

Example 1: Budget with EPA Bonus

Example 1: Budget with EPA Bonus For this Example, assume a State Alloca	ation of \$100,000 plus a matchi	ng bonus	of \$50,000,	plus the State V	oluntary	y Match of \$1	00,000.	
Line Item and Itemized Cost		Fede	Federal Funds Voluntary Sta Match (paid b State)		Mandatory Cost- Share (paid by fleet owner)		TOTAL PROJECT	
Personnel							\$	-
Project Manager \$50/hr x 200 hrs		\$	10,000				\$	10,000
TOTAL PERSONNEL							\$	10,000
Fringe Benefits							\$	-
							\$	-
TOTAL FRINGE BENEFITS							\$	-
Travel							\$	-
1 trip to oversee scrappage		\$	1,000				\$	1,000
TOTAL TRAVEL							\$	1,000
Equipment							\$	
=qaipinon							\$	_
TOTAL EQUIPMENT							\$	-
Supplies					-		\$	
		•	1 000		+			1 000
100 no-idle signs @ \$10/each		\$	1,000				\$	1,000
TOTAL SUPPLIES					_		\$	1,000
Contractual				ļ	4		\$	-
DPF cleaning and maintainance		\$	13,000	1	ı			
training		Ψ	13,000				\$	13,000
TOTAL CONTRACTUAL							\$	13,000
Other							\$	-
Subgrant to School District A for 9								
School Bus Replacement							\$	_
Concor Due repracement							Ψ	
	1 school bus @ \$100,000	\$	25,000					
		ľ	20,000		\$	75,000	\$	100,000
TI "DEDAE II II III II	1 school bus @ \$100,000	\$	25,000				_	
The "DERA Funding Limit" for diesel		l'	-,		\$	75,000	\$	100,000
school bus replacements is 25% of the								
cost of the vehicle and represents the	1 school bus @ \$100,000	\$	25,000			75.000	•	400 000
maximum portion of the equipment					\$	75,000	\$	100,000
costs that can be covered with a								
combination of DERA funds and any	1 school bus @ \$100,000	\$	25,000		Φ.	75.000	r	100.000
non-federal voluntary matching funds					\$	75,000	\$	100,000
provided by the state. The portion of								
the costs that exceed the DERA	1 school bus @ \$100,000	\$	25,000		\$	75 000	œ	100.000
Funding Limit is referred to as the					Ф	75,000	\$	100,000
9								
"mandatory cost-share." Meeting the	1 school bus @ \$100,000			\$ 25,000	\$	75,000	\$	100,000
mandatory cost-share is ultimately the					Ψ	73,000	Ψ	100,000
responsibility of the grantee, however								
the mandatory cost-share is typically	1 school bus @ \$100,000			\$ 25,000	\$	75,000	\$	100,000
provided by project partners (e.g., fleet					Ψ	70,000	Ψ	100,000
owners).	4 1 11 @ 0400.000							
,	1 school bus @ \$100,000			\$ 25,000	\$	75,000	\$	100,000
					Ψ	70,000	Ψ	100,000
	4			¢ 05.000				
	1 school bus @ \$100,000			\$ 25,000	\$	75,000	\$	100,000
					+-	,	*	,
TOTAL OTHER							\$	900,000
Indirect Charges				1	ı		\$	-
							¢	
							\$	-
						·	\$	
					\perp		Ψ	
TOTAL INDIRECT							\$	_
TOTAL FUNDING		\$	150,000	\$ 100,000	\$	675,000	\$	925,000
		-		Voluntary State	1			
		Fede	ral Funds	Match (paid by		datory Cost-		PROJECT
		, eue	iai i ulius	State)	Shar	е	COST	
				(Bidle)			I	



Example 2: Budget with EPA Bonus

Example 2: Budget with EPA Bonus For this Example, assume a State Alloca	ation of \$100,000 plus a matchi	ng bonus	of \$50,000,	1		untary	Match of \$1	00,000.	
Line Item and Itemized Cost		Fede	eral Funds		intary State th (paid by e)	Mandatory Cost Share (paid by fleet owner)		TOTAL PROJECT COST	
Personnel		Φ.	44.000	•	0.000			\$	
Project Manager \$50/hr x 460 hrs TOTAL PERSONNEL		\$	14,000	\$	9,000			\$	23,000
Fringe Benefits								\$	23,000
Tillige Deliellis								\$	
TOTAL FRINGE BENEFITS								\$	-
Travel								\$	-
1 trip to oversee scrappage				\$	1,000			\$	1,000
TOTAL TRAVEL								\$	1,000
Equipment								\$	-
TOTAL EQUIPMENT								\$	-
Supplies								\$	-
100 no idling signs @ \$10/each		\$	1,000					\$	1,000
TOTAL SUPPLIES		—	1,000					\$	1,000
Contractual								\$	-
								\$	-
TOTAL CONTRACTUAL								\$	-
Other								\$	<u> </u>
Subgrant to School District A for 9 School Bus Replacement								\$	-
The "DERA Funding Limit" for diesel school bus replacements is 25% of the cost of the vehicle and represents the maximum portion of the equipment costs that can be covered with a combination of DERA funds and any non-federal voluntary matching funds provided by the state. The portion of the costs that exceed the DERA Funding Limit is referred to as the "mandatory cost-share." Meeting the mandatory cost-share is ultimately the responsibility of the grantee, however the mandatory cost-share is typically provided by project partners (e.g., fleet owners).	1 school bus @ \$100,000	\$	15,000	\$	10,000	\$	75,000	\$	100,000
	1 school bus @ \$100,000	\$	15,000	\$	10,000	\$	75,000	\$	100,000
	1 school bus @ \$100,000	\$	15,000	\$	10,000	\$	75,000	\$	100,000
	1 school bus @ \$100,000	\$	15,000	\$	10,000	\$	75,000	\$	100,000
	1 school bus @ \$100,000	\$	15,000	\$	10,000	\$	75,000	\$	100,000
	1 school bus @ \$100,000	\$	15,000	\$	10,000	\$	75,000	\$	100,000
	1 school bus @ \$100,000	\$	15,000	\$	10,000	\$	75,000	\$	100,000
	1 school bus @ \$100,000	\$	15,000	\$	10,000	\$	75,000	\$	100,000
ownors).	1 school bus @ \$100,000	\$	15,000	\$	10,000	\$	75,000	\$	100,000
TOTAL OTHER								\$	900,000
Indirect Charges								\$	-
								\$	-
								\$	-
TOTAL INDIRECT								\$	-
TOTAL FUNDING		\$	150,000	\$	100,000	\$	675,000	\$	925,000
		Fede	eral Funds		intary State h (paid by e)	Man Share	datory Cost-	TOTAL PROJECT COST	



Example 3: Voluntary Match exceeding the Base Amount

For this Example, assume a State Allocation of	of \$100,000 plus a matching bo	nus of	\$50,000, plu	s the	State Volunt	ary M	latch of \$500,	000.	
Line Item and Itemized Cost		Federal Funds		Voluntary State Match (paid by State)		Mandatory Cost- Share (paid by fleet owner)		TOTAL PROJECT	
Personnel							,	\$	-
Project Manager \$50/hr x 200 hrs		\$	10,000					\$	10,000
TOTAL PERSONNEL								\$	10,000
Fringe Benefits								\$	-
TOTAL FRINGE BENEFITS								\$	-
Travel								\$	
1 trip to oversee scrappage		\$	5,000					\$	5,000
TOTAL TRAVEL		+	0,000					\$	5,000
Equipment								\$	-
								\$	-
TOTAL EQUIPMENT								\$	-
Supplies								\$	-
100 no idling signs @ \$10/each		\$	1,000					\$	1,000
TOTAL SUPPLIES								\$	1,000
Contractual								\$	-
DPF cleaning and maintance training		\$	9,000					\$	9,000
TOTAL CONTRACTUAL								\$	9,000
Other								\$	-
Subgrant to School District A for 44 School Bus Replacement								\$	_
Dae Replacement	1 school bus @ \$100,000	\$	25,000			\$	75,000	\$	100,000
The "DERA Funding Limit" for diesel school bus replacements is 25% of the cost of the vehicle and represents the maximum portion of the equipment costs that can be covered	1 school bus @ \$100,000	\$	25,000			\$	75,000	\$	100,000
	1 school bus @ \$100,000	\$	25,000			\$	75,000	\$	100,000
	1 school bus @ \$100,000	\$	25,000			\$	75,000	\$	100,000
	1 school bus @ \$100,000	\$	25,000			\$	75,000	\$	100,000
	1 school bus @ \$100,000	Ψ	20,000	\$	25,000	\$	75,000	\$	100,000
	1 school bus @ \$100,000			\$	25,000	\$	75,000	\$	100,000
	1 school bus @ \$100,000			\$	25,000	\$	75,000	\$	100,000
	1 school bus @ \$100,000			\$	25,000	\$	75,000	\$	100,000
	1 school bus @ \$100,000			\$	25,000	\$	75,000	\$	100,000
with a combination of DERA funds and any	1 school bus @ \$100,000			\$	25,000	\$	75,000	\$	100,000
non-federal voluntary matching funds	1 school bus @ \$100,000	1		\$	25,000	\$	75.000	\$	100,000
provided by the state. The portion of the	1 school bus @ \$100,000			\$	25,000	\$	75,000	\$	100.000
costs that exceed the DERA Funding Limit is	1 school bus @ \$100,000	1		\$	25,000	\$	75,000	\$	100,000
referred to as the "mandatory cost-share." Meeting the mandatory cost-share is	1 school bus @ \$100,000			\$	25,000	\$	75,000	\$	100,000
ultimately the responsibility of the grantee,	1 school bus @ \$100,000			\$	25,000	\$	75,000	\$	100,000
however the mandatory cost-share is	1 school bus @ \$100,000			\$	25,000	\$	75,000	\$	100,000
typically provided by project partners (e.g.,	1 school bus @ \$100,000			\$	25,000	\$	75,000	\$	100,000
fleet owners).	1 school bus @ \$100,000			\$	25.000	\$	75,000	\$	100,000
	1 school bus @ \$100,000			\$	25,000	\$	75,000	\$	100,000
	1 school bus @ \$100,000			\$	25,000	\$	75,000	\$	100,000
	1 school bus @ \$100,000			\$	25,000	\$	75,000	\$	100,000
	1 school bus @ \$100,000	1		\$	25,000	\$	75,000	\$	100,000
	1 school bus @ \$100,000	1		\$	25,000	\$	75,000	\$	100,000
	1 school bus @ \$100,000	1		\$	25,000	\$	75,000	\$	100,000
TOTAL OTHER					3,220			\$	2,500,000
Indirect Funding								\$	-
•		1				l		\$	-
		1						\$	-
TOTAL INDIRECT								\$	-
TOTAL FUNDING		\$	150,000	\$	500,000	\$	1,875,000	\$	2,525,000
					ntary State	Mar	ndatory Cost-	TOTA	L PROJECT
		Fede	ral Funds	Match State	n (paid by)	Shar	•	COST	



Example 4: Voluntary Match exceeding the Base Amount

For this Example, assume a State Allocation of	of \$100,000 plus a matching bo	nus of S	\$50,000, plu	s the	State Volunt	ary Ma	atch of \$500,	000.	
Line Item and Itemized Cost		Federal Funds		Voluntary State Match (paid by State)		Mandatory Cost- Share (paid by fleet owner)		TOTAL PROJECT	
Personnel							•	\$	-
Project Manager. \$50/hr x 480 hrs		\$	11,500	\$	12,500			\$	24,000
TOTAL PERSONNEL					· · · · · · · · · · · · · · · · · · ·			\$	24,000
Fringe Benefits								\$	-
TOTAL FORMOT DEVELOP								\$	-
TOTAL FRINGE BENEFITS Travel								\$	<u> </u>
Tiavoi								\$	
TOTAL TRAVEL								\$	-
Equipment								\$	
TOTAL EQUIPMENT								\$	-
Supplies								\$	
100 no idling signs @ \$10/each		\$	1,000					\$	1,000
TOTAL SUPPLIES								\$	1,000
Contractual								\$	-
								\$	-
TOTAL CONTRACTUAL								\$	-
Other								\$	<u>-</u>
Subgrant to School District A for 47 School Bus Replacements								\$	_
<u> </u>	1 school bus @ \$100,000	\$	5,500	\$	19,500	\$	75,000	\$	100,000
	1 school bus @ \$100,000	\$	5,500	\$	19,500	\$	75,000	\$	100,000
	1 school bus @ \$100,000	\$	5,500	\$	19,500	\$	75,000	\$	100,000
	1 school bus @ \$100,000	\$	5,500	\$	19,500	\$	75,000	\$	100,000
	1 school bus @ \$100,000	\$	5,500	\$	19,500	\$	75,000	\$	100,000
	1 school bus @ \$100,000	\$	5,500	\$	19,500	\$	75,000	\$	100,000
The "DERA Funding Limit" for diesel school	1 school bus @ \$100,000	\$	5,500	\$	19,500	\$	75,000	\$	100,000
bus replacements is 25% of the cost of the vehicle and represents the maximum portion of the equipment costs that can be covered with a combination of DERA funds and any	1 school bus @ \$100,000	\$	5,500	\$	19,500	\$	75,000	\$	100,000
	1 school bus @ \$100,000	\$	5,500	\$	19,500	\$	75,000 75,000	\$	100,000
	1 school bus @ \$100,000	\$	5,500	\$	19,500	\$	75,000	\$	100,000
non-federal voluntary matching funds	1 school bus @ \$100,000	\$	5,500	\$	19,500 19,500	\$	75,000	\$	100,000
provided by the state. The portion of the	1 school bus @ \$100,000 1 school bus @ \$100,000	\$	5,500 5,500	\$	19,500	\$	75,000	\$	100,000
costs that exceed the DERA Funding Limit is referred to as the "mandatory cost-share."	1 school bus @ \$100,000	\$	5,500	\$	19,500	\$	75,000	\$	100,000
Meeting the mandatory cost-share is	1 school bus @ \$100,000	\$	5,500	\$	19,500	\$	75,000	\$	100,000
ultimately the responsibility of the grantee,	1 school bus @ \$100,000	\$	5,500	\$	19,500	\$	75,000	\$	100,000
however the mandatory cost-share is typically provided by project partners (e.g., fleet	1 school bus @ \$100,000	\$	5,500	\$	19,500	\$	75,000		100,000
owners).	1 school bus @ \$100,000	\$	5,500	\$	19,500	\$	75,000	\$	100,000
	1 school bus @ \$100,000	\$	5,500	\$	19,500	\$	75,000	\$	100,000
	1 school bus @ \$100,000	\$	5,500	\$	19,500	\$	75,000	\$	100,000
	1 school bus @ \$100,000	\$	5,500	\$	19,500	\$	75,000 75,000	\$	100,000
	1 school bus @ \$100,000	\$	5,500	\$	19,500	\$	75,000	\$	100,000
	1 school bus @ \$100,000 1 school bus @ \$100,000	\$	5,500 5,500	\$	19,500 19,500	\$	75,000	\$	100,000
	1 school bus @ \$100,000	\$	5,500	\$	19,500	\$	75,000	\$	100,000
TOTAL OTHER			· · ·		· · · · · · · · · · · · · · · · · · ·			\$	2,500,000
Indirect Charges								\$	-
								\$	-
								\$	
TOTAL FUNDING		•	450,000	•	E00.000	·	4.075.000	\$	2,525,000
TOTAL FUNDING		\$	150,000	\$ Volu	500,000 Intary State	\$	1,875,000		
		Fede	ral Funds		h (paid by	Man Shar	datory Cost- e	TOTA COST	AL PROJECT 「