

APPENDIX D-4
Beneficiary Eligible Mitigation Action Certification

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary Tennessee

Lead Agency Authorized to Act on Behalf of the Beneficiary Tennessee Department of Environment and Conservation
(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:	STATE OF TENNESSEE CLASS 8 TRUCK GRANT
Beneficiary's Project ID:	ENVWCLAS8TRUCK
Funding Request No.	(sequential) 14
Request Type: (select one or more)	☒ Reimbursement ☐ Advance ☐ Other (specify): _____
Payment to be made to: (select one or more)	☒ Beneficiary ☐ Other (specify): _____
Funding Request & Direction (Attachment A)	☒ Attached to this Certification ☐ To be Provided Separately

SUMMARY

Eligible Mitigation Action	☒ Appendix D-2 item (specify): <u>Eligible Mitigation Action Category #1, Class 8 Local Freight Trucks and Port Drayage Trucks</u>
Action Type	☐ Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal): _____
Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1): See attached.	
Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2): See attached.	
Estimate of Anticipated NOx Reductions (5.2.3): See attached.	
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): Tennessee Department of Environment and Conservation	
Describe how the Beneficiary will make documentation publicly available (5.2.7.2). See attached.	
Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8). See attached.	
Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9). See attached.	

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

ATTACHMENTS
(CHECK BOX IF ATTACHED)

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

CERTIFICATIONS

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

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

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

DATED: 8/2/2021

Molly R. Cripps, Director, TDEC OEP - TDEC Compliance Coord.

[NAME]

[TITLE]

Tennessee Department of Environment and Conservation

[LEAD AGENCY]

for

Tennessee

[BENEFICIARY]



ATTACHMENT A

FUNDING REQUEST AND DIRECTION

(Attachment to Appendix D-4, Beneficiary Eligible Mitigation Action Certification, pursuant to Paragraph 5.2 of the Environmental Mitigation Trust Agreement)

Pursuant to the authority granted to the Tennessee Department of Environment and Conservation [insert Lead Agency] to act on behalf of Beneficiary Tennessee under the Mitigation Trust, [Lead Agency] directs the Trustee to make the following payments from its subaccount no. 122969-031 to the following payees, for the amounts specified on the dates specified below.

LEAD AGENCY INFORMATION

Beneficiary Name:	<u>Tennessee</u>	Lead Agency Contact Person:	<u>Molly R. Cripps</u>
Lead Agency Name:	<u>Tennessee Department of Environment and Conservation</u>	Lead Agency Email Address:	<u>molly.cripps@tn.gov</u>
Lead Agency Address:	<u>312 Rosa L. Parks Ave., 2nd Floor, Nashville, TN 37243</u>	Lead Agency Fax:	<u>615-741-5070</u>
Lead Agency Phone:	<u>615-741-2994</u>	Lead Agency TIN:	<u>626001445</u>

Contact information entered above may correspond to Lead Agency or 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

MITIGATION ACTION INFORMATION

Action Title:	<u>STATE OF TENNESSEE CLASS 8 TRUCK GRANT</u>	Funding Request No:	<u>14</u>
Beneficiary's Project ID:	<u>ENVWCLAS8TRUCK</u>		

PAYMENTS REQUESTED

(attach additional pages if needed)

Amount	Requested Date	Payee	Request Type
\$12,704.37	8/2/2021	STATE OF TENNESSEE TREASURY	Reimbursement

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION SUMMARY ATTACHMENT

(All terms that are both bolded and italicized in this document are defined in Appendix D-2 of the State Trust Agreement.)

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

Section V.B.i. of the State of Tennessee's Beneficiary Mitigation Plan states:¹

The State will allocate \$5,952,037.69 to eligible ***Class 8 Local Freight Truck and Port Drayage Truck*** projects.

Eligible ***Class 8 Local Freight Trucks and Port Drayage Trucks*** may be ***Repowered*** with any new diesel, ***Alternate Fueled***, or ***All-Electric*** engine, or may be replaced with any new diesel, ***Alternate Fueled***, or ***All-Electric*** vehicle. Due to expected NOx emissions reductions from ***Alternate Fueled*** and ***All-Electric*** projects being higher than expected NOx emissions reductions from new diesel projects, the State will prioritize funding for ***Alternate Fueled*** and ***All-Electric*** vehicle ***Repowers*** and/or replacements under this Environmental Mitigation Action category. The cost to ***Repower*** an engine shall include the cost to purchase and install such engine.

Additionally, Section V.D. of the State of Tennessee's Beneficiary Mitigation Plan speaks to the intended use of allowable administrative expenditures for each Eligible Mitigation Action category.²

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

After conducting a comprehensive review of all grant applications, TDEC selected 20 grantees that will replace a total of 51 engine model year 1992-2009 diesel trucks with 42 new diesel, one ***All-Electric***, one ***Hybrid***, and seven compressed natural gas trucks. The new Large Trucks will reduce NOx emissions associated with the older diesel Large Trucks to be ***Scrapped***.

Of the funded vehicle replacements, 38 trucks will operate 70 percent or more of the time in former nonattainment areas for ozone and/or fine particulates (PM_{2.5}) under National Ambient Air Quality Standards.³ Nineteen funded trucks will operate in counties that bear a disproportionate share of the air pollution burden (determined by TDEC's Disproportionate Burden Index).⁴ Additionally, three funded trucks will operate in one of the state's economically Distressed Counties for State Fiscal Year 2021, defined by the Appalachian Regional Commission as those counties that rank among the 10 percent most economically distressed counties in the nation based on a three-year average unemployment rate, per capita market income, and poverty rate.⁵

¹ State of Tennessee's Beneficiary Mitigation Plan. https://www.tn.gov/content/dam/tn/environment/energy/documents/vw-resources/TDEC%20VW%20EMT%20BMP_Updated%204.26.21.pdf.

² Ibid.

³ Tennessee Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants, https://www3.epa.gov/airquality/greenbook/anayo_tn.html.

⁴ Disproportionate Burden Index August 2020, <https://www.tn.gov/environment/program-areas/energy/state-energy-office--seo-tennessee-and-the-volkswagen-diesel-settlement/beneficiary-mitigation-plan.html>.

⁵ Distressed County designations are updated each State Fiscal Year. For purposes of this Program, a county must have been designated as Distressed in Fiscal Year 2021 in order to be treated as a Distressed County during the application evaluation process. As of Fiscal Year 2021, Tennessee had 11 Distressed Counties. A comprehensive list of Distressed Counties for Fiscal Year 2021 may be accessed here: <https://www.tn.gov/transparenttn/state-financial-overview/open-eed/openecd/tneecd-performance-metrics/openecd-long-term-objectives-quick-stats/distressed-counties.html>.

These projects will support local government and business economies by offsetting the cost of new and cleaner vehicle and transportation technologies. The diversity of fuel and project types will also help to strengthen emergency preparedness and the resiliency of the transportation sector in Tennessee.

Estimate of Anticipated NOx Reductions (5.2.3):

For the Large Truck Grant Program, selected awardees will replace a total of 51 engine model year 1992-2009 diesel trucks with 42 new diesel, one *All-Electric*, one *Hybrid*, and seven compressed natural gas trucks. These selected large truck replacement projects are expected to reduce 49,770.78 pounds, or 24.89 tons, of NOx emissions over the lifetime of the new vehicles. This estimate was calculated using the Argonne National Laboratory's Heavy Duty Vehicle Emissions Calculator.

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

Please see the Attachment to the State of Tennessee's Certification for Beneficiary Status under the Environmental Mitigation Trust,⁶ which details how the State of Tennessee will make documentation publicly available.

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

Section V.B.i. of the State of Tennessee's Beneficiary Mitigation Plan states:⁷

For eligible *Class 8 Local Freight Trucks and Port Drayage Trucks*, the State will fund:

- Up to 25% of the cost of a *Repower* or replacement for Non-Government Owned projects;
- Up to 50% of the cost of a *Repower* or replacement for *Government* Owned projects;
- Up to 75% of the cost of a *Repower* or replacement for *Government* Owned projects in current or former nonattainment areas for Ozone and/or PM2.5 NAAQS; and
- Up to 75% of the cost of a *Repower* or replacement for *Government* Owned projects in Distressed Counties.

For *All-Electric Repower* or replacement projects, the State will fund up to 25% of the acquisition and installation costs for associated charging infrastructure (*All-Electric* infrastructure costs) for Non-Government Owned projects and up to 50% of the *All-Electric* infrastructure costs for *Government* Owned projects.

Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S.

Government Agencies (5.2.9):

Please see Appendix 3 (Notice of Availability of Mitigation Action Funds to Certain Federal Agencies) of the State of Tennessee's Beneficiary Mitigation Plan, which details how the Beneficiary complied with subparagraph 4.2.8 of the State Trust Agreement.⁸

⁶ Certification for Beneficiary Status Under Environmental Mitigation Trust Agreement.

[https://www.tn.gov/content/dam/tn/environment/energy/documents/vw-resources/Tennessee%20Appendix%20D-3%20form%20\(executed%20and%20filed\).pdf](https://www.tn.gov/content/dam/tn/environment/energy/documents/vw-resources/Tennessee%20Appendix%20D-3%20form%20(executed%20and%20filed).pdf).

⁷ State of Tennessee's Beneficiary Mitigation Plan. https://www.tn.gov/content/dam/tn/environment/energy/documents/vw-resources/TDEC%20VW%20EMT%20BMP_Updated%204.26.21.pdf.

⁸ Ibid.

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):

Please see Section VI. of the State of Tennessee's Beneficiary Mitigation Plan. This section sets forth the method by which the Tennessee Department of Environment and Conservation will consider the potential beneficial impact of selected Eligible Mitigation Actions on air quality in areas that bear a disproportionate share of the air pollution burden.⁹

⁹ Ibid.

ATTACHMENT B**PROJECT MANAGEMENT PLAN – PROJECT SCHEDULE AND MILESTONES**

Large Trucks Grant Program Milestone	Date
Lead Agency Requests / Secures Delegated Grant Authority	Requested: November 2020 / Secured: February 2021
Solicitation Release	August 27, 2020
Application Deadline	October 30, 2020
Selected Grantees Announced	April 7, 2021
Updated Beneficiary Mitigation Plan Published	April 26, 2021
Draft Grant Contracts Sent to Grantees for Signature	July 7, 2021
Grant Contracts Finalized	July 30, 2021
Grant Contract Begin Date	August 1, 2021
Trustee Acknowledges Receipt of Project Certification and Funding Direction	January 14, 2020 (Trustee acknowledged receipt of December 16, 2019 submission of D-4)
Grantees complete quarterly, annual, and final reports, as required by the Grant Contract	October 2021 – February 2028 (Note: Funds will be obligated prior to the 10 th anniversary of the Trust Effective Date; reporting requirements will continue and extend past that date)
Lead Agency conducts on-site and desktop monitoring of all Grantees	November 2021 – November 2023
Grantees certify project completion and provide detailed invoices for all claimed project costs, documentation for emissions reduction estimates, required certification documents to Lead Agency to support direction to Trustee for Payment	November 2021 – November 2023
Lead Agency completes review of project reimbursement supporting documentation and certifies payment direction to Trustee	January 2022 – February 2024
Trustee Acknowledges Receipt of Direction for Payment(s)	February 2022 – March 2024
Trustee Allocates Share of State Funds for Approved Project (to coincide with vehicle purchase/delivery/deployment and corresponding scrappage)	February 2020 (first payment from Trustee)-September 2023
Grant Contract End Date	July 31, 2023, assuming that no contract extensions are granted
Grant Closeout / Lead Agency Reports Project Completion	October 2023 – April 2023

PROJECT BUDGET

Period of Performance: November 2018 – September 2023

Budget Category	Total Approved Budget	Share of Total Budget to be Funded by the Trust	Cost-Share, if applicable
Subrecipient Awards (See Attachment D for List of Approved Grantees and Corresponding Funding Ceilings)	\$13,838,301.91	\$5,952,037.69 (Note: this reflects the amount obligated to projects to date)	\$7,886,264.22
Administrative	\$457,599.14	\$457,599.14 (Estimated: less than 10% of obligated EMA funds)	N/A
Project Totals	\$14,295,901.05	\$6,409,636.83	\$7,886,264.22
Percentage	100%	65%	55%

PROJECTED TRUST ALLOCATIONS

	2022	2023
Anticipated Annual Project Funding Request to be paid through the Trust	\$3,204,818.42	\$3,204,818.41
Anticipated Annual Cost Share	\$3,943,132.11	\$3,943,132.11
Anticipated Total Project Funding by Year (line 1 plus line 2)	\$7,147,950.53	\$7,147,950.52
Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation	\$1,233.45 (Amount from first EMA funding request payment) + \$4,487.11 (Amount from second EMA funding request payment) = \$5,720.56	\$0
Current Beneficiary Project Funding to be paid through the Trust (line 1)	\$3,204,818.42	\$3,204,818.41
Total Funding Allocated to Beneficiary, inclusive of Current Action by Year (line 4 plus line 5)	\$3,210,538.98	\$3,204,818.41
Beneficiary Share of Estimated Funds Remaining in Trust	\$44,360,000.00 (Based on principal assets + total income assets from June 2021 statement, rounded down to the nearest 10 thousand)	\$41,149,461.02
Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 7 minus line 6)	\$41,149,461.02	\$37,944,642.61

ATTACHMENT C

DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION IMPLEMENTATION

The Tennessee Department of Environment and Conservation (TDEC) will provide detailed reporting on this Environmental Mitigation Trust project in two ways:

1. Timely updates to TDEC's *Tennessee and the Volkswagen Diesel Settlement* public-facing webpage (also referred to as the "TDEC Webpage," which can be accessed at www.tn.gov/environment/VWSettlement);
2. Tennessee's semiannual Beneficiary Reporting Obligations to Wilmington Trust (the "Trustee").

After being identified by the Governor as Lead Agency, TDEC launched the TDEC Webpage to provide information regarding the Environmental Mitigation Trust and eligible mitigation actions. The State of Tennessee's Beneficiary Mitigation Plan and all documentation and records submitted by the Beneficiary in support of each funding request to the Trustee will be available to the public on the TDEC Webpage. Timely updates to the TDEC Webpage will inform the general public on the projects' status as well as when these projects have been completed.

Tennessee will comply with Subparagraph 5.3 of the Environmental Mitigation Trust Agreement for State Beneficiaries, which details the following Beneficiary 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.

To assist Tennessee in fulfilling its Beneficiary Reporting Obligations, Grantees under TDEC's ***Class 8 Local Freight Truck and Port Drayage Truck*** Grant Program will be required to submit quarterly, annual, and final reports on their funded vehicle ***Repower*** or replacement projects. Details on each Grantee's required reporting are outlined in a Medium and Large Truck Grant Programs Manual¹⁰ and are provided below:

¹⁰ State of Tennessee Volkswagen Diesel Settlement Environmental Mitigation Trust Medium and Large Truck Grant Programs Manual, <https://www.tn.gov/content/dam/tn/environment/energy/documents/vw-resources/VW%20EMT%20School%20Bus%20Replacement%20Grant%20Program%20Manual%20with%20Appendices.pdf>.

Quarterly Reporting

Section A.2.d. of the Grant Contract states that the Grantee must submit quarterly reports to include updates on procurement, vehicle operator training, **Repower** status, and refueling infrastructure until the grant-funded Medium or Large Trucks are purchased, delivered, and put into service; **Repowered** and put into service (if applicable); and the engines and/or vehicles to be **Repowered** or replaced are **Scrapped**. Such reports shall include a complete description of the status of the project (including actual or projected termination date), development, implementation, and any modification. A quarterly report template is provided in **Appendix A**, which includes prompts for all information required by the Grant Contract. Quarterly reports are due no later than January 10, April 10, July 10, and October 10 of each year of the Grant Contract term.

Annual Reporting

Section A.2.e. of the Grant Contract states that the Grantee shall submit, within three (3) months of the conclusion of each year of the Term, an annual report. Such reports must include the items listed in Section D.18 (Annual and Final Reports) of the Grant Contract, as well as the demonstrated usage of fuel in purchased/Repowered vehicles, the number of diesel gallon equivalents (DGEs) or gallons purchased, purchase price, refueling locations, miles driven, driving or route habits, metrics regarding emissions reductions, and savings or cost avoidance.

In addition, the Grantee will be responsible for compiling and submitting annual reports on fuel usage and vehicle operations for a period of five years, to begin following vehicle procurement, delivery, and the placement of vehicles into service. These reports may be combined with the annual report requirements in Section D.18 during the Grant Contract Term, where possible. Following the close of the Grant Contract Term, these reports are due no later than 30 days after the close of the Grantee's fiscal year. The obligations set forth in Section A.2.e. survive the expiration of the Grant Contract. An annual report template is provided in **Appendix B**, which includes prompts for all information required by the Grant Contract.

Final Report

Per Sections A.2.f. and D.18. of the Grant Contract, the Grantee must submit a final project report (a final report template is provided in **Appendix C**, which includes prompts for all information required by the Grant Contract) within three (3) months of the completion of the Grant Contract Term. (Please note that this report may be combined with the annual report described above for the final year of the grant period.) In addition to the information requested for the annual report, the final project report must also include cumulative financial information to match the final reimbursement request as well as inventory documentation for all equipment or vehicles purchased with funding through the Grant Contract. The inventory documentation must include, at a minimum, the following:

- a. Description of the equipment or vehicles;
- b. Manufacturer's serial number or other identification number, when applicable;
- c. Consecutive inventory equipment or vehicles tag identification;
- d. Acquisition date, cost, and check number;
- e. Fund source, State Grant number, or other applicable fund source identification;
- f. Percentage of state funds applied to the purchase;
- g. Location within the Grantee's operations where the equipment or vehicles are used;
- h. Condition of the property or disposition date if Grantee no longer has possession;
- i. Depreciation method, if applicable; and
- j. Monthly depreciation amount, if applicable.

NOTE: Failure to submit quarterly, annual, or final reports may result in the required refund of any and all payments made to the Grantee by the State.

Scrappage and Non-Repairable Certificate

Section A.2.b. of the Grant Contract states that all eligible Medium and Large Trucks to be replaced under this program must be **Scrapped** within ninety (90) days of new vehicle delivery. Engines from eligible Medium or Large Trucks to be **Repowered** must be **Scrapped** within ninety (90) days of vehicle **Repower** (if the applicant will perform the **Repower**) or within ninety (90) days of **Repowered** vehicle delivery (if an external, third-party will perform the **Repower**). Under the Grant Contract, “**Scrapped**” means to render inoperable and available for recycle, and, at a minimum, to specifically cut a 3-inch hole in the engine block for all engines. If any eligible Truck will be replaced as part of an eligible project, **Scrapped** also includes the disabling of the chassis by cutting the vehicle’s frame rails completely in half. Grant funding shall not cover costs associated with scrappage of eligible Medium or Large Trucks to be replaced/Medium or Large Truck engines to be **Repowered**.

Scrappage may be completed by the Grantee or by a salvage yard, or similar service, provided all scrappage requirements are met and all necessary documentation is provided. The “**Proof of Scrappage**” activity within the GMS includes three tabs (“Proof of Scrappage,” “Photo Uploads,” and “Non-Repairable Certificate”) and must be completed by the Grantee and approved by the TDEC Office of Energy Programs prior to moving forward with the reimbursement process. An individual Proof of Scrappage activity must be completed for each vehicle **Scrapped** under the Grant Program (i.e., if your organization has been approved to replace five vehicles, your organization will complete five individual Proof of Scrappage activities, each complete with all required information and documentation).

Scrappage photo documentation submitted within the GMS must include image files of the following with corresponding file names based on the content of the photo according to the chart, below. Please append the last four digits of the Medium or Large Truck’s VIN to the file name (e.g., SideProfile1234.jpg):

	Photo	File Name (insert last four digits of VIN for “####”)
1	Side profile of the Medium or Large Truck	SideProfile####.jpg
2	Vehicle Identification Number (VIN) label	VIN####.jpg
3	Engine plate showing the EPA engine family name	EngineTag####.jpg
4	Chassis rail cut in half	Chassis####.jpg
5	Engine block, prior to the hole being drilled	EngineBlockPrior####.jpg
6	Engine block, after the hole has been drilled	EngineBlockAfter####.jpg

Please see **Appendix D** for example scrappage photos.

The Grantee must also provide a letter on their letterhead or on the letterhead of the salvage yard that performed the service confirming that the scrappage requirements have been met. The letter must be signed by the salvage yard that performed the service, or, if the Grantee performs the scrappage service themselves, by the Grantee signatory listed in the Grant Contract. A template of the letter may be found in **Appendix E**. The letter must include:

- The date the Medium or Large Truck or engine was **Scrapped**;
- A listing of the **Scrapped** Medium or Large Truck(s) with engine model year and VIN; and
- The name and contact information for the entity that **Scrapped** the Medium or Large Truck(s).

Grantees selected for funding under the Medium and Large Truck Grant Programs will also be required to secure and submit a Non-Repairable Certificate for each replaced vehicle, which prevents the vehicle from being titled or registered in the State of Tennessee following scrappage. To obtain a Non-Repairable

Certificate, a vehicle owner can mail a completed application (<https://www.tn.gov/content/dam/tn/revenue/documents/forms/titlereg/f1311801Fill-in.pdf>) to the Tennessee Department of Revenue, Special Investigations, Anti-theft Unit. There is no cost to obtain a Non-Repairable Certificate. The Grantee will upload the certificate to the corresponding vehicle's Proof of Scrappage activity in the GMS.

Additional instructions for completing the Scrappage activity with the GMS are included within **Appendix J (GMS Guide)**.

Note: Failure to provide the required photographic proof and other documentation of vehicle scrappage may impact the State's ability to provide reimbursement for the project.

Vehicle Disposition

Section D.27. of the Grant Contract addresses rules for disposition of grant-funded vehicles. After termination of the Grant Contract, where a further contractual relationship is not entered into, or at another time during the term of the Grant Contract, the Grantee shall request written approval from the State for any proposed disposition of equipment or motor vehicles purchased with Grant funds. All equipment or motor vehicles shall be disposed of in such a manner as the parties may agree from among alternatives approved by TDEC as appropriate and in accordance with any applicable federal laws or regulations.

ATTACHMENT D

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

After conducting a comprehensive review of all grant applications, TDEC selected 20 grantees that will replace a total of 51 engine model year 1992-2009 diesel trucks with 42 new diesel, one *All-Electric*, one *Hybrid*, and seven compressed natural gas trucks. Details on these Grantees and their associated vehicle projects can be found in the table below.

Grantee	Fuel Type	# of Trucks	Grant Amount Requested	Applicant's Cost Share	Total Purchase Cost
Burton Transport Inc.	Diesel	5	\$166,756.96	\$500,270.89	\$667,027.85
City of Chattanooga	CNG	1	\$180,660.75	\$60,220.25	\$240,881.00
City of Franklin	All-Electric	1	\$417,842.85	\$143,460.95	\$561,303.80
City of Gallatin	Diesel	3	\$427,869.00	\$142,623.00	\$570,492.00
Jefferson County	Diesel	1	\$136,671.75	\$45,557.25	\$182,229.00
Jimmy T. Wood, Inc.	Diesel	4	\$178,765.28	\$536,295.84	\$715,061.12
City of Johnson City	Diesel	2	\$477,091.82	\$477,091.82	\$954,183.64
Karns Volunteer Fire Department	Diesel	1	\$170,785.64	\$512,356.95	\$683,142.59
Knoxville Utilities Board	Diesel Hybrid	1	\$126,638.50	\$224,191.50	\$350,830.00
City of Lebanon	CNG	3	\$736,759.71	\$245,586.57	\$982,346.28
City of Lenoir City	Diesel	1	\$451,884.75	\$150,628.25	\$602,513.00
Maury County	Diesel	2	\$330,588.50	\$330,588.50	\$661,177.00
McNairy County Highway Department	Diesel	3	\$347,129.23	\$115,709.75	\$462,838.98
City of Memphis	Diesel	1	\$107,071.17	\$44,802.83	\$151,874.00
Millington Municipal Airport	Diesel	1	\$500,000.00	\$296,639.00	\$796,639.00
Montgomery County	Diesel	3	\$500,000.00	\$175,002.47	\$675,002.47
Morgan County	Diesel	1	\$129,000.00	\$129,000.00	\$258,000.00
City of Portland	Diesel	1	\$98,437.50	\$32,812.50	\$131,250.00
Republic Services	Diesel	13	\$318,084.28	\$2,925,335.90	\$3,243,420.18
Waste Management of Tennessee, Inc.	CNG	3	\$150,000.00	\$798,090.00	\$948,090.00
TOTAL		51	\$5,952,037.69	\$7,886,264.22	\$13,838,301.91

**VOLKSWAGEN DIESEL SETTLEMENT
ENVIRONMENTAL MITIGATION TRUST
STATE OF TENNESSEE ADMINISTRATIVE EXPENDITURES**

VW Class 8 Local Freight Trucks – Project Code ENVWCLAS8TRUCK

Dates: July 1, 2020 through June 30, 2021

Employee ID 00359905 - \$625.75

Employee ID 00122671 - \$646.89

Employee ID 00412100 - \$266.57

Employee ID 00448314 – \$626.70

Employee ID 00499617 - \$4,579.24

Employee ID 00103044 – \$1,113.38

Employee ID 00539908 – \$1,952.94

Employee ID 00440860 - \$123.14

Employee ID 00511157 - \$34.17

Total Salaries & Benefits – \$9,968.78

Total Indirect - \$2,261.92

Total OEP Rent & TIBS (Telephone Billing) Reallocation – \$473.67

Grand Total - \$12,704.37

A total of nine employees (seven OEP employees and two APC employees) charged time to Class 8 Local Freight Trucks.

EMA Time Charged - FY2021														
EMA Project ID	Employee Charges to EMA		Employee Charges to EMA		Employee Charges to EMA		Employee Charges to EMA		Employee Charges to EMA		Total	Percentage of Total	Rent	TIBS
Employee ID	00359905	00412100	00448314	00499617	00539908	00440860	00524751	00511157						
ENWWCLAS47TRUCK	\$506.84	\$266.57	\$266.57	\$626.69	\$4,599.86	\$1,988.74	\$123.11	\$34.17	\$8,145.98			19%	\$ 268.44	\$ 201.71
ENWWCLAS8TRUCK	\$625.75	\$266.57	\$266.57	\$626.70	\$4,579.24	\$1,952.94	\$123.14	\$32.48	\$8,206.82			19%	\$ 270.45	\$ 203.22
ENWWSCHOOLBUS	\$788.27	\$445.97	\$2,307.17	\$3,780.60	\$10,190.41	\$460.09	\$822.39	\$18,794.90				43%	\$ 619.37	\$ 465.41
ENWWZEVINRA	\$358.54		\$2,284.29	\$560.06	\$660.24			\$1,920.07	\$5,783.20			13%	\$ 190.58	\$ 143.21
ENWWTRANSIBUS	\$256.07	\$175.30	\$372.72	\$734.35	\$1,421.52			\$2,959.96	\$7.54			7%	\$ 97.54	\$ 73.30
Total Salary & Benefit Charges to EMA	\$2,535.47	\$1,154.41	\$6,217.57	\$14,254.11	\$16,213.85	\$246.25	\$460.09	\$2,809.11	\$43,890.86				\$1,446.38	\$1,086.85
Total Employee Salary and Benefits Earned for the Year	\$ 172,726.47	\$ 103,009.41	\$ 94,463.52	\$ 69,001.57	\$ 67,183.86	\$ 70,293.44	\$ 46,617.32	\$ 119,413.61						
Percentage of employee time on EMA	1%	1%	7%	21%	24%	0%	1%	2%						
Total Employee Related Admin Exp - Rent	\$ 36.83	\$ 28.12	\$ 165.13	\$ 518.27	\$ 605.47	\$ 8.79	\$ 24.76	\$ 59.02	\$ 1,446.38					
Total Employee Related Admin Exp - TIBS	\$ 27.67	\$ 21.13	\$ 124.08	\$ 389.44	\$ 454.97	\$ 6.60	\$ 18.61	\$ 44.35	\$ 1,086.85					
Total Admin Expenditures to EMA	\$64.50	\$49.24	\$289.21	\$907.70	\$1,060.44	\$15.39	\$43.37	\$103.37	\$2,533.22					
Total Employee Expenditures to EMA	\$2,599.97	\$1,203.65	\$6,506.78	\$15,161.81	\$17,274.29	\$261.64	\$503.46	\$2,912.48	\$46,424.08					

Total rent & TIBS that should be reallocated to each category:

EMA Project ID	Rent	TIBS
Employee ID		
ENWWCLAS47TRUCK	268.44	201.71
ENWWCLAS8TRUCK	270.45	203.22
ENWWSCHOOLBUS	619.37	465.41
ENWWZEVINRA	190.58	143.21
ENWWTRANSIBUS	97.54	73.30
	\$1,446.38	\$1,086.85



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

WASHINGTON, D.C. 20460

COGNIZANT AGENCY
NEGOTIATION AGREEMENT

Page 1 of 2

The State of Tennessee
Department of Environment
and Conservation
Nashville, Tennessee

Date: March 12, 2020

Filing Ref: March 19, 2019

The indirect cost rates contained herein are for use on grants and contracts with the Federal Government to which Office of Management and Budget Circular 2 CFR 200 applies, subject to the limitations contained in the Circular and in Section II, A below.

SECTION I: RATES

<u>Type</u>	<u>Effective Period</u>		<u>Rate</u>	<u>Base</u>
	<u>From</u>	<u>To</u>		
<u>Fixed:</u>				
Environment Bureau	7/1/2020	6/30/2021	22.69%	(a)
Conservation Bureau	7/1/2020	6/30/2021	16.77%	(a)

Basis for Application

a) Direct salaries and wages including applicable fringe benefits.

Treatment of Fringe Benefits: Fringe benefits applicable to direct salaries and wages are treated as direct costs.

SECTION II: GENERAL

A. LIMITATIONS: The rates in this Agreement are subject to any statutory and administrative limitations and apply to a given grant, contract or other agreement only to the extent that funds are available. Acceptance of the rates is subject to the following conditions: (1) Only costs incurred by the department/agency or allocated to the department/agency by an approved cost allocation plan were included in the indirect cost pool as finally accepted; such costs are legal obligations of the department/agency and are allowable under governing cost principles; (2) The same costs that have been treated as indirect costs have not been claimed as direct costs; (3) Similar types of costs have been accorded consistent accounting treatment; and (4) The information provided by the department/agency which was used to establish the rates is not later found to be materially incomplete or inaccurate by the Federal Government. In such situations the rate(s) would be subject to renegotiation at the discretion of the Federal Government.

B. CHANGES. The provisional rate contained in this agreement is based on the organizational structure and the accounting system in effect at the time the proposal was submitted. Changes in the organizational structure or changes in the method of accounting for costs which affect the amount of reimbursement resulting from use of the rate in this agreement, require the prior approval of the authorized representative of the responsible negotiation agency. Failure to obtain such approval may result in subsequent audit disallowances.

C. THE FIXED RATE contained in this agreement is based on an estimate of the cost which will be incurred during the period for which the rate applies. When the actual costs for such a period have been determined, an adjustment will be made in the negotiation following such determination to compensate for the difference between the cost used to establish the fixed rate and that which would have been used were the actual costs known at the time.

D NOTIFICATION TO FEDERAL AGENCIES: Copies of this document may be provided to other Federal agencies as a means of notifying them of the agreement contained herein.

E. SPECIAL REMARKS: Please confirm your acceptance of the terms of the indirect cost rate agreement by signing and returning this letter to me, and retain a copy for your records.

ACCEPTANCE

The undersigned official warrants
that he/she has the proper authority
to execute this agreement on the
behalf of the State Agency:

By the Federal Agency:

Benny Romera
(Signature)

Benny Romera
(Name)

Department Controller
(Title)

TN Dept of Environment & Conservation
(Agency)

3-13-20
(Date)

JACQUELINE
SMITH

Digitally signed by JACQUELINE
SMITH
Date: 2020.03.12 16:45:05 -04'00'

(Signature)

Jacqueline Smith, Rate Negotiator
National Policy, Training and
Compliance Division
U.S. Environmental Protection
Agency

Negotiated by: Jacqueline Smith
Telephone: (202) 564-5055