of an identification card number or publicly available information that is lawfully made available to the general public from federal, state or local governmental records.*

NRS Section 239B.030 – *Recorded, filed or otherwise submitted documents* - states that:

- 1. Except as otherwise provided in subsections 2 and 6, a person shall not include and a governmental agency shall not require a person to include any personal information about a person on any document that is recorded, filed or otherwise submitted to the governmental agency on or after January 1, 2007.*
- 2. If personal information about a person is required to be included in a document that is recorded, filed or otherwise submitted to a governmental agency on or after January 1, 2007, pursuant to a specific state or federal law, for the administration of a public program or for an application for a federal or state grant, a governmental agency shall ensure that the personal information is maintained in a confidential manner and may only disclose the personal information as required:*
- (a) To carry out a specific state or federal law; or*
- (b) For the administration of a public program or an application for a federal or state grant.*
- Any action taken by a governmental agency pursuant to this subsection must not be construed as affecting the legality of the document.*
- 3. A governmental agency shall take necessary measures to ensure that notice of the provisions of this section is provided to persons with whom it conducts business. Such notice may include, without limitation, posting notice in a conspicuous place in each of its offices.*
- 4. A governmental agency may require a person who records, files or otherwise submits any document to the governmental agency to provide an affirmation that the document does not contain personal information about any person or, if the document contains any such personal information, identification of the specific law, public program or grant that requires the inclusion of the personal information. A governmental agency may refuse to record, file or otherwise accept a document which does not contain such an affirmation when required or any document which contains personal information about a person that is not required to be included in the document pursuant to a specific state or federal law, for the administration of a public program or for an application for a federal or state grant.*
- 5. Each governmental agency may ensure that any personal information contained in a document that has been recorded, filed or otherwise submitted to the governmental agency before January 1, 2007, which the governmental agency continues to hold is:*
- (a) Maintained in a confidential manner if the personal information is required to be included in the document pursuant to a specific state or federal law, for the administration of a public program or for an application for a federal or state grant; or*
- (b) Obliterated or otherwise removed from the document, by any method, including, without limitation, through the use of computer software, if the personal information is not required to be*

included in the document pursuant to a specific state or federal law, for the administration of a public program or for an application for a federal or state grant.

➤ *Any action taken by a governmental agency pursuant to this subsection must not be construed as affecting the legality of the document.*

6. *A person may request that a governmental agency obliterate or otherwise remove from any document submitted by the person to the governmental agency before January 1, 2007, any personal information about the person contained in the document that is not required to be included in the document pursuant to a specific state or federal law, for the administration of a public program or for an application for a federal or state grant or, if the personal information is so required to be included in the document, the person may request that the governmental agency maintain the personal information in a confidential manner. If any documents that have been recorded, filed or otherwise submitted to a governmental agency:*

(a) Are maintained in an electronic format that allows the governmental agency to retrieve components of personal information through the use of computer software, a request pursuant to this subsection must identify the components of personal information to be retrieved. The provisions of this paragraph do not require a governmental agency to purchase computer software to perform the service requested pursuant to this subsection.

(b) Are not maintained in an electronic format or not maintained in an electronic format in the manner described in paragraph (a), a request pursuant to this subsection must describe the document with sufficient specificity to enable the governmental agency to identify the document.

➤ *The governmental agency shall not charge any fee to perform the service requested pursuant to this subsection.*

7. *As used in this section:*

(a) "Governmental agency" means an officer, board, commission, department, division, bureau, district or any other unit of government of the State or a local government.

(b) "Personal information" has the meaning ascribed to it in [NRS 603A.040](#).

Chapter 239 of the NRS provides general principles for the definition and the handling of public records. In particular, subsection 239.010.3 states that:

A governmental entity that has legal custody or control of a public book or record shall not deny a request made pursuant to subsection 1 to inspect or copy or receive a copy of a public book or record on the basis that the requested public book or record contains information that is confidential if the governmental entity can redact, delete, conceal or separate the confidential information from the information included in the public book or record that is not otherwise confidential.

Chapter 445B of the NRS (Air Controls) specifically provides further directions on what is confidential information and how such information must be handle in the context of the Air Program of the NDEP. In particular section 445B.570 – *Confidentiality and use of information obtained by Department*¹; penalty – states that (footnotes added for clarity):

¹ Nevada Department of Conservation and Natural Resources (DCNR)

1. *Any information which the Department obtains in the course of the performance of its duties pursuant to the provisions of this chapter is public information unless otherwise designated as confidential information pursuant to the provisions of this section.*
2. *The emission of an air contaminant which has an ambient air quality standard or emission standard or has been designated as a hazardous air pollutant by regulation of the Commission cannot be certified as being confidential.*
3. *Any confidential information received by the Commission², the Director³ or any local control authority which is certified in writing to the recipient as confidential by the owner or operator disclosing the information and verified and approved in writing as confidential by the recipient must, unless the owner expressly agrees to its publication or availability to the public, be used only:
 - (a) *In the administration or formulation of air pollution controls;*
 - (b) *In compiling or publishing analyses or summaries relating to the condition of the outdoor atmosphere which do not identify any owner or operator or reveal any confidential information;*
or
 - (c) *In complying with federal statutes, rules and regulations.**
4. *This section does not prohibit the use of confidential information in a prosecution for the violation of any statute, ordinance or regulation for the control of air pollution.*
5. *A person who discloses or knowingly uses confidential information in violation of this section is guilty of a misdemeanor, and is liable in tort for any damages which may result from such disclosure or use.*
6. *As used in this section, "confidential information" means information or records which:
 - (a) *Relate to dollar amounts of production or sales;*
 - (b) *Relate to processes or production unique to the owner or operator; or*
 - (c) *If disclosed, would tend to affect adversely the competitive position of the owner or operator.**

² Nevada State Environmental Commission

³ Director of the Department of Conservation and Natural Resources

ATTACHMENT B

**ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN INCLUDING DETAILED
BUDGET AND IMPLEMENTATION AND EXPENDITURES TIMELINE**

ATTACHMENT B

PROJECT MANAGEMENT PLAN PROJECT SCHEDULE AND MILESTONES

Activity	Date
NDEP submits Notice of Intent to Participate in FY2023-2024 DERA	FY 2023, Quarter 4
NDEP begins solicitation for FY 2023 project partners	FY 2023, Quarter 4
NDEP submits FY 2023 Workplan and Budget Narrative to EPA	FY 2023, Quarter 4
EPA Semiannual Report Due	October 30, 2023
EPA issues FY 2023 Notice of Award	FY 2024, Quarter 1,2
EPA Semiannual Report Due	April 30, 2024
NDEP begins solicitation for FY 2023 project partners	FY 2024, Quarter 3,4
EPA Semiannual Report Due	October 30, 2024
NDEP selects FY 2023 project partners	FY 2025, Quarter 1
NDEP submits FY 2024 Workplan and Budget Narrative to EPA	FY 2025, Quarter 1
NDEP enters into Subgrant Agreements with identified FY 2023 project partners	FY 2025, Quarter 2
EPA issues FY 2024 Notice of Award	FY 2025, Quarter 2
EPA Semiannual Report Due	April 30, 2025
FY 2023 Project partners begin procurement of vehicles for replacement	FY 2025, Quarter 3
FY 2023 Project partners provide updates to the NDEP on the status of vehicle procurement and report on any delays in completing their projects	FY 2025, Quarter 3
NDEP begins solicitation for FY 2024 project partners	FY 2025, Quarter 3
FY 2023 Project partners provide updates to the NDEP on the status of vehicle procurement and report on any delays in completing their projects	FY 2025, Quarter 4
NDEP selects FY 2024 project partners	FY 2025, Quarter 4
EPA Semiannual Report Due	October 30, 2025
FY 2023 Project partners begin receiving new replacements	FY 2026, Quarter 1
NDEP enters into Subgrant Agreements with identified FY 2024 project partners	FY 2026, Quarter 1
FY 2024 Project partners begin procurement of vehicles for replacement	FY 2026, Quarter 2
FY 2023-2024 Project partners provide updates to the NDEP on the status of vehicle procurement and report on any delays in completing their projects	FY 2026, Quarter 2
EPA Semiannual Report Due	April 30, 2026
FY 2023 Project partners finish receiving new replacements	FY 2026, Quarter 3
FY 2024 Project partners provide updates to the NDEP on the status of vehicle procurement and report on any delays in completing their projects	FY 2026, Quarter 3
FY 2023 Project partners scrap old vehicles	FY 2026, Quarter 4
NDEP verifies scrappage evidence and initiates reimbursement upon project close-out	FY 2026, Quarter 4
FY 2024 Project partners begin receiving new replacements	FY 2026, Quarter 4
EPA Semiannual Report Due	October 30, 2026
FY 2024 Project partners provide updates to the NDEP on the status of vehicle procurement and report on any delays in completing their projects	FY 2027, Quarter 1
FY 2024 Project partners provide updates to the NDEP on the status of vehicle procurement and report on any delays in completing their projects	FY 2027, Quarter 2
EPA Semiannual Report Due	April 30, 2027
FY 2024 Project partners finish receiving new replacements	FY 2027, Quarter 3
FY 2024 Project partners provide updates to the NDEP on the status of vehicle procurement and report on any delays in completing their projects	FY 2027, Quarter 3
FY 2024 Project partners scrap old vehicles	FY 2027, Quarter 4
NDEP verifies scrappage evidence and initiates reimbursement upon project close-out	FY 2027, Quarter 4
EPA Semiannual Report Due	October 30, 2027
EPA Final Report Due	January 28, 2028

PROJECT BUDGET

Budget Category	Admin Expenses	Share of Replacement Budget Funded by the Trust	Share of Replacement Budget Funded by DERA	Share of Replacement Budget Funded by State	Cost Share (Paid by Project Partner)	Subtotal
Administrative Expenditures						
Admin Expenditure Subtotal	\$ 0.00	-	-		-	\$ 0.00
Equipment Expenditures						
(1) Peterbilt CNG Refuse Truck	-	\$20,023.43	\$26,405.14	\$0.00	\$273,145.39	\$319,573.96
(1) Peterbilt CNG Refuse Truck	-	\$20,023.43	\$26,405.14	\$0.00	\$273,145.39	\$319,573.96
(1) Peterbilt CNG Refuse Truck	-	\$20,023.43	\$26,405.14	\$0.00	\$273,145.39	\$319,573.96
(1) Peterbilt CNG Refuse Truck	-	\$20,023.43	\$26,405.14	\$0.00	\$273,145.39	\$319,573.96
(1) Peterbilt CNG Refuse Truck	-	\$20,023.43	\$26,405.14	\$0.00	\$273,145.39	\$319,573.96
(1) Peterbilt CNG Refuse Truck	-	\$20,023.43	\$26,405.14	\$0.00	\$273,145.39	\$319,573.96
(1) Peterbilt CNG Refuse Truck	-	\$20,023.43	\$26,405.14	\$0.00	\$273,145.39	\$319,573.96
(1) Peterbilt CNG Refuse Truck	-	\$20,023.43	\$26,405.14	\$0.00	\$273,145.39	\$319,573.96
(1) Peterbilt CNG Refuse Truck	-	\$20,023.43	\$26,405.14	\$0.00	\$273,145.39	\$319,573.96
(1) Peterbilt CNG Refuse Truck	-	\$20,023.43	\$26,405.15	\$0.00	\$273,145.38	\$319,573.96
(1) Peterbilt CNG Refuse Truck	-	\$20,023.43	\$26,405.15	\$0.00	\$273,145.38	\$319,573.96
(1) Peterbilt CNG Refuse Truck	-	\$20,023.42	\$26,405.15	\$0.00	\$273,145.39	\$319,573.96
(1) Peterbilt CNG Refuse Truck	-	\$20,023.42	\$26,405.15	\$0.00	\$273,145.39	\$319,573.96
Project Totals	\$ 0.00	\$280,328.00	\$369,672.00	\$0.00	\$3,824,035.44	\$4,474,035.44
Associated Percentages of Replacement Cost	-	6.3%	8.2%	0%	85.5%	

PROJECTED TRUST ALLOCATIONS

ANNUAL PROJECTIONS	2025
1. Anticipated annual project funding request to be paid through the Trust	\$ 280,328.00
2. Portion of anticipated project funding request to be paid through the Trust to cover Eligible Mitigation Action Administrative Expenditures	\$ 0.00
3. Portion of anticipated project funding request to be paid through the Trust to cover Eligible Mitigation Action Expenditures	\$ 280,328.00
4. Anticipated annual cost share	\$ 4,193,707.44
5. Anticipated total project funding by year (line 1 plus line 4)	\$ 4,474,035.44
CUMULATIVE PROJECTIONS	
6. Cumulative outstanding Trustee payments requested against cumulative approved Beneficiary allocation	\$ 0.00
7. Cumulative Trustee payments made to date against cumulative approved Beneficiary allocation	\$ 21,443,084.94
8. Beneficiary funding to be paid through the Trust for this project (sum of line 1)	\$ 280,328.00
9. Total funding approved for Beneficiary Eligible Mitigation Actions, inclusive of current Action (sum of lines 6, 7, and 8)	\$ 21,723,412.94
10. Beneficiary share of estimated funds remaining in Trust	\$6,203,406.46
11. Estimated Beneficiary funds remaining in Trust after project completion (line 10 minus lines 6 and 8)	\$ 5,923,078.46

ATTACHMENT C

**DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION
IMPLEMENTATION**

ATTACHMENT C

DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION IMPLEMENTATION

The Nevada Division of Environmental Protection (NDEP) will provide detailed reporting on this Volkswagen (VW) Environmental Mitigation Trust Fund for State Beneficiaries Eligible Mitigation Action project in two ways: 1, timely updates to NDEP's VW Environmental Mitigation Trust Fund webpage; and 2, Nevada's semiannual reporting obligation to Wilmington Trust (the "Trustee").

NDEP maintains a VW Environmental Mitigation Trust Fund specific webpage that has been designed to support public access and limit burden for the general public. The NDEP's VW specific webpage can currently be found at <https://ndep.nv.gov/air/vw-settlement>. Timely updates to the webpage will inform the general public on the project's status as well as when this Eligible Mitigation Action has been completed.

Subparagraph 5.3 of the Environmental Mitigation Trust Agreement for State Beneficiaries details Nevada's Reporting Obligations:

"For each Eligible Mitigation Action, no later than six months after receiving its first disbursement of Trust Assets, and thereafter no later than January 30 (for the preceding six-month period of July 1 to December 31) and July 30 (for the preceding six-month period of January 1 to June 30) of each year, each Beneficiary shall submit to the Trustee a semiannual report describing the progress implementing each Eligible Mitigation Action during the six-month period leading up to the reporting date (including a summary of all costs expended on the Eligible Mitigation Action through the reporting date). Such reports shall include a complete description of the status (including actual or projected termination date), development, implementation, and any modification of each approved Eligible Mitigation Action. Beneficiaries may group multiple Eligible Mitigation Actions and multiple sub-beneficiaries into a single report. These reports shall be signed by an official with the authority to submit the report for the Beneficiary and must contain an attestation that the information is true and correct and that the submission is made under penalty of perjury. To the extent a Beneficiary avails itself of the DERA Option described in Appendix D-2, that Beneficiary may submit its DERA Quarterly Programmatic Reports in satisfaction of its obligations under this Paragraph as to those Eligible Mitigation Actions funded through the DERA Option. The Trustee shall post each semiannual report on the State Trust's public-facing website upon receipt."

NDEP shall, in the next semiannual report following the Trustee's approval of this project, describe the progress implementing this Eligible Mitigation Action that will include a summary of all costs expended on the Eligible Mitigation Action through the reporting date. The report will also include a complete description of the status, development, implementation (including project schedule and milestone updates), and any modification to this Eligible Mitigation Action.

ATTACHMENT D

**DETAILED COST ESTIMATES FROM SELECTED OR POTENTIAL VENDORS FOR
EACH PROPOSED EXPENDITURE EXCEEDING \$25,000**

G&H Manufacturing		1015 Commercial Blvd. S. Arlington, TX 76001		(817) 467-9883	
BUYER: Jada Muller		END USER: Republic Services		SALES ORDER: 42721	
SOLD TO: Republic Silver State Disposal		SHIP TO: Rush Truck Center		QUOTE: RS0124NB1	
315 West Cheyenne Avenue		4120 Donovan Way		DATE: 8/1/2023	
North Las Vegas, NV 89030		North Las Vegas, NV 89030			
EMAIL: jmuller@republicservices.com		EMAIL: imuller@republicservices.com		PO:	
PHONE: (480) 627-2700		PHONE: (480) 627-2700		UNIT #:	
MOBILE: (480) 593-1725		MOBILE: (480) 593-1725		LINE/FLEET #: 24PGH008	
G&H MODEL: 1560NG - Inboard Roll Off Hoist SN:					
CAPACITY/DESCRIPTION: 60,000 lbs Roll Off Hoist with 1 - 7" Reeving Cylinder & 2 - 6" Lift Cylinders					
CHASSIS MODEL: Peterbilt 520		VIN: 693514			
ARRIVAL DATE: Hasn't Arrived Yet		PROMISE DATE: December 31, 2024			
MINIMUM REQUIREMENTS:					
GVWR: 62,000 lbs		CT: 186"		AF: 59"	
GAWR FRONT: 18,000 lbs		GAWR TANDEM: 44,000 lbs			
STANDARD FEATURES					PRICE/TOTAL
Rails: 22' Long Outside Rails - 35 1/2" wide					
Aluminum Bronze Bushings on Sheaves and Side Rollers					
Steel Tubing (4" x 10" x 1/2")					\$73,608.00
Quick Change Rear Roller					
Complete Hydraulic Kit - Bi-Rotation Pump, 2 Spool Valve					
Hydraulic Oil AW32					
Ball Valve on Hydraulic Tank					
Grease Fittings at All Wear Points					
Automatic Front Container Latch, Safety Prop					
Ratchet Tie Downs, 1-Set					
Air Shift PTO with Direct Mount Pump - (Manufacturers Warranty Only)					
OPTIONS					
Pioneer RP4500 (Raised Gantry)					
Inside Air Controls (Dual Levers)					
Steel Tool Box & Window Guard/Protector					
ICC Floating/Gravity Bumper					
New 2017 LED Light Combo (Tail, Signal, Back up w/Side Marker)					
Chelsea Hot Shift PTO w/Tube Extention (Manufacturers Warranty Only)					
Body UP w/Speed Limiter & Full Pintle with Hydraulics					
New 2017 Ecco Back Up Alarm (SA940) & Ecco Hoist Up/Warning Alarm (DT500)					
Fire Extinguisher w/Bracket & Republic Decal Package					
Container Support Brackets Located at Rear (Rail Helpers)					
LED Rear Facing Work Lights Mounted on Gantry & LED Work Lights Mounted in Rear Light Bar					
LED Strobe Light - 360 Degree Class 1					
Hydraulic Tank w/Top & Bottom Ports w/FD-45 Quick Connects					
3 Micron Hydraulic (Return) Filter & 3 Micron High Pressure Hydraulic Filter w/Oil Tank Breather					
One Set of Flip Up/Fold Down Stops (Put in Cab for Customer to Install)					
Hydraulic Dual Action Hook Ups to Rear Drivers Side w/Plugs (Customer to supply quick connects)					
Special Rails Width (34" Rails) per Customer					
Provision Back Up Camera (RV-575A)					
PAINT COLOR				SUBTOTAL	\$73,608.00
HOIST: Standard Chassis Black				LESS DISCOUNT	
ADDITIONAL NOTES:				FREIGHT	
				SALES TAX	
				EXCISE TAX	\$8,832.96
				TOTAL INVOICE	\$82,440.96
				LESS DEPOSIT	
Prepared By: Shelly Price Date: 5/14/2024				TOTAL DUE	\$82,440.96
Approved By: _____ Date: _____					



Rush Crane & Refuse Systems International

8810 IH 10 East
Converse, TX 78109-9764
877-661-4511

Customer Proposal Letter

Republic Silver State Disposal, Inc.
315 West Cheyenne Avenue
North Las Vegas, NV 89030

Thank you for trusting us with your business. Please review the proposal below, and if you approve, sign and return to us at your convenience. We look forward to working with you and will continue to do our best to earn your trust now and in the future.

VEHICLE INFORMATION

Year 2025 Make Peterbilt Model 520 Stock # 1727205 Serial # 3BPDLH0X7SF693514

Additional Vehicle Details: 520LH X12N HD 3AX GH RO + Fusion + DUAL AC/FOAM 215076

Table with 3 columns: Description, Price, Total. Rows include Truck Price per Unit (\$214,776.00), F.E.T. (\$22,057.00), Net Sales Price (\$236,833.00), Optional Extended Warranty (\$300.00), State Sales Tax, Documentary Fee (\$0.00), Total Sales Price (\$237,133.00), and Unpaid Balance Due on Delivery (\$237,133.00).

Sales Representative Signature: Byron Haught, Printed Name: Byron Haught, Date:
Purchaser Signature: , Printed Name / Title: , Date:
Accepted by Sales Manager or General Manager Signature: , Printed Name: , Date:

Quote good until 6/9/2024 Note: The above Customer Proposal is a quotation only. Sale terms subject to approval of Sales Manager of Dealer.

DISCLAIMER: Any order based on this Proposal is subject to Customer executing Dealer's standard form Retail Sales Order and other required documents incorporating the above terms. Any documentary fees, FET, state tax, title, registration and license fees subject to adjustment and change. This Proposal is based upon Dealer's current and expected inventory, which is subject to change.

(1) Includes subscription period for # of specified months, (2) Customer's use of RushCare Service is governed by the RushCare User Agreement located at https://www.rushtruckcenters.com/rushcare-user-agreement, (3) Customer's use of Telematics Services is governed by separate 3rd party license terms and Rush is not liable for the Telematics Service, (4) Gap Coverage administered by an independent 3rd party provider under a separate contract directly between Customer and the 3rd party provider.

ATTACHMENT E

DERA OPTION

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

Work Plan and Budget Narrative

SUMMARY PAGE

Project Title: Nevada Clean Diesel Program

Project Manager and Contact Information

Organization Name: Nevada Division of Environmental Protection

Project Manager: Emma Lintz (program contact) and Misti Gower (financial contact)

Mailing Address: 901 S. Stewart Street, Ste 4001
Carson City, Nevada 89701

Phone: (775) 687-9498 for Emma Lintz and (775) 687-9494 for Misti Gower

Fax: (775) 687-5856

Email: elintz@ndep.nv.gov and mgower@ndep.nv.gov

Project Budget Overview:

	2023	2024	Total
EPA Base Allocation	\$ 423,108	\$ 395,498	\$ 818,606
Total State Contribution <i>(Mandatory Cost share, Voluntary State Match, and Leveraged)</i>	\$ 1,946,996	\$ 4,631,837	\$ 6,578,833
Mandatory Cost Share	\$1,507,648	\$3,767,830	\$5,275,478
Voluntary State Match	\$423,108	\$395,498	\$818,606
EPA Match Bonus <i>(If applicable)</i>	\$ 211,554	\$ 197,749	\$ 409,303
Total EPA Allocation <i>(base plus match bonus if applicable)</i>	\$ 634,662	\$ 593,247	\$ 1,227,909
TOTAL Project Cost <i>(EPA Allocation plus State contribution)</i>	\$2,581,658	\$5,225,084	\$7,806,742
Leveraged Funds	\$16,240	\$468,509	\$484,749

3 Year Project Period for 2023-2024 State DERA Grants¹

October 1, 2023 – September 30, 2027

Summary Statement

The Nevada Division of Environmental Protection (NDEP) will use federal fiscal year (FY) 2023-2024 DERA funds to effectively, and permanently, reduce NO_x and PM_{2.5} by replacing diesel-powered vehicles or engines with zero-emission or clean alternative fuel versions. NDEP has conducted outreach to seek out project partners to complete projects with FY 2023 DERA funds and FY 2024 DERA funds. Projects are anticipated to consist of class 8 vehicle replacements with battery-electric and low-emission versions. Changes to vehicle replacement projects funded will be reviewed with EPA and workplan revisions may be completed as needed. Priority will be given to projects that are located within nonattainment or maintenance areas as well as goods movement facilities in order to maximize public health benefits. Past DERA State Grant Program successes in Nevada are summarized online at: <https://ndep.nv.gov/air/air-pollutants/clean-diesel-program>

SCOPE OF WORK

STATE/TERRITORY GOALS AND PRIORITIES:

The Nevada Clean Diesel Program complements state and local efforts to maintain the National Ambient Air Quality Standards (NAAQS). Areas of air quality concern within the program typically include Clark County, the Stateline area of Douglas County and Carson City, the Pahrump area of Nye County, and Washoe County. Clark County is a maintenance area for PM₁₀ and CO, and areas of Clark County are currently in serious nonattainment for the 2015 O₃ standard. The Stateline area of Douglas County and Carson City is a maintenance area for CO. Measures are being taken in the Pahrump area of Nye County to reduce PM₁₀ levels and Washoe County is a maintenance area for both CO and PM₁₀. For FY 2023-2024, the program will be focusing on the priority area list given by EPA which includes Clark County and Washoe County as the two priorities based on EPA's Green Book of Nonattainment Areas for Criteria and on the 2019 Air Toxics Screening Assessment.

According to the 2020 National Emissions Inventory, diesel-based mobile source NO_x emissions accounted for 30 percent of the State's total NO_x emissions. When comparing Nevada's counties, Clark County holds more than half of the State's diesel-based mobile source NO_x emissions at 63%. The primary sectors that make up the State's diesel fleet are highway vehicles (55%) and off-highway equipment (36%) of mostly industrial and lawn and garden equipment.

VEHICLES AND TECHNOLOGIES:

The Nevada Division of Environmental Protection is aiming to replace twenty (20) old diesel vehicles with zero emission and low-NO_x equivalents that operate in Clark County and/or

¹ FY2024 funds will be dispersed as an incremental amendment to existing 2023 DERA State Grants.

Washoe County between both FY 2023 and FY 2024. Of these twenty vehicle replacements, the NDEP will fund the replacement of four Class 8 diesel tractor trailers with four battery electric tractor trailers in partnership with the United Parcel Service (UPS). NDEP will also fund the replacement of one diesel Class 8 charter bus with a new cleaner diesel version in partnership with JJSP Leasing, a family-owned charter bus transportation company. NDEP will assist Republic Silver State Disposal with the replacement of 15 old diesel refuse haulers and fund the purchase of 14 new CNG refuse haulers and one battery electric refuse hauler. While a fleet description sheet listing some of the details regarding some of the typical, intended vehicle replacements has been attached with this Work Plan, the typical usage characteristics of the vehicles is provided below.

UPS's trailers will be domiciled in Washoe County, Nevada and will conduct routes between their UPS Sparks Hub and UPS North Las Vegas Center. Washoe County is a maintenance area for CO and PM₁₀ and has an O₃ design value that is on the cusp of marginal nonattainment for the 2015 O₃ NAAQS. Clark County, specifically the Las Vegas Valley, is in serious nonattainment for the 2015 O₃ standard (as of 1/21/2025). JJSP Leasing's charter bus will be domiciled in Clark County and primarily completes routes throughout the Las Vegas Valley (Hydrographic Area 212). Republic Silver State's refuse haulers are located in Clark County and completes routes around and throughout the Las Vegas Valley (Hydrographic Area 212).

NDEP will ensure that the participating fleets select only program-eligible diesel-powered vehicles for early retirement and that they provide some of the necessary photographic evidence (including side profile, VIN, engine serial number, and engine photos) to NDEP prior to signing a Subgrant Agreement.

For a vehicle to be considered program-eligible, or eligible for replacement, it must meet each of these four points:

1. Must be fully operational; it is able to start, move, and has all necessary parts to be operational.
2. Must be currently owned and operating and have been owned and operated during the two years prior to upgrade.
3. Must have at least three (3) years of remaining life at the time of upgrade. This is the owner's estimate of the number of years until the unit would have been retired if not for it being upgraded through these funds.
4. Must have accumulated at least 7,000 miles/year during the two years prior to upgrade. The mileage of two or more units may be combined to reach this amount as long as those units are scrapped and replaced with a single unit.

ROLES AND RESPONSIBILITIES:

Acting in our role as project management for FY 2023-2024 DERA State Grant Program funds, NDEP has been coordinating the planning for the diesel to zero emission/low-NOx vehicle replacement projects with our partners. Upon receipt of this Work Plan, NDEP will enter into Subgrant Agreements with our for-profit project partners that will define all the deliverables the partner must provide in order to receive program funds. This includes responsibilities to follow

the FY 2023-2024 DERA State Grant program guidance and all DERA State Grant program Terms and Conditions. Program funds are delivered on a reimbursement basis and are only delivered once the partner has demonstrated the successful replacement and scrapping of the program-eligible vehicles. To successfully scrap a vehicle, the project partner must, within ninety (90) days of receipt of their replacement vehicle, cut a three-inch hole in the engine block; cut the chassis on each side at a point between the front and rear axles; and salvage any other parts of the vehicle that are not the engine or chassis. The project partner must also submit photo evidence of scrapped vehicles.

Participating fleets are required to contribute the minimum mandatory cost-share for these replacement projects. These project partners are enthusiastic community partners with a desire to reduce emissions from their fleets. Their participation reinforces the idea to the public that diesel emission reduction projects are practical and effective.

If the actual replacement costs of the vehicles selected for early-retirement and replacement end up being higher than the estimated replacement costs, our project partners have indicated their willingness to provide additional funding to ensure the project’s successful completion.

TIMELINE AND MILESTONES:

The following table represents a schedule of expected target dates, milestones, and completion dates to achieve specific tasks and accomplishments, during the project and budget period:

Table 1: Timelines and Milestones to Achieve Successful Project Completion

Activity	Date
NDEP submits Notice of Intent to Participate in FY2023-2024 DERA	FY 2023, Quarter 4
NDEP begins solicitation for FY 2023 project partners	FY 2023, Quarter 4
NDEP submits FY 2023 Workplan and Budget Narrative to EPA	FY 2023, Quarter 4
EPA Semiannual Report Due	October 30, 2023
EPA issues FY 2023 Notice of Award	FY 2024, Quarter 1,2
EPA Semiannual Report Due	April 30, 2024
NDEP begins solicitation for FY 2023 project partners	FY 2024, Quarter 3,4
EPA Semiannual Report Due	October 30, 2024
NDEP selects FY 2023 project partners	FY 2025, Quarter 1
NDEP submits FY 2024 Workplan and Budget Narrative to EPA	FY 2025, Quarter 1
NDEP enters into Subgrant Agreements with identified FY 2023 project partners	FY 2025, Quarter 2
EPA issues FY 2024 Notice of Award	FY 2025, Quarter 2
EPA Semiannual Report Due	April 30, 2025
FY 2023 Project partners begin procurement of vehicles for replacement	FY 2025, Quarter 3
FY 2023 Project partners provide updates to the NDEP on the status of vehicle procurement and report on any delays in completing their projects	FY 2025, Quarter 3
NDEP begins solicitation for FY 2024 project partners	FY 2025, Quarter 3
FY 2023 Project partners provide updates to the NDEP on the status of vehicle procurement and report on any delays in completing their projects	FY 2025, Quarter 4
NDEP selects FY 2024 project partners	FY 2025, Quarter 4
EPA Semiannual Report Due	October 30, 2025
FY 2023 Project partners begin receiving new replacements	FY 2026, Quarter 1
NDEP enters into Subgrant Agreements with identified FY 2024 project partners	FY 2026, Quarter 1
FY 2024 Project partners begin procurement of vehicles for replacement	FY 2026, Quarter 2
FY 2023-2024 Project partners provide updates to the NDEP on the status of vehicle procurement and report on any delays in completing their projects	FY 2026, Quarter 2

Activity	Date
EPA Semiannual Report Due	April 30, 2026
FY 2023 Project partners finish receiving new replacements	FY 2026, Quarter 3
FY 2024 Project partners provide updates to the NDEP on the status of vehicle procurement and report on any delays in completing their projects	FY 2026, Quarter 3
FY 2023 Project partners scrap old vehicles	FY 2026, Quarter 4
NDEP verifies scrappage evidence and initiates reimbursement upon project close-out	FY 2026, Quarter 4
FY 2024 Project partners begin receiving new replacements	FY 2026, Quarter 4
EPA Semiannual Report Due	October 30, 2026
FY 2024 Project partners provide updates to the NDEP on the status of vehicle procurement and report on any delays in completing their projects	FY 2027, Quarter 1
FY 2024 Project partners provide updates to the NDEP on the status of vehicle procurement and report on any delays in completing their projects	FY 2027, Quarter 2
EPA Semiannual Report Due	April 30, 2027
FY 2024 Project partners finish receiving new replacements	FY 2027, Quarter 3
FY 2024 Project partners provide updates to the NDEP on the status of vehicle procurement and report on any delays in completing their projects	FY 2027, Quarter 3
FY 2024 Project partners scrap old vehicles	FY 2027, Quarter 4
NDEP verifies scrappage evidence and initiates reimbursement upon project close-out	FY 2027, Quarter 4
EPA Semiannual Report Due	October 30, 2027
EPA Final Report Due	January 28, 2028

DERA PROGRAMMATIC PRIORITIES:

The priorities of the Nevada Clean Diesel Program are aligned with the programmatic priorities of the Diesel Emissions Reduction Act of 2010, 42 USC 16131 et seq. These priorities will be met through the following:

1. NDEP aims to build a simple, yet effective program that maximizes public health benefits for as many Nevadans as practical. The Nevada Clean Diesel Program seeks to reduce exposure to harmful diesel emissions across Nevada. Diesel emissions reductions are determined using the Diesel Emission Quantifier (DEQ) and proposals achieving significant reductions in diesel emissions in terms of tons of pollution produced and reductions in diesel emissions exposure from vehicles, engines, and equipment operating in areas designated as poor air quality areas are given priority.
2. The Nevada Clean Diesel Program is implemented through a low-overhead programmatic structure to aid in increasing fleet turnover to provide quantifiable diesel emissions reductions.
3. The program focuses on public service fleets that operate their vehicles a substantial amount of time within Nevada’s population centers and with public service fleets that provide services to sensitive populations.
4. This program will maximize the service life of the replacements through a Subgrant Agreement between the project partner and the NDEP. This agreement will require the recipients to maintain the equipment in compliance with the manufacturer’s recommended maintenance schedule. This includes instructions on manufacturer-recommended

maintenance procedures and a full explanation of the warrantee provisions for the verified technologies.

5. Replacement projects will conserve diesel fuel by replacing legacy diesel vehicles with vehicles that are zero emissions or meet the most recent emission standards. Generally, the use of new technologies can reduce overall fleet diesel fuel consumption.

PUBLIC ENGAGEMENT:

Consideration will be given to projects that demonstrate community engagement with the affected populations to ensure the public's meaningful participation regarding the design, planning, and performance of the project.

PROJECT SUSTAINABILITY:

NDEP will continue efforts to reduce emissions beyond this assistance agreement by prioritizing projects that have a likelihood of additional, future, emission reductions. For example, funding a project that is beginning to transition an entire fleet to clean fuels or if the vehicle/engine replacement is part of a demonstration project to provide feedback for a potential fleet-wide transition. Also, project partners that have existing policies or new commitments to adopt policies that require the use of cleaner, more efficient vehicles and equipment. Once projects are finalized, it will be confirmed if the project partner has sustainability or not.

PROJECT RESILIENCE TO ENVIRONMENTAL IMPACTS:

Projects that include measures to anticipate, prepare for, and avoid, adverse impacts from changes in the environment may be prioritized. For example, projects that site decisions and operational plans that will take place in the event there is severe weather to avoid damages to the fleet or equipment. Once projects are finalized, it will be determined if the project involves environmental impact resilience.

WORKFORCE DEVELOPMENT:

NDEP may give priority to projects that demonstrate a plan to prepare the workforce for new technologies incurred by the project, such as ensuring training or clarifying protections to their current workers. Once projects are finalized, it will be confirmed if the project demonstrates workforce development or not.

ANTICIPATED OUTCOMES/OUTPUTS:

This program supports EPA's new FY 2022-2026 Strategic Plan Goals.

NDEP anticipates permanently removing early and mid-2000's engine model year diesel-powered Class 8 vehicles from service and replacing them with new zero emission and low-NOx vehicles. Reducing these pollutants protects human health and the environment in several ways.

The program will reduce emissions in areas that have seasonal particulate matter and ozone concerns. Implementing this program will also help to mitigate regional air pollution.

FY 2023-2024 Anticipated Outcomes

Anticipated outcomes of the Nevada Clean Diesel Program can be expressed in short, medium, and long-term considerations. In the short-term, a broad spectrum of Nevadans, from state and local leaders to health professionals and environmental advocates, will recognize the value of reducing diesel emissions in our communities. The importance of reducing diesel emissions is most pronounced where vulnerable populations, such as children and the elderly, are subject to both direct and prolonged exposure to the emission source. This recognition may foster support, both programmatic and financial, on the part of groups and individuals for continued diesel emission reduction efforts. NDEP will post a summary of the projects funded by FY 2023-2024 programs and their expected outcomes on the Nevada Clean Diesel Program webpage.

Medium-term outcomes are expected to include a continued reduction in fleet diesel emissions, instilling the program goals in other state and municipal fleets, and laying the groundwork for the continued replacement of other fleet vehicles.

From a long-term perspective, one expected outcome is reduced rates of certain respiratory ailments among sensitive groups in the program area. Numerous scientific studies have established a relationship between exposure to fine particulate matter (a component of diesel exhaust) and diseases such as lung cancer, asthma, pneumonia, and even heart disease. It is expected that some measurable reduction in disease rates will occur because of program implementation for those populations most at risk such as children, the elderly, and those already suffering from heart or lung disease. Additionally, there is an anticipated effect on other existing fleets to stimulate interest in further diesel emission reduction efforts. These might include retrofit or replacement programs, idle reduction efforts, or truck stop electrification and auxiliary power unit installation. NDEP hopes that the Nevada Clean Diesel Program will continue to foster an interest among all fleets using diesel-powered vehicles in Nevada in improving air quality voluntarily through the retrofit of technology, engine repowers, early attrition of their dirtiest vehicles, or zero emissions replacements.

FY 2023-2024 Anticipated Outputs

Expected, measurable program outputs are quantified in two ways. The first measurable output is the number of vehicles that will be replaced. Based on data provided by potential project partners, NDEP anticipates the early retirement of twenty (20) Class 8 diesel vehicles. Not including the mandatory cost-share (and any possible additional leveraged funds) NDEP will be awarding \$2,046,515 to fleets.

A second output is the reduction in emissions that will result from the expected service life of the new vehicle over that of the older, replaced vehicle. The Diesel Emissions Quantifier (DEQ) was used to calculate criteria pollutant reductions. Use of this calculation tool required that several assumptions be made concerning vehicle age, mileage, and other parameters. Results from the DEQ are shown in Table 2.

A third output is the reduction in cases of respiratory illness attributable to diesel emission exposure and the associated reduction in related healthcare costs. These benefits include reduced costs associated with premature deaths, hospital visits, and time lost from work and school.

Table 2: FY 2023-2024 Vehicle replacement information and estimated criteria pollutant reductions

Total Criteria Pollutant Reductions		
Pollutant	Annual Emissions (short tons)	Lifetime Emissions (short tons)
Nitrous Oxides (NOx)	5.840	21.703
Particulate Matter (PM2.5)	0.302	0.925
Hydrocarbons (HC)	0.386	1.333
Carbon Monoxide (CO)	2.212	9.746
Carbon Dioxide (CO2)	1712.018	6348.084

BUDGET NARRATIVE

2023 Itemized Project Budget

Budget Category	EPA Allocation	Mandatory Cost-Share	Additional Leveraged Funds	Voluntary Match		Line Total
				VW Mitigation Trust Funds	Other Funds	
1. Personnel	\$31,567	\$0	\$0	\$0	\$0	\$31,567
2. Fringe Benefits	\$12,608	\$0	\$0	\$0	\$0	\$12,608
3. Travel	\$0	\$0	\$0	\$0	\$0	\$0
4. Equipment	\$0	\$0	\$0	\$0	\$0	\$0
5. Supplies	\$0	\$0	\$0	\$0	\$0	\$0
6. Contractual	\$0	\$0	\$0	\$0	\$0	\$0
7. Other	\$581,087	\$1,507,648	\$0	\$423,108	\$1,367	\$2,529,450
8. Total Direct Charges (sum 1-7)	\$625,262	\$1,507,648	\$16,240	\$423,108	\$1,367	\$2,573,625
9. Indirect Charges	\$9,400	\$0	\$16,240	\$0	\$0	\$9,400
10. Total Charges (Indirect + Direct)	\$634,662	\$1,507,648	\$16,240	\$423,108	\$1,367	\$2,583,025
11. Program Income	\$0	\$0	\$0	\$0	\$0	\$0

2024 Itemized Project Budget

Budget Category	EPA Allocation	Mandatory Cost-Share	Additional Leveraged Funds	Voluntary Match		Line Total
				VW Mitigation Trust Funds	Other Funds	
1. Personnel	\$31,567	\$0	\$0	\$0	\$0	\$31,567
2. Fringe Benefits	\$12,608	\$0	\$0	\$0	\$0	\$12,608
3. Travel	\$0	\$0	\$0	\$0	\$0	\$0
4. Equipment	\$0	\$0	\$0	\$0	\$0	\$0
5. Supplies	\$0	\$0	\$0	\$0	\$0	\$0
6. Contractual	\$0	\$0	\$0	\$0	\$0	\$0
7. Other	\$539,672	\$3,767,830	\$468,509	\$395,498	\$52,169	\$5,223,678
8. Total Direct Charges (sum 1-7)	\$583,847	\$3,767,830	\$468,509	\$395,498	\$52,169	\$5,267,853
9. Indirect Charges	\$9,400	\$0	\$0	\$0	\$0	\$9,400
10. Total Charges (Indirect + Direct)	\$593,247	\$3,767,830	\$468,509	\$395,498	\$52,169	\$5,277,254
11. Program Income	\$0	\$0	\$0	\$0	\$0	\$0

2023 Explanation of Budget Framework

Personnel

Title (PCN)	Annual Salary	Percent Time Commitment to Project	Total Cost to Budget
Bureau Chief (0003)	\$108,432	3%	\$3,253
Management Analyst 3 (0615)	\$59,652	5%	\$2,983
Environmental Scientist IV (0543)	\$79,900	3%	\$2,397
Professional Engineer (0620)	\$67,296	3%	\$2,019
Environmental Scientist 2 (0611)	\$58,100	36%	\$20,916
Personnel Total			\$31,567

Fringe Benefits

Title (PCN)	Annual Fringe Benefits	Percent Time Commitment to Project	Total Cost to Budget
Bureau Chief (0003)	\$34,350	3%	\$1,031
Management Analyst 3 (0615)	\$33,024	5%	\$1,651
Environmental Scientist IV (0543)	\$28,038	3%	\$841
Professional Engineer (0620)	\$25,238	3%	\$757
Environmental Scientist 2 (0611)	\$23,132	36%	\$8,328
Fringe Total			\$12,608

Travel - No travel costs have been budgeted.

Supplies - No supply costs have been budgeted.

Equipment - No equipment costs have been budgeted.

Contractual - No contractual costs have been budgeted.

Other – NDEP intends to enter into subgrant agreements with UPS and JJSP Leasing. These agreements will fund vehicle replacement costs to support the purchase of four (4) new electric tractor trailers and one new diesel charter bus, respectively.

Line Item and Itemized Cost	Federal Funds	Voluntary State Match (paid by Nevada)	Additional VW	Mandatory Cost-Share (paid by fleet owner)	Additional Leveraged Funds	Total Project Cost
Project #1 – Diesel to Electric Tractor Trailer Replacement						
Tractor Trailer 1	\$110,354	\$104,646.25	\$0.00	\$267,740	\$4,060	\$486,800
Tractor Trailer 2	\$110,354	\$104,646.25	\$0.00	\$267,740	\$4,060	\$486,800
Tractor Trailer 3	\$110,354	\$104,646.25	\$0.00	\$267,740	\$4,060	\$486,800
Tractor Trailer 4	\$110,354	\$104,646.25	\$0.00	\$267,740	\$4,060	\$486,800
Total	\$441,415	\$418,585.00	\$0.00	\$1,070,960	\$16,240	\$1,947,200

Line Item and Itemized Cost	Federal Funds	Voluntary State Match (paid by Nevada)	Additional VW	Mandatory Cost-Share (paid by fleet owner)	Additional Leveraged Funds	Total Project Cost
Project #2 – Diesel to Diesel Charter Bus Replacement						
Charter Bus 1	\$139,672	\$4,523	\$1,367	\$436,688	\$0	\$582,250
Total	\$139,672	\$4,523	\$1,367	\$436,688	\$0	\$582,250

Indirect Charges – NDEP has submitted to the EPA a request for an Indirect Cost Rate of 21.28 percent for state FY 2023, which is the rate used in this application.

Title (PCN)	Annual Salary Plus Fringe	Indirect Rate	Percent Time Commitment to Project	Total Cost to Budget
Bureau Chief (0003)	\$142,782	21.28%	3%	\$912
Management Analyst 3 (0615)	\$92,676	21.28%	5%	\$986
Environmental Scientist IV (0543)	\$107,938	21.28%	3%	\$689
Professional Engineer (0620)	\$92,534	21.28%	3%	\$591
Environmental Scientist 2 (0611)	\$81,232	21.28%	36%	\$6,223
Indirect Total				\$9,400

2024 Explanation of Budget Framework

Personnel

Title (PCN)	Annual Salary	Percent Time Commitment to Project	Total Cost to Budget
Bureau Chief (0003)	\$108,432	3%	\$3,253
Management Analyst 3 (0615)	\$59,652	5%	\$2,983
Environmental Scientist IV (0543)	\$79,900	3%	\$2,397
Professional Engineer (0620)	\$67,296	3%	\$2,019
Environmental Scientist 2 (0611)	\$58,100	36%	\$20,916
Personnel Total			\$31,567

Fringe Benefits

Title (PCN)	Annual Fringe Benefits	Percent Time Commitment to Project	Total Cost to Budget
Bureau Chief (0003)	\$34,350	3%	\$1,031
Management Analyst 3 (0615)	\$33,024	5%	\$1,651
Environmental Scientist IV (0543)	\$28,038	3%	\$841
Professional Engineer (0620)	\$25,238	3%	\$757
Environmental Scientist 2 (0611)	\$23,132	36%	\$8,328
Fringe Total			\$12,608

Travel - No travel costs have been budgeted.

Supplies - No supply costs have been budgeted.

Equipment - No equipment costs have been budgeted.

Contractual - No contractual costs have been budgeted.

Other – NDEP intends to enter into subgrant agreements with Republic Silver State located in nonattainment or maintenance zones. These agreements will fund vehicle replacement costs to support the purchase of fifteen (15) new electric refuse haulers.

Line Item and Itemized Cost	Federal Funds	Voluntary State Match (paid by Nevada)	Additional VW	Mandatory Cost-Share (paid by fleet owner)	Additional Leveraged Funds	Total Project Cost
Diesel to Electric Refuse Hauler Replacement						
Refuse Hauler 1	\$170,000	\$167,339.35	\$0	\$412,303.65	\$0	\$749,643
Total	\$170,000	\$167,339.35	\$0	\$412,303.65	\$0	\$749,643

Line Item and Itemized Cost	Federal Funds	Voluntary State Match (paid by Nevada)	Additional VW	Mandatory Cost-Share (paid by fleet owner)	Additional Leveraged Funds	Total Project Cost
Diesel to CNG Refuse Hauler Replacement						
Vehicle 1	\$26,405.14	\$16,297.05	\$3,726.38	\$239,680.47	\$33,464.92	\$319,573.39
Vehicle 2	\$26,405.14	\$16,297.05	\$3,726.38	\$239,680.47	\$33,464.92	\$319,573.39
Vehicle 3	\$26,405.14	\$16,297.05	\$3,726.38	\$239,680.47	\$33,464.92	\$319,573.39
Vehicle 4	\$26,405.14	\$16,297.05	\$3,726.38	\$239,680.47	\$33,464.92	\$319,573.39
Vehicle 5	\$26,405.14	\$16,297.05	\$3,726.38	\$239,680.47	\$33,464.92	\$319,573.39
Vehicle 6	\$26,405.14	\$16,297.05	\$3,726.38	\$239,680.47	\$33,464.92	\$319,573.39
Vehicle 7	\$26,405.14	\$16,297.05	\$3,726.38	\$239,680.47	\$33,464.92	\$319,574.39
Vehicle 8	\$26,405.14	\$16,297.05	\$3,726.38	\$239,680.47	\$33,464.92	\$319,574.39
Vehicle 9	\$26,405.14	\$16,297.05	\$3,726.38	\$239,680.47	\$33,464.92	\$319,574.39
Vehicle 10	\$26,405.14	\$16,297.04	\$3,726.39	\$239,680.47	\$33,464.92	\$319,574.39
Vehicle 11	\$26,405.15	\$16,297.04	\$3,726.38	\$239,680.47	\$33,464.92	\$319,574.39
Vehicle 12	\$26,405.15	\$16,297.04	\$3,726.38	\$239,680.47	\$33,464.92	\$319,574.39
Vehicle 13	\$26,405.15	\$16,297.04	\$3,726.39	\$239,680.47	\$33,464.91	\$319,574.38
Vehicle 14	\$26,405.15	\$16,297.04	\$3,726.39	\$239,680.47	\$33,464.91	\$319,574.38
Total	\$369,672	\$228,158.65	\$52,169.35	\$3,355,526.58	\$468,508.86	\$4,474,035.44

Indirect Charges – NDEP is assuming an Indirect Cost Rate of 21.28 percent for state FY 2024, which is the rate used in this application.

Title (PCN)	Annual Salary Plus Fringe	Indirect Rate	Percent Time Commitment to Project	Total Cost to Budget
Bureau Chief (0003)	\$142,782	21.28%	3%	\$912
Management Analyst 3 (0615)	\$92,676	21.28%	5%	\$986
Environmental Scientist IV (0543)	\$107,938	21.28%	3%	\$689
Professional Engineer (0620)	\$92,534	21.28%	3%	\$591
Environmental Scientist 2 (0611)	\$81,232	21.28%	36%	\$6,223
Indirect Total				\$9,400

Administrative Costs Expense Cap

NDEP has budgeted \$53,575 from both program years to cover administrative expenses, giving a total of \$107,150. These funds will go to covering personnel, fringe, and indirect costs associated with successfully executing the program. The proposed personnel and fringe benefit costs a total of \$44,175 per program year, which is 2.2 percent of the total project cost (total project cost includes the federal share as well as Nevada’s voluntary cost-share).

Matching Funds and Cost-Share Funds

NDEP intends to use funds from the Volkswagen Environmental Mitigation Trust Fund for State Beneficiaries (State Trust) to meet the program voluntary match. Nevada has already submitted and received approval on multiple funding requests to Wilmington Trust (the Trustee managing the State Trust) relating directly to DERA State Grant Program projects (see <https://www.vwenvironmentalmitigationtrust.com/state-trust/nevada> for more information). For-profit project partners will be meeting their mandatory cost-shares through private funding. Please note that partner cost-shares may increase from what is expected if there is an increase in vehicle replacement costs. The partner entities will not be using any additional federal monies to support the purchases of these vehicles.

Funding Partnerships

NDEP intends to enter into subgrant agreements with project partners residing in one of the listed priority county areas. These agreements will fund vehicle replacement costs. Also, the Nevada Clean Diesel Program is operated on a reimbursement basis and subgrantees will not be reimbursed until and unless they provide sufficient evidence of vehicle scrappage and project completion to the NDEP.