

CONTENTS CHECKLIST

Applicant Name: Halls Excavating

Please complete and attach this checklist with your application.



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Emissions Benefits/Cost-Effectiveness – (attach any spreadsheets or any information used to define this-page # 3-4



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Has the Below Been Done



All Pages Numbered



All sections listed above been provided

Application Cover Page

Applicant (Agency/Company/Individual): Halls Excavating, Inc.

Address: PO Box 1262, Truckee CA 96160

Phone #: 530-587-6487

EMAIL: amanda@halls-excavating.com

Contact Person (Please list the person who NSAQMD Staff will be in contact with for this process): Amanda Hall

Address: PO Box 1262, Truckee CA 96160

Phone #: 530-913-3392

EMAIL:

Total Project Budget:

	AB 2766 Funds	Co-Funding	Total Project Costs
Capital Costs	\$ <u>82,000</u>	\$ <u>40,000</u>	\$ <u>122,000</u>
Operating Costs	\$ _____	\$ _____	\$ _____
TOTAL	\$ _____	\$ _____	\$ _____

Type of Project: (check one)

- Quantifiable Project (see definition in RFP)
- Reduced Emission Vehicles Project (see definition in RFP)

Implementation Area for Project: Check if District-wide

Describe the Implementation Area for the Project (e.g. city, county, region):

We are based in Nevada County, thus the majority of mileage will be in Nevada County with some mileage in Sierra and Plumas.

Estimated Emission Reductions: (Contact District Staff for below information if needed)

- A. Emission Reductions (lbs/yr)
Reactive Organic Gases 34.90 Nitrogen Oxides 210.27 PM₁₀ 32.78
- B. Vehicle Miles Traveled (VMT) Reduced _____
Single Occupancy Vehicle Trips Reduced _____
- C. Number of people reached per day through public education _____

Cost-effectiveness: \$ 84.08 per pound (AB 2766 Funds Only)

NO PROJECT FUNDS MAY BE SPENT BEFORE JANUARY 1, 2025 and THE CONTRACT HAS BEEN FULLY EXECUTED/SIGNED

Emissions Benefits / Cost Effectiveness

Old Gasoline or Diesel Engine				Electric Vehicle			
NOx				NOx			
Miles per year	g/mile	g/year	lbs/year	Miles per year	g/mile	g/year	lbs/year
45000	2.09	94050	207.16	45000	0	0	0.00
Average Trip Ends	g/trip end	g/year	lbs/year	Average Trip Ends	g/trip end	g/year	lbs/year
2190	0.645	1412.55	3.11	2190	0	0	0.00
Totals:		95463	210.27	Totals:		0	0.00
PM				PM			
Miles per year	g/mile	g/year	lbs/year	Miles per year	g/mile	g/year	lbs/year
45000	0.33	14850	32.71	45000	0	0	0.00
Average Trip Ends	g/trip end	g/year	lbs/year	Average Trip Ends	g/trip end	g/year	lbs/year
2190	0.015	32.85	0.07	2190	0	0	0.00
Totals:		14883	32.78	Totals:		0	0.00
ROG				ROG			
Miles per year	g/mile	g/year	lbs/year	Miles per year	g/mile	g/year	lbs/year
45000	0.28	12600	27.753	45000	0	0	0.00
Average Trip Ends	g/trip end	g/year	lbs/year	Average Trip Ends	g/trip end	g/year	lbs/year
2190	1.481	3243.39	7.144	2190	0	0	0.00
Totals:		15843	34.90	Totals:		0	0.00
NOx savings:						95463	210.27
PM savings:						14883	32.78
ROG savings:						15843	34.90
Total Savings:						126189	278
Grant Award Requested:						\$ 82,000.00	
Capital Recovery Factor:						0.285	for 4 years

Cost Effectiveness: \$ 84.08 per pound

It has been extremely difficult to locate the emissions data from the 2000 vehicles, so we utilized information from the AB2766 packet's Table 2, along with the following data found on federal EPA websites to determine the most appropriate values to input into the spreadsheet. Not all the values were able to be found for model year 2000, thus I utilized the newer 2004 model year information found in Table 2 when needed. Thus, this information is based partially on newer model year emission data, and likely indicating a higher than actual cost effectiveness value.

Light-Duty Vehicles and Light-Duty Trucks: Clean Fuel Fleet Exhaust Emission Standards^a

Vehicle Type	Emissions Category	Useful Life Standard	Test Weight (lbs)	NMOG (g/mi)	NOx (g/mi)	CO (g/mi)	Formaldehyde (g/mi)	PM (g/mi) ^b		
Federal	LDVs	Intermediate	All	TLEV	0.125	0.4	3.4	0.015	-	
				LEV	0.075 ^c	0.2	3.4 ^c	0.015 ^c	-	
				ULEV	0.040	0.2 ^c	1.7	0.008	-	
		Full		TLEV	0.156	0.6	4.2	0.018	0.08	
				LEV	0.090 ^c	0.3	4.2 ^c	0.018	0.08 ^c	
				ULEV	0.055	0.3 ^c	2.1	0.011	0.04	
	LLDTs	Intermediate	0-3750 LVW	TLEV	0.0125	0.4	3.4	0.015	-	
				LEV	0.075 ^c	0.2	3.4 ^c	0.015 ^c	-	
				ULEV	0.040	0.2 ^c	1.7	0.008	-	
				3751-5750 LVW	TLEV	0.160	0.7	4.4	0.018 ^c	-
					LEV	0.100 ^c	0.4	4.4 ^c	0.018 ^c	-
					ULEV	0.050	0.4 ^c	2.2	0.009	-
		Full	0-3750 LVW	TLEV	0.156	0.6	4.2	0.018	0.08	
				LEV	0.090 ^c	0.3	4.2 ^c	0.018 ^c	0.08 ^c	
				ULEV	0.055	0.3 ^c	2.1	0.011	0.04	
			3751-5750 LVW	TLEV	0.200	0.9	5.5	0.023	0.08	
				LEV	0.130 ^c	0.5	5.5 ^c	0.023 ^c	0.08 ^c	
				ULEV	0.070	0.5 ^c	2.8	0.013	0.04	
HLDTs	Intermediate	0-3750 LVW	LEV	0.125 ^c	0.4 ^d	3.4 ^c	0.015 ^c	-		
			ULEV	0.075	0.2 ^{c,d}	1.7	0.008	-		
			LEV	0.160 ^c	0.7 ^d	4.4 ^c	0.018 ^c	-		
		ALVW	LEV	0.100	0.4 ^{c,d}	2.2	0.009	-		
			LEV	0.195 ^c	1.1 ^d	5.0 ^c	0.022 ^c	-		
			ULEV	0.117	0.6 ^{c,d}	2.5	0.011	-		
	Full	0-3750 LVW	LEV	0.180 ^c	0.6	5.0 ^c	0.022 ^c	0.08 ^c		
			ULEV	0.107	0.3 ^c	2.5	0.012	0.04		
			LEV	0.230 ^c	1.0	6.4 ^c	0.027 ^c	0.10 ^c		
		ALVW	LEV	0.143	0.5 ^c	3.2	0.013	0.05		
			LEV	0.290 ^c	1.5	7.3 ^c	0.032 ^c	0.12 ^c		
			ULEV	0.167	0.8 ^c	3.7	0.016	0.06		

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Federal and California Light-Duty Vehicle Emissions Standards for Air Pollutants

LEV II Program

Standard	MY	Vehicles	NOx + NMOG	CO	PM	HCHO
ZEV	2004+	LDV, LDT	0	0	0	0
PZEV [*]	2004+	LDV, LDT	0.03	1	0.01	0.004
SULEV II	2004+	LDV, LDT	0.03	1	0.01	0.004
ULEV II	2004+	LDV, LDT	0.125	2.1	0.01	0.011
LEV II	2004+	LDV, LDT	0.16	4.2	0.01	0.018
LEV II Option 1	2004+	LDV, LDT	0.19	4.2	0.01	0.018
SULEV II	2004+	MDV4	0.2	3.2	0.06	0.008
ULEV II	2004+	MDV4	0.343	6.4	0.06	0.016
LEV II	2004+	MDV4	0.395	6.4	0.12	0.032
SULEV II	2004+	MDV5	0.317	3.7	0.06	--
ULEV II	2004+	MDV5	0.567	7.3	0.06	--
LEV II	2004+	MDV5	0.63	7.3	0.12	--

LEV II Rule

Tier 1 Program

Standard	Year	Vehicles	NOx + NMOG	CO	PM	HCHO
LDV	1994-2003	LDV	0.91	4.2	0.01	--
LDT1	1994-2003	LDT1	0.91	4.2	0.01	0.8
LDV diesel	1994-2003	LDV	1.56	4.2	0.01	--
LDT1 diesel	1994-2003	LDT1	1.56	4.2	0.01	0.8
LDT2	1994-2003	LDT2	1.37	5.5	0.01	0.8
LDT3	1994-2003	LDT3	1.44	6.4	0.01	0.8
LDT4	1994-2003	LDT4	2.09	7.3	0.12	0.8

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Project Description

With our main business location in Truckee, CA, and having jobs all over Nevada County, our main foremen put between 25,000-50,000 miles on their work trucks each year. We are requesting funding to exchange one of these older vehicles with an electric vehicle to help mitigate the emissions burden on our county. The electric vehicle could also be used to shuttle workers to and from jobsites, if scheduling allows, which will further reduce the emissions of other vehicles and trips within our fleet. This electric vehicle will be used to check jobs daily and will serve as an example to other construction companies in our area of the emission reduction opportunities that we have as well as the shift in modernizing of the construction industry. Assistance of AB2766 funds would be necessary to make this happen.

We would be exchanging our 2000 Ford F150 for an Audi Q8 Etron; a 'cleaner purchase' option per the Methods of Cost Effectiveness handbook. As such, this would be a 4 year project life, with emission reductions as noted in the spreadsheet accompanying this application. If this funding is awarded and the grant program is successful, we could continue to apply for these grant monies in the future to aid in the conversion of our fleet to become more and more emission efficient!

Project Organization & Background

Hall's Excavating has been in business since 1978 in Truckee, CA. We are currently in the third generation of our business and maintain our local reputation. We provide residential excavation services to our local communities. We are quite skilled in our craft, and we continue to uphold the values of when the business began many years ago. We pride ourselves in putting our customers first and completing a job well done, the first time, with precision and expertise!

With the ever-changing emissions requirements and clean air goals, it is difficult for small mom-and-pop businesses such as ours to keep up with the demands of a cleaner fleet. As such, we have previously sought out and utilized Carl Moyer funds to update 2 of our off-road machines. These grant monies were awarded in previous years and the record keeping was done successfully throughout the 3-year life of each grant opportunity. We are sure to be able to uphold the same standard for this grant money as well.

For the current AB2766 funding, we have utilized the spreadsheet and documentation provided by the local air resource board to come up with our cost effectiveness. There will not be any subcontractors involved in this project. We are an organized team that strives to do our very best, every time! There is a high level of success utilizing spreadsheets, monitoring odometers, staying organized, and reporting on time. We are well versed in the accountability of these projects.

Ideally, Hall's Excavating will be able make a one-time payment for this vehicle to be reimbursed by the Northern Sierra Air Quality District to keep costs down by reducing regular, monthly reporting and payments. If reimbursement is timely, we can plan the purchase accordingly to decrease the burden on our company as well as the air resource district. This will likely also give us an advantage in purchasing the vehicle at a lower cost.

There is currently a wide range of choices for charging infrastructure within Truckee, CA. At this time, we are unsure if all charging stations will serve this vehicle, however we have made sure that at least one of the locations is within the Audi charging network. If awarded our maximum requested funding, we may be able to afford to place a charging station at our office. This is a cost we originally did not consider with the RFP 2-page submission. Thus, our co-funding amounts are estimated to rise from the original application estimation. We hope you see this as a further investment of our company to explore the ever expanding world of electrification of California.

Work Statement

The work involved throughout the life of this project should be minimal for both Hall's Excavating and the local air quality district. This will help keep the costs down for both entities.

After initiating the contract for AB2766 funding, a full purchase of the electric vehicle will be made by Hall's Excavating, with the assumption of prompt repayment by Northern Sierra Air Quality District. We could label the vehicle with an air quality district decal to show the public that our vehicle was funded by AB2766 funds or place a placard in our office to honor where the funding assistance originated. We will then monitor annual miles traveled and report these to the air quality representative along with the annual reporting sheet to ensure the project is on track to completion. This would primarily be a mileage exchange project from gas/diesel to electric to reduce emissions in our community as our main foremen are checking jobsites, however there is also the potential of trip reductions for our employees as well. When scheduling allows, we will be able to shuttle employees to and from jobsites to further decrease emissions of other vehicles in our fleet as well. Upon the final year of the project, we will submit the final reporting documents as required by the air quality district and finalize the project. Amanda Hall plans to work closely with the representative of AB2766 funding at the air quality district to complete these tasks to their entirety.

Funding Request/ Breakdown of Cost

Hall's Excavating is requesting \$82,000 to aid in the purchase of this electric vehicle, and we originally planned to co-fund \$10,000 for the project. At the time of the RFP, we did not think about the extent of further costs associated with the vehicle purchase. Thus, our portion will likely be more than this and estimated up to \$40,000 with taxes, fees, registration fees, and insurance on the vehicle through the life of the program. Additionally, there will be minor administrative costs associated with the monitoring, reporting, and paperwork involved by our office to manage the project for its duration. Lastly, we may also desire to place a charging station at our place of business to facilitate ease of charging this and future electric vehicles. These costs we did not fully consider upon our original RFP submission.

As mentioned above, we plan to purchase an Audi Q8 Etron Sportback utilizing these AB2766 funds. The funds requested will go toward the main MSRP of the vehicle. Our portion of co-funding will be utilized to pay for the other items listed above.

Schedule of Deliverables / Monitoring Program

Ideally, we can find an available Audi Q8 Etron in January 2025 upon commencement of the project contract. Hall's Excavating would make the purchase and take delivery of the electric vehicle thereafter. We do not assume that there will be any delays past one year of obtaining the vehicle.

Monitoring of mileage driven in the vehicle would be monitored daily and captured utilizing a spreadsheet to be reported annually, or more often if the air quality district desires. Further detail of monitoring and reporting is listed above in section, "Work Statement."



HALL'S
EXCAVATING, INC.

P.O. BOX 1262
10911 GLENSHIRE DR. TRUCKEE, CA 96160
PH. 530-587-6487

To: Northern Sierra Air Quality Management District

Attn: Melissa Klundby/AB2766 Fund Program

PO Box 2227

Portola, CA 96122

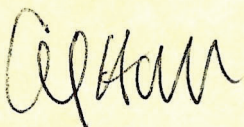
To Whom It May Concern:

We are pleased to apply for financial assistance to purchase an electric vehicle utilizing the county's air quality grant resources of AB2766. This vehicle will help mitigate emissions produced from our current vehicles while we drive from job to job within the county.

Amanda Hall will be the point of contact for this project. She is skilled in communication and reporting required for grant management.

Thank you for this opportunity. We look forward to hearing from you soon.

Best Regards,



Casey Hall, owner