

STATE INFRASTRUCTURE BANK

October 1, 2024

Summery Minutes

Location:

Via videoconference at the following locations:

Old Assembly Chambers
Capitol Building, Second Floor
101 N. Carson Street
Carson City, NV 89701

Governor's Office Conference Room
1 Harrah's Court
Las Vegas, NV 89199

Board Directors & members present:

Treasurer Zach Conine – Las Vegas
Director Tom Burns – Governor's Office of Economic Development – Las Vegas
Director Kristopher Sanchez – Department of Business and Industry – Las Vegas
Member Ken Liu – Las Vegas
Member Tracy Holland – Carson City
Member Jesse Haw – Carson City
Member Matt Kershaw - Teams
Member Blayne Osborn – Carson City
Member Teresa Melendez – Carson City

Others present:

Erik Jimenez:	Treasurer's Office	Zoe Houghton:	Tom Clark Solutions
Veronica Kilgore:	Treasurer's Office	Kirsten Stasio:	NCEF
Emily Nagel:	Treasurer's Office	Greg Zegas:	NCEF
Mary M. Huck:	Deputy Attorney General	Jacob Brinkerhoff:	NCEF
Joanna N. Grigoriev:	Deputy Attorney General	Tiffany Voss:	RTCSN
Belz & Case Gov:	Belz & Case Gov. Affairs	Tomas Hammond:	Public
Sabrina Schnur:	Belz & Case Gov. Affairs	Alex Pike:	Public
Kathy Flanagan:	LVVWD	Luke:	Public

Agenda Item 2 - Public Comment: No public comment.

Agenda Item 3 – Land Acknowledgement:

Member Theresa Melendez: “Hello my name is Theresa Melendez. I am a citizen of Pokagon Band Potawatomi from Southwest Michigan, but have had the pleasure of calling Northern Nevada, home for the last 12 years. I just wanted to take a moment to recognize that today that we gather that we work and we live on the occupied traditional homelands of the Paiute

Shoshone and Washoe people, that's the Washu, Numu, Newe people, the original inhabitants of this land. People who are doctors and philosophers and astronomers and engineers. Who've always lived here, whose ancestors are in these waters and in the soil and in these mountains, who songs and ceremonies and medicines come from these mountains and valleys? Just want to take a moment to recognize that we all benefit from the history of occupation of their indigenous homelands and each one of us benefit from settler colonialism and know that there's more work to do to continue bringing equality and justice for the indigenous people of these lands here in Nevada, with that, thank you for the opportunity to say a few words”

Presenter: Member Teresa Melendez

Agenda Item 4 – For discussion and possible action: Approval of the minutes from the State Infrastructure Bank Board of Directors meeting from September 23, 2024.

Motion to approve the meeting minutes from Member Tracy Holland a second from Director Kirstopher Sanchez. Motion passed unanimously.

Agenda Item 5 – For discussion and possible action: Staff Report on the operations and administration of the Nevada State Infrastructure Bank, including an update on financing applications received by the Nevada State Infrastructure Bank, and direction to staff as appropriate.

As of September 25, 2024, the Bank has \$64,843,369 in total resources spread out across the following budget accounts, Operating Account \$48,858.93, Affordable Housing Revolving Account: \$21,252,117.38, Charter School Capital Needs Revolving Account: \$759,592.78, Federal Infrastructure Matching Account: \$35,761,989.05, State Infrastructure Bank General Account: \$1,715,810.61.

Of these balances, the Affordable Housing Revolving Account (Budget Account 4673) has an outstanding \$7,000,000 obligation for the Carville Park Apartments Project. Similarly, the State Infrastructure Bank General Account (Budget Account 4676) has \$1,695,000 in remaining its obligation for the West Wendover Fire Station/Emergency Operations Center Project.

After taking into account these existing obligations previously approved by the Board of Directors, the Bank currently has \$50,794,510 in available funds to provide loans and other financial assistance to qualified borrowers in FY24/25.

Additionally, Bank staff is currently working to finalize negotiations on the following projects:

- Urban Strategies LLC – Desert Pines Infrastructure Project
 - \$25,000,000 from the Bank’s Affordable Housing Revolving Account
- Truckee Meadows Fire Protection District – Hidden Valley Fire Station Apparatus Bay Project
 - \$5,252,000 from the Bank’s General Account
- EDAWN/Redwood Materials – TRI-GID Processed Water Extension Project

- \$15,500,000 from the Bank's General Account

Additionally, per the request of this board, we initiated the tribal consultation process as required under state law with the Pyramid Lake Paiute tribe on the proposed TRI-GID process water extension project that was submitted by EDAWN in partnership with Redwood Materials.

Treasurer Conine: "Any questions from members? We'll go to Carson City."

Member Theresa Melendez: "I don't have a question, but I just want to thank you Erik for following up with the Pyramid Paiute Tribe. I appreciate that."

Treasurer Conine: "And with that we will close Agenda Item 5 and open Agenda Item 6."

Presenter: Erik Jimenez, Secretary to the Board of Directors of the Nevada State Infrastructure Bank.

Agenda Item 6 For discussion and possible action: Approval of the annual report on the operations of the Nevada State Infrastructure Bank for Fiscal Year 2024, as required pursuant to NRS 226.826. The Board of Directors is required to send an annual report 90

Pursuant to NRS 226.829, the Board of Directors of the Nevada State Infrastructure Bank ("Bank") is required to submit a report on the operations of the Bank for each fiscal year. The report included below, includes the following items for the period covering July 1, 2023, through June 30, 2024.

An update on the Bank's staffing levels, an overview of all loans that have been issued by the Bank's various budget accounts, including revenues that have been received thus far and expected revenues for the remainder of the Fiscal Year 2024-2025 ("FY24/25") biennium, and an update on the projected timeline for the Bank to be financially self-sufficient.

As of June 30, 2024, the Board of Directors for the Bank has approved three loans totaling \$23,750,000. \$15,000,000 from the Charter School Capital Needs Revolving Account (Budget Account 4674) to Opportunity 180 to support the Nevada Facilities Fund Project. \$1,750,000 from the State Infrastructure Bank General Account (Budget Account 4676) to the City of West Wendover to support the West Wendover Fire Station Emergency Operations Center Project; and \$7,000,000 from the Affordable Housing Revolving Account (Budget Account 4673) to the Northern Nevada Building and Construction Trades Council Development Corporation to support the Carville Park Apartments Project.

Treasurer Conine: "Thank you, Mr. Jimenez. Any questions from board members? We'll start in Las Vegas. Seeing none, how about online? And in Carson City."

Member Jesse Haw: "Treasure Conine, this is Jesse Haw for the record.

Just curious 'cause I don't know how this works but, is there a danger or do let me see how to phrase this. Can the state or the legislature sweep funds if we're not spending what we have in the budget, for example, on the executive director, if there's too much surplus, are we in danger of getting funds

swept? Thank you.”

Erik Jimenez: “A great question, Eric. For the record, under current statute, I don't know the exact citation off the top of my head because they moved the chapters on us, but the state Infrastructure Bank fund is an enterprise fund that continues without reversion, so as it exists today. Those dollars could not be swept. I would say if there were some sort of statutory change, like who knows what could happen, but at least under current law, that could not happen.”

Member Jesse Haw: “Thank you.”

With no other questions or comments Treasurer Conine then asked for a motion to approve.

Motion made by Director Kristopher Sanchez and seconded by Member Ken Liu. Motion passed unanimously.

Treasurer Conine then closed Agenda Item 6 and opened Agenda Item 7.

Presenter: Erik Jimenez, Secretary to the Board of Directors of the Nevada State Infrastructure Bank.

Agenda Item 7 - For discussion only: Presentation by the Nevada Clean Energy Fund on the proposed Clean School Bus Program Project.

Kirsten Stasio is the CEO of the Nevada Clean Energy Fund and is joined by her colleague Greg Zegas, Managing Director of Investments. The Nevada Clean Energy Fund is a non-profit organization that was established by State Legislation in 2017 to accelerate financing for clean energy projects in a way that reduces energy costs for Nevadans, creates quality jobs, creates a healthier environment and climate and spurs economic growth. They work with a variety of different stakeholders to provide this clean energy financing and also technical assistance to a variety of different stakeholders. Affordable housing, schools, non-profits, local governments, residents, tribes, small businesses, and others.

A key role that they've been playing is securing federal funds from the unprecedented funding that's becoming available through the Inflation Reduction Act in the bipartisan Infrastructure Law for clean energy.

As of today they've secured nearly 170 million in federal funds to benefit Nevada's communities and this includes their 8 million clean School Bus award from the US Environmental Protection Agency which is what they come to present today.

Greg Zegas then took over and shared his screen for the presentation.

About a year ago actually, they submitted an application to the Environmental Protection Agency or EPA to their 2023 Clean school Bus grant program. They did this application on behalf of a number of school districts across the state, so that they didn't have to go through the cumbersome process of applying to EPA funds directly and then managing those funds should they have been awarded. They

were selected in January of 2024 for an initial \$7.7 million grant from EPA, and that award was increased in the last month.

NV Energy is one of their partners, they are implementing a vehicle to grid trial program which provides incentives to the school districts for the cost of the battery on the Electric school bus. They also have the Nevada Division of Environmental Protection, which is allocated VW Settlement funds that are intended to support the implementation of 0 emission vehicles across the state. They also have an international nonprofit, the World Resources Institute with their Electric School Bus Initiative in the mix, providing technical assistance related to training and procurement of the electric school buses.

They submitted an application for \$7.3 million with the intent to establish a revolving loan fund to support the school districts with bridge funding for their procurement of these school buses and the repayment for that would come from a number of incentives and tax credits that are available to the school districts that have a time delay associated with them. The Nevada Energy's vehicle through grid trial program utility incentive. The IRS section 45 W commercial vehicle tax credit. And the Volkswagen settlement funds from the Nevada Division of Environmental Protection.

In the last few weeks, they were able to get an increase in their grant award from EPA, an increase of \$988,000 and that reduces the need somewhat for the bridge funding for the incentives because they can advance more of the funds to the EPA grant. NDEP has also confirmed that they are able to advance the VW settlement funds directly to the school district further reducing the need to bridge a portion of those funds. They learned that some of the schools do not need the bridge funds and can float the money for their busses. With those changes in mind, they were able to reduce the ask to the State Infrastructure Bank to about \$4 million, as this sort of line of credit to cover the bridge financing needs.

They are doing this project because electric school buses can provide immense benefits to the communities where they are implemented. Which includes a huge reduction to maintenance costs, without the need buy fuel, they have a less complicated drivetrain, and lower maintenance expenses. Obviously, fuel cost savings associated with powering through electricity instead of gas can be a huge benefit to the school districts, but really the biggest benefit that they are providing for the districts through this program is that they are able to implement the school buses at no upfront cost to the schools because through all of their conversations with these mostly rural school districts, they found that if the schools have to have to pay upfront the money for these buses, then they will be locked out of the opportunity to implement the school buses and deliver those benefits to the kids who ride them. Right now 29 busses in 9 school districts that are anticipated to be delivered through the program. This ranges from some of the bigger districts like Washoe County School District to the smaller and rural school districts across the State like Lander County School District, Nye County School District out of Tonopah, and Pershing County School District.

The capital stack for the program for each school bus, and related infrastructure. Starting the bottom, is the EPA grant, which are being provided directly to the school districts. On top of that is the Volkswagen settlement funds. On top of that, is the 45 W tax credit, which will be paid directly to the school districts through the direct pay mechanism that the IRS implemented with the Inflation Reduction Act. This opens up tax credits to tax exempt entities like school districts. On top of that, is the NV Energy Vehicle Through Grid Trial Program Incentive. On top of the incentive program, NV energy is also building all of the charging infrastructure and any grid infrastructure upgrades that are necessary to handle the

chargers for the buses. That piece may seem to be a small part of the capital sack, but it can actually outweigh all the other stacks pieces of the stack combined.

The program kicked off in April of 2024, and they are nearly halfway through that first year of program implementation and they have been working with their partners to get their the program up and running to get the school districts in a position to start to procure the buses.

Treasurer Conine: “We have a question from a member. Member Sanchez?”

Member Sanchez: “Hey, Greg, just looking at the chart here, it says expected deadline for bus scrappage. I'm just curious. The life of this vehicle compared to combustion engine bus comparison.”

Greg Zegas: “Sure. It's a great question. So obviously electric school buses are have not been implemented at scale across the entire country. So we don't have good data over multiple decades to be able to answer this question, but we expect and our partners expect that the electric school buses have a lifetime of about 16 years. Which lines up fairly well with some of the replacement cycles that some of the school districts already implement for their diesel school buses.”

Member Sanchez: “So when it says bus scrappage, what's that refer to?”

Greg Zegas: “Right. So as a condition of receiving the EPA funds and also as a condition of receiving the VW settlement funds. The old school buses need to be scrapped so the buses that they're replacing, the diesel school buses that are more polluted, those have to be scrapped and so we want to give the districts as much time as possible before that scrappage has to happen, basically it has to happen by the deadline of our period of performance with the EPA program, which is in March 2027.”

Member Sanchez: “That makes perfect sense. I was wondering why you would scrap perfectly good bus. It had, what, 13 years to go on its life cycle.”

Greg Zegas: “Great question. Thank you. And yeah, anybody else feel free to hop in with questions. Appreciate you calling them out, Erik.”

Member Haw: “If we're taking questions, Treasurer Conan, Jesse Haw of the record, Greg what does an E bus cost versus a regular bus? If you know, and has anybody looked at the weight of these buses versus traditional buses on segments of asphalt that aren't traditionally size for a heavy vehicle like that. I'm just wondering about the wear and tear on local roads and kind of the minor streets, maybe you guys, somebody's looked at that. Just curious. Thank you.”

Greg Zegas: “Yeah, great question. I think this slide actually gets into the illustrative cost a little bit. So obviously these buses are a lot more expensive. We're looking at, you know, somewhere between 450 and \$550,000 for each of these buses. Depending on how big the battery is, that's really the main driving factor and how much the bus cost when it comes to the weight of the buses. And I'll come back to this slide in a second. We haven't fielded in that exact question before. We could run it by our partners at WRI. When it comes to the impact on asphalt that that maybe hasn't been cleared for those heavier vehicles, but the buses are heavier and that does mean a couple things. One, it means

that when the bus, if in the unfortunate event that the bus has to be towed, you would have to have probably a, you know, a more complicated tow situation like a flatbed potentially and there could be a little bit more wear on the tires themselves as well, and so the tires could wear out a little bit more quickly, but that's a great question. And I apologize that I don't have a direct answer off the top of my head."

Member Haw: "Thank you. Love to hear back from you on that."

Member Melendez: "One more question, Treasure Conine. Theresa Melendez, for the record, just to piggyback off of that last question. So I'm also thinking about what the effect on tribal communities would be, considering our roads, we have a lot of issues with roads on tribal land. There's some of our biggest issues in the state and also how incredibly remote a lot of reservations are. I'm wondering if there have already been conversations. Whether or not this program would be appropriate for some of our rural tribal schools like. Owyhee combined School in Owyhee on the Duck Valley Reservation, or McDermott Combined School in McDermott, Nevada, by the Fort McDermott Shoshone tribe or the Duck Valley Community, Duck Valley, Shoshone tribe and Duck Valley, which bus their kids to Eureka. Thank you."

Greg Zegas: "Thank you for the question. Short answer is that we have not had direct conversations with those schools and those tribes on this program. It's certainly something that we're open to having that conversation, particularly because we could, you know, scrounge up other funds to be able to support school buses in those community communities. Tribes are a really big focus of the Nevada Clean Energy Fund. We're actually try about to hire a Tribal Clean Energy Program Manager, so, this is very important to us, absolutely. When it comes to serving those more rural communities. The most important consideration for us is how long are the bus routes. Are they short enough that you can do the complete route in a day and still come back to the depot and have at least like a 30% charge in the battery. And that's what Nevada energy has been doing in their analysis to determine, OK, which routes are most suited for electrification. They can also look at whether it's possible to do. Midday charging in the middle of the day after the AM route in order to increase the potential range of the buses if it is a slightly longer route. So we we've been leaning on them for that right now. We we do have potential to support two of the tribal communities through our program. So the Pyramid Lake Paiute tribe, we're looking at doing 1 bus for Pyramid Lake High School. We're actually about to head out there later this week to confirm their participation. Their main concern is sort of the servicing and the and the lack of in-house technicians to be able to serve that. But we've been talking with RTC Washoe, which may be able to provide that technician capacity on behalf of the tribe. The other cases, Mineral County School District with the Walker River Paiute tribe. I'll just scroll back up to this. This slide right here that talks about the districts that are participating. So you'll see #6 Mineral County School District. Initially, they were interested in two buses. One of those would serve Churrs and the Walker River Paiute tribe community. We're still working through whether that's going to be possible just because. Those buses tend to need to be available for trips on a sort of, you know, on a moment's notice. And so they may not be the best suited for electrification, but we are working with Chair Martinez at Walker, Paille Tribe to explore that further. And in the case of some of the communities that that you mentioned, we would love to have those conversations if folks are able to facilitate those conversations."

Member Melendez: “Anything I can do to help facilitate those conversations with those, I think additional tribes please reach out.”

Kristen Stasio: “Thank you so much. We'll follow up with you on that. Kirsten Stasio for the record, and actually we do have regular conversations with the Shoshone Paiute tribes of the of Duck Valley Indian Reservation. I believe they have two school buses as you reference that that travel really long distances and so aren't necessarily at this time, appropriate for electrification, but we're talking to them about solar for their new school.”

Treasurer Conine: “Thank you. And now I'll turn it over to Member Sanchez.”

Member Sanchez: “Just real quick, in the next presentation or the update that you provide, can you add on page 33 the current number of buses that each of the districts have?”

Greg Zegas: “Happy to thank you for the feedback.”

Treasurer Conine: “Thanks Greg. Any additional questions from members? All right. Thank you. Please proceed.”

Greg Zegas then went on to finish the presentation with the last slide. Stating that their project has to be finished by spring of 2027. That is the period of performance for the EPA grant. Saying that the school districts have a decent amount of time between now and then to procure the buses and implement them, and NV Energy have plenty of time to build the charging infrastructure and implement any upgraded that may be necessary to handle these DC fast chargers.

As far as the procurement timing, data shows that it takes a while. It takes a while for new diesel buses as well. Greg has been in contact with Mike Hush, the transportation director over at Nye County School District, and he has been saying that some of their diesel buses they've been waiting for almost two years for. Most of the OEMs that they have been talking to for the electric school buses seems like it's possible between, you know, somewhere between six months and a year or so. Obviously, those OEMs are ramping up their capacity to handle the increased demand associated with EPS programs, yet with still plenty of time to compensate. Saying that there's still plenty of time for the districts to do this.

Greg goes on to the end presentation with the last two slides. That most of the bridging need will start once the buses are delivered. Because when the bus is delivered, they have to make the payment to the OEM. A portion of that payment will come from the EPA funds. Then for the portions that would be covered by the 45 W tax credit or the Nevada Energy Incentive. Those are the portions that would have to be bridged again at the time of delivery and they expect most of those deliveries to happen around the end of 2025 or the first few months of 2026. That's the point in the program, around year 2, is when they expect the need for the bridge funding to start.

Greg showed a slide on the cost of an individual bus, which may be different for each school district depending on their necessities. Saying that the cost is an estimate since the size or class of the bus and its battery may vary.

Talking about what that looks like for an individual districts. For example Lyon County School District, which is interested in doing six of these electric school buses. Once that delivery were to happen, they'd

have to be bridging that NV Energy Incentive for about one to two months. Saying that NV energy can act relatively quickly. NV Energy does expect that process to take about two months maximum. So that would be for an estimate of \$800,000. The 45 W tax credit would take a lot longer to bridge because the school districts have to file and go through this new elective pay process in the year after the buses have been implemented. From there nobody really knows how quickly the IRS is going to provide that cash reimbursement through the elective payment process. It could be six months up to a year. They IRS don't make any promises in terms of how quickly they do it, so that would that would be about \$250,000 in this case for Lyon County School District. Meaning the total amount that would be bridged in this example for Lyon County School District is about \$1,000,000. And again, a big portion of that would be recycled fairly quickly and then the remainder would be recycled once the 45 W tax credit payment came back.

Treasurer Conine asked if any members had questions.

Member Osborn: Yeah. Chair Conine and Blaine Osborn for the record. Curious, question for Mr. Zegas. You're mentioning the 4 million bridge funding as a worst case scenario? Why is that ambiguous? Is that because of the way the stack works with the other grants that you're expecting? Are you expecting more money to come in?"

Greg Zegas: "Yeah. So, the primary reason is that it's sort of the timing of the school bus procurement. So, if all the school buses act at the same time and work with the same manufacturer and their delivery schedule is exactly the same, and then their payment schedule is exactly the same, then that sort of sum of all the school districts, all the bridging, that they would need hitting at the same time. That would be about \$4 million. We also expect that you know, based on our conversations with some of the school districts that they may have the capacity to float some of those funds, for example, the short-term bridge for the NV Energy funds. In some cases, they said that it could be possible. It's too early to have, you know, real confirmation on whether that will be possible. So, there is a chance that in those cases where they can float the funds that they wouldn't need the bridge for that portion. For example, for that that short term float. So that's why there's still a little bit of ambiguity on what the final number will be."

Blayne Osborn: "OK, great. And that leads me to my second question on the school districts. Talk to me a little bit about the selection process. Why those districts? Did the districts apply? Why those districts did the districts? Is that the number of buses they're requesting? Because I know you talked a little bit about why. Maybe some of those are tentative. And conversations are still ongoing. So how did districts engage with you in this process?"

Greg Zegas: "Yeah. Happy to shed more light on that. So, we've actually been doing this engagement with school districts for over 2 years at this point. You know NCEF launched in in 2022 and since then we were doing a lot of technical assistance around that time, EPA launched its Clean School Bus rebate program. And so at that time, Kirsten was going around to many of the these school districts and others kind of doing education around the opportunity to get rebates from EPA for this program. And many of the school districts did apply. Some of them didn't actually get selected for those that that rebate lottery.

So when we had this opportunity last summer in 2023 to do this joint application on behalf of a number of school districts, we really you know went out to the districts and tried to see who was interested in participating. Initially we had five districts that were interested in participating and it

was a little bit of difficult timing because it was in the middle of summer. There's a lot of transition going on in the staffing of some of these transportation departments at the school districts. And so at that time that we submitted our application in August of 2023, we had five school districts participating. Once we got awarded in January, we had an opportunity to go back to many of the school districts and say, hey, this is real, this is really real now, we'd love for you to participate. We have more space for you to participate and after those conversations, we got up to 9 school districts and 29 buses potentially. So that was how that that preceded, but. I'll just reiterate that you know we're open to having these conversations with any school district at any time. Just because we may not have EPA funds to go beyond what I've presented to you today, we do certainly have line of sight to other potential funds to be able to help school districts do this work, whether they're in NV energy territories or not, whether they are rural ones or not, this is a big priority when it comes to our program focus area of fleet transformation.”

Treasurer Conine: “Any additional questions from members?”

Member Haw: “Chair Conine. For the record, Jesse Haw, I'm not sure who on the applicant can answer this, but just from the bank's perspective, who what is the collateral or is there collateral or we have like a you know bill of sale or something on a on a bus. Or is it the school district? Or is it the Nevada Clean Energy Fund? Who would we be lending this to and what is the collateral? Thank you.”

Greg Zegas: “Sure, I can take a shot at that and feel free to weigh in as well. Erik and Kirsten. But the way that that we've been thinking of structuring this bridge loan to the school districts for that, you know, incentive payment or tax credit payment is that we would take security in the form of you know the title on the bus and so we'd have that security.”

Jesse Haw: “Thank you and follow up for the record, Jesse Haw. So the state, Nevada State Infrastructure Bank is making a loan to the Nevada Clean Energy Fund, who then has title on a bus or buses in the different school agencies. Does that sounds correct? So we would have some kind of security I guess over your security on the buses it sounds like. Thank you.”

Greg Zegas: “Yes.”

Member Kershaw: “Chair Conan. Thank you. I would just ask on the. The line and considering that a significant portion of the funds are needed only for one to two months. And it almost project that out. Is there an ability or could we create an ability to reduce the commitment after a certain point in time so that those funds could be used in in other ways for the Infrastructure Bank?”

Greg Zegas: “Yeah, I would defer to Mr. Jimenez in answering that question. I think that the conversation that that we've had as recently as a couple weeks ago is we've talked about the increase of funding that we got from EPA and sort of our reduced need. I think Erik has talked about it in terms of sort of a line. Of credit that we would be able to draw upon as we have that sort of line of sight to what the near-term need is for the bridging, but I'll defer to Erik on sort of whether. The data infrastructure banks commitment would potentially be reduced.”

Erik Jimenez: “Erik Jimenez, for the record treasurer, Connie to Mr. Kershaw. Yeah. So we always wait to get into loan terms and contract negotiations until after this initial presentation for this exact reason. I think something I would be certainly open to is starting that conversation on what is the need? We’ve been thinking about this as a kind of like a line of credit. So they may not need to draw down, but I do resonate with your point. If after a certain period you know, we know that they're not going to hit that \$4 million threshold, could that reduce? I think also just fundamentally for this type of project. We're trying to keep costs lower for rural school districts, so I think we would structure this potentially as a drawdown as well. So that not all the dollars would leave the bank until they were needed to leave the bank just from a kind of a security and risk mitigation perspective.”

Member Kershaw: “Thank you.”

Member Melendez: “Treasurer Conine, Theresa Melendez for the record, and I just had an additional thought. Kirsten and Greg I want to thank you for your work with Nevada Clean Energy Fund I know your work is really important and. I feel like in the state of Nevada as an indigenous organizer, folks who work in an Environmental Protection and environmental justice have been really great allies for the tribal communities here. Really thankful for your work. Appreciative for your work and for your foresight and including tribes in this conversation early. Just a couple of thoughts in that my background is in education and so I'm familiar with a lot of the challenges that tribal schools specifically face. And so in busing is one of those issues, busing. And that, you know, I'll hear from our students at schools like I, I have a contract with McDermott combined School. As a college and career coach and you know, I've heard really sad stories from our students where they say, you know, we'll go to Winnemucca or we'll go to ALCO. We go to all these other nice schools and we know that we're driving. Know we're riding in like the hand me down buses and we know that we receive the hand me down stalls and we see the hand me down lockers. And our kids see that type of racial equity. And so as I'm listening, the conversation, you know, because our tribes are so remote, this program might not be appropriate at this time because we have so many compounded issues in tribal communities where we don't have sometimes paved roads to the reservations, so roads are major issues. Or another issue right here is we don't have school bus drivers even though there's a need for additional buses we don't have the funding for school bus drivers. Other issues are that we have seen a history of neglect for our reservation based schools by our school districts where as organizers and advocates were going to the school district saying these are the issues we're seeing in our schools we need additional resources and those concerns seem to have been neglected historically. And then we have to come to the state legislature to enact legislation to sometimes force the hand to make sure that indigenous children in this state receive quality education. So and because of Nevada Clean Energy Fund is working on other projects with tribes. I just wanted to voice some of those other issues that may be in the future there are there'll be funding in projects that can support or address some of those issues and then maybe this program could be eligible for more tribal schools. And then just the other thing I just wanted to acknowledge is that indigenous communities in this space, in this state in particular are disenfranchised by extractive industries. I was just talking to my colleague about, you know, lithium extraction in this state and how we have cancer clusters in all of our tribal communities and most of our communities. Cannot drink the water. And like that was one of the issues with Owyhee Combined schools. Why we have received funding to be able to build a new school because of cancer cluster in the Community and the exposure they're adjacent to the school and the impact of the students. So knowing we're talking a project that I assume these buses probably use lithium batteries. In Fort McDermott, 20 miles from

the reservation, is the largest lithium deposit and you know the tribe is in several of the Paiute tribes are trying to protect their indigenous homelands and their ancestral lands from Lithium Mining. A Lithium project that's part of our Clean Energy Plan moving forward, but I just wanted to highlight that projects like this do particularly affect indigenous people here in the state. And then, but they're often not a benefit of the programs and resources. That are, you know, designed to help other communities in the state. So I just want to acknowledge that racial disparity that exists. It's a good project and I support the project, but hopefully it can help the people that it, you know, negatively impacts the most in the future. Thank you very much."

Treasurer Conine: "Thank you Member Melendez. Any other comments or questions from members? All right, hearing none. Greg. Kirsten, appreciate the work thus far. Looking forward to seeing this when it comes back in front of the board. And with that we'll close agenda item number 7. Move on to agenda item number 8, our second period for public comment. Has any public comment arrived in Carson City? There's none. I was hoping the siren song of our progress would drive some folks, but maybe next time. Any public comment online?"

Presenters: Kirsten Stasio, CEO – Nevada Clean Energy Fund
Greg Zegas, Managing Director of Investments – Nevada Clean Energy Fund

Agenda Item 8 - Public Comment: No public comment.

Meeting Adjourned at 9:53 a.m.