



Diesel Emission Mitigation Program Information

Volkswagen NO_x Mitigation Settlement: Diesel Emission Mitigation Program Guidance

The Connecticut Department of Energy and Environmental Protection (DEEP) is overseeing the implementation of \$55,721,170 to offset emissions of nitrogen oxides (NO_x) in this state. These funds originate from the settlement of *In re: Volkswagen "Clean Diesel" Marketing, Sales Practices, and Products Liability Litigation*, MDL No. 2672 CRB (JSC) (Dkt. No. 2103-1) and are being held by Wilmington Trust, a third party trustee selected by the COURT to administer the VW Environmental Mitigation Trust (Trust) as specified in Appendix D-2 to the Environmental Mitigation Trust Agreement for State Beneficiaries (Mitigation Trust Agreement).¹ For this initial round of funding, \$7.5 million will be available for clean diesel project grants to be paid as reimbursements upon successful completion of all program requirements. Both non-government and government entities are eligible to apply for funding to implement eligible mitigation projects. Project funding will be awarded through an open, competitive and transparent process that will comply with all applicable state and federal procurement requirements. DEEP is required to maintain and make publicly available all documentation submitted in support of each funding request and all records supporting all expenditures of eligible mitigation project funds. DEEP's plans for the allocation of funds are compiled in the State of Connecticut Mitigation Plan under Volkswagen 2.0L and 3.0L Vehicle Partial Consent Decrees, Appendix D (CT Mitigation Plan).²

Available Funding

Government³-Owned: Municipalities, private bus companies under contract to provide public school transportation, state agencies and other public entities may receive up to 65% of the cost of any eligible projects.

Privately-Owned: Eligible projects involving the replacement or repower (engine replacement) of non-government-owned vehicles and equipment are subject to the following funding limits:

- Up to 40% of the cost of a repower with a new diesel or alternate fueled (e.g., compressed natural gas (CNG), propane, hybrid) engine, including the costs of installation of the engine;
- Up to 25% of the cost of a new diesel or alternate fueled (e.g., CNG, propane, hybrid) vehicle;

¹ See the Environmental Mitigation Trust Agreement for State Beneficiaries at http://www.ct.gov/deep/lib/deep/air/mobile/vw/2017-10-02 - State_Beneficiary_Trust_Agreement.pdf.

² See State of Connecticut Mitigation Plan under Volkswagen 2.0L and 3.0L Vehicle Partial Consent Decrees, Appendix D at http://www.ct.gov/deep/lib/deep/air/mobile/vw/CT_VW_Final_Mitigation_Plan.pdf.

³ "Government" shall mean a Connecticut or local government agency (including a school district, municipality, city, county, special district, transit district, joint powers authority, or port authority, owning fleets purchased with government funds), and a tribal government or native village. The term "State" means the State of Connecticut.

- The only exception to this limit is for eligible drayage trucks,⁴ which are eligible for up to 50% of the cost of a new diesel or alternate fueled (e.g., CNG, propane, hybrid) vehicle.
- Up to 60% of the cost of a repower with a new all-electric engine, including the costs of installation of such engine, and charging infrastructure associated with the new all-electric engine;
- Up to 60% of the cost of a new all-electric vehicle, including charging infrastructure associated with the new all-electric vehicle; and
- Up to 25% for the costs associated with the shore-side system, including cables, cable management systems, shore power coupler systems, distribution control systems, installation, and power distribution components.

Eligible Projects

- **Replacement or Repower of On-Road Heavy Duty Vehicles (*Class 8 Local Freight Trucks and Port Drayage Trucks⁵, Class 4-8 School Bus, Shuttle Bus, or Transit Bus⁶, and Class 4-7 Local Freight Trucks⁷*):** Eligible trucks include 1992 - 2009 engine model years and eligible buses include 2009 engine model year or older. Eligible trucks and buses may be repowered with any new diesel or alternate fueled engine⁸ or all-electric engine, or may be replaced with any new diesel or alternate fueled or all-electric vehicle; replacement must be with the engine model year in which the mitigation action occurs or one engine model year prior. EV charging infrastructure can be included with electric replacement or repower projects.
- **Replacement or Repower of Non-Road Equipment (*Airport Ground Support Equipment, Forklifts and Port Cargo Handling Equipment*):** The following engines and equipment are only eligible to be replaced/repowered by electric equivalents and electric engines. EV charging infrastructure can be included.
 - Eligible airport ground support equipment includes Tier 0, Tier 1, or Tier 2 diesel powered airport ground support equipment; and uncertified, or certified to 3 grams per brake horsepower-hour or higher emissions, spark ignition engine powered airport ground support equipment.
 - Eligible forklifts include reach stackers, side loaders, and top loaders with greater than 8000 pounds lift capacity.

⁴ "Drayage trucks" shall mean trucks hauling cargo to and from ports or intermodal rail yards; as "eligible large trucks", these must have a Gross Vehicle Weight Rating (GVWR) greater than 33,000 lbs.

⁵ "Class 8 Local Freight, and Port Drayage Trucks (Eligible Large Trucks)" shall mean trucks with a GVWR greater than 33,000 lbs. used for port drayage and/or freight/cargo delivery (including waste haulers, dump trucks, concrete mixers).

⁶ "Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Buses)" shall mean vehicles with a GVWR greater than 14,001 lbs. used for transporting people.

⁷ "Class 4-7 Local Freight Trucks (Medium Trucks)" shall mean trucks, including commercial trucks, used to deliver cargo and freight (e.g., courier services, delivery trucks, box trucks moving freight, waste haulers, dump trucks, concrete mixers) with a GVWR between 14,001 and 33,000 lbs.

⁸ The vehicle being converted must be California Air Resources Board (CARB) or 50-state certified and otherwise eligible for sale in Connecticut. EPA's lists of "Certified Conversion Systems for New Vehicles and Engines" and "Conversion Systems for Intermediate-Age Vehicles and Engines" are available at www.epa.gov/vehicle-and-engine-certification/lists-epa-compliant-alternative-fuel-conversion-systems; CARB's list of "Approved Alternate Fuel Retrofit Systems" is available at: www.arb.ca.gov/msprog/aftermkt/altfuel/altfuel.htm. Additionally, conversions must be consistent with any applicable Connecticut Department of Motor Vehicles safety policies for alternatively-fueled vehicles so as to ensure public safety.

- Eligible port cargo handling equipment includes rubber-tired gantry cranes, straddle carriers, shuttle carriers, and terminal tractors, including yard hostlers and yard tractors that operate within ports.
- **Repower or Engine Upgrades for Commercial Marine Vessels (Ferries, Tugs):** Eligible ferries or tugs include unregulated, Tier 1, or Tier 2 marine engines that have been operating 1000 or more hours per year. Eligible ferries and/or tugs may be repowered with any new Tier 3 or Tier 4 diesel or alternate fueled engines, or with all-electric engines, or may be upgraded with an EPA Certified Remanufacture System or an EPA Verified Engine Upgrade.
- **Shorepower for Ocean-Going Vessels:** Eligible marine shorepower includes systems that enable a compatible vessel's main and auxiliary engines to remain off while the vessel is at berth. Components of such systems eligible for reimbursement are limited to cables, cable management systems, shore power coupler systems, distribution control systems, and power distribution. Marine shore power systems must comply with international shore power design standards (ISO/IEC/IEEE 80005-1-2012 High Voltage Shore Connection Systems or the IEC/PAS 80005-3:2014 Low Voltage Shore Connection Systems) and should be supplied with power sourced from the local utility grid.
- **Replacement or Repower of Locomotives (Freight Switchers):** Eligible freight switchers include pre-Tier 4 switcher locomotives that operate 1,000 or more hours per year. Eligible Freight Switchers may be repowered with any new diesel or alternate fueled or all-electric engines (including generator sets), or may be replaced with any new diesel or alternate fueled or all-electric (including generator sets) freight switchers that are certified to meet the applicable EPA emissions standards as published in the code of federal regulations for the engine model year in which the eligible freight switcher mitigation action occurs. Charging infrastructure may be included with electric replacement/repower projects.
- **Light Duty EV Infrastructure Projects:** Light duty EV infrastructure projects will be eligible for funding through a separate VW mitigation program, at a future date.
- **Not Eligible:** Projects initiated prior to filing an application for the program are not eligible for funding. Project initiation activities that can disqualify an application include approving the project in a budget, initiating an RFP, selecting a Vendor, ordering vehicles or equipment, or hiring a contractor.

Preferential Criteria

In its project selection process, DEEP will consider the overall cost effectiveness and the potential for early implementation and completion of each proposal. Proposed projects will be selected for funding based on a set of criteria reflecting funding priorities for the program. It is important to note that the list below is of preferential funding criteria, not eligibility criteria. The preferential criteria include, but are not limited to:

- Projects scaled to achieve the greatest NOx emission reduction or offset per dollar invested (*i.e., capital cost effectiveness in dollars/ton of NOx reduced*);
- Projects in environmental justice (EJ) and other communities⁹ that have historically borne a disproportionate share of the adverse impacts of air pollution from sources including, but

⁹ Find lists of Connecticut EJ communities at http://www.ct.gov/deep/cwp/view.asp?a=2688&Q=432364&deepNav_GID=1511 and distressed communities at <http://www.ct.gov/ecd/cwp/view.asp?a=1105&q=251248>.

not limited to transportation hubs/corridors, ports, rail yards, truck stops, airports, terminals, and bus depots;

- Transformative projects that promote other statewide energy, environmental and economic development goals;¹⁰
- Projects located in a nonattainment area, or area with historical issues concerning compliance with federal air quality standards;¹¹
- Projects submitted by government and non-government entities with demonstrated experience and existing administrative and programmatic structures in place for implementing diesel reduction or offset projects;
- Projects with verified funding or leveraged funding that exceeds the minimum cost-share;
- Projects that can be completed in less than eighteen months after the award date (i.e. before the March 31, 2020 deadline); and
- Applicants that have or projects that include a motor vehicle anti-idling education and outreach program.

Applicant Responsibilities

All applicants must submit their proposal no later than 5:00 p.m., Tuesday, July 31, 2018. According to the terms of the consent decree, all documentation submitted in support of the funding request and all records supporting all expenditures of Eligible Mitigation Action funds shall be made publicly available. Application forms are available on www.ct.gov/deep/vw. **Projects initiated prior to filing this application are not eligible for funding. Submittal of an application is not a guarantee that a proposed project will be funded.** There will be a separate solicitation and related forms for light duty zero emission vehicle infrastructure projects when that incentive program launches.

Awarded applicants must:

- Unless otherwise stipulated, procure the new vehicles or equipment and take delivery before March 31, 2020;
- Unless otherwise stipulated, procure and install replacement engines into existing vehicles or equipment no later than March 31, 2020;
- Render the replaced vehicles and engines inoperable by cutting a 3-inch hole in the engine block for all engines and, if a vehicle is being replaced, disabling the chassis by cutting the vehicle's frame rails completely in half;

¹⁰ For example, see the 2013 Comprehensive Energy Strategy for Connecticut and its draft 2017 successor at http://www.ct.gov/deep/cwp/view.asp?a=4405&Q=500752&deepNav_GID=2183 and the Draft Clean Fuels / Clean Vehicles Plan at http://www.ct.gov/deep/lib/deep/air/siprac/2014/zev_implementation_plan_meeting.pdf.

¹¹ See EPA's Priority Counties at: <https://www.epa.gov/sites/production/files/2018-04/documents/fy18-priority-counties-national.pdf>.

- Agree to keep the replaced or repowered vehicle or equipment operational, with emission controls in place, for a minimum of three years or to replace with a vehicle or equipment with equal or better emissions reductions;
- If the EV charging infrastructure installed in conjunction with funded electric vehicle replacements or repowers are publicly-accessible, applicants shall comply with Public Act 16-135,¹² the relevant portions of which are codified in [Section 16-19f](#), [Section 16-19ggg](#), and subsection b of [Section 43-3](#) of the Connecticut General Statutes as required; and
- Provide any documentation required for reimbursement.

Reimbursement Requirements

This is a reimbursement program; award recipients will be required to demonstrate payment for the project before receiving awarded funds. Before reimbursement, awardees must:

- Provide a signed payment request, on letterhead, for the amount to be reimbursed (a template will be provided);
- Submit invoices and proofs of payment for necessary expenses¹³ associated with the project;
- For diesel replacement and repower projects:
 - Submit photos and a certificate of destruction documenting that the replaced vehicle, engine or equipment has been rendered inoperable;
 - Submit photographic documentation of the VINs and engine serial numbers for the replaced vehicles, engines or equipment;
 - Submit delivery or registration documents showing the VINs and engine serial numbers for the new vehicles, engines or equipment; and
 - Confirm that the project is completed and that the vehicle(s)/equipment is/are operating satisfactorily for the intended use.
- For accompanying EV charging infrastructure:
 - Submit a photo of the EV charging infrastructure, including the charging station and any other associated auxiliary equipment; and
 - Certify that the EV charging infrastructure is fully operational.

All documentation required for reimbursement should be completed and submitted to DEEP as soon as possible, but no later than March 31, 2020.

¹² Public Act 16-135 can be found on the Connecticut General Assembly website at <https://www.cga.ct.gov/2016/ACT/pa/pdf/2016PA-00135-R00HB-05510-PA.pdf>.

¹³ Documented in-house labor for EV charger installation (trenching, laying conduit, and re-paving, electrical connection) may be reimbursable.

Application Form Instructions: There will be a separate form for light duty zero emission vehicle infrastructure projects when that incentive program launches.

Part I: Applicant Information

- Provide the name and address of the government or business entity applying for the grant.
- Provide the name, title and contact information of the authorized representative who will have signatory authority for the proposed project.¹⁴
- Provide contact information for any additional person or persons with whom DEEP will have routine contact regarding the status of the project, if different from the authorized representative.
- Indicate whether the Applicant has previously applied to DEEP for other clean diesel or EV charger grants (e.g. DERA or EVConnecticut) and if multiple applications are being submitted for this incentive program.
- Indicate the type of project funding being requested. Government-Owned shall mean a State of Connecticut or local government agency (including a school district, municipality, city, county, special district, transit district, joint powers authority, or port authority, owning fleets purchased with government funds), and a tribal government or native village.

Part II: Project Information

A. Project Summary:

- Provide a title for the proposed project.
- Indicate the Eligible Action under which application is being made. (*Select only one of the five categories listed*)
- Include with the application all required documentation listed under the Eligible Action selected.
- Provide a brief summary of the project. (*If form is filled electronically, the cell will expand, use a separate page if completing the form manually.*)

B. Proposed Budget for Replacement/Repower Projects:

- Provide the number of new vehicles/equipment/engines being purchased; the make, model and year of each new vehicle/equipment/engine; and the total cost for the group of vehicles/equipment/engines being purchased. (*For example, if replacing six Type C school buses, enter the make, model and year of the replacements as a group. If you are replacing a combination of Type C and Type B school buses, use the second line for the Type B school buses. This would also apply for a combination of heavy and medium-duty trucks, etc.*)

¹⁴ By providing an e-mail address an applicant is agreeing to receive official correspondence from the department concerning the subject application. Please set your security settings to ensure delivery of e-mails from "ct.gov" addresses. Also, please notify the department if your e-mail address changes. Applicants must promptly notify the department of any change to submitted contact information (e.g., contact person, physical address, phone number or e-mail address).

- Provide the projected mileage for the new vehicle in miles per gallon or, for alternative fueled projects, in miles per diesel gallon equivalents. This may be found in the manufacturer’s specifications for the new vehicle/engine.
- For repower/replacement with new electric vehicles/equipment/engines, EV charging infrastructure may be included as part of the project costs. Provide the type, brand, model and cost of any associated charging equipment being purchased and installed.
- Provide the cost of labor and materials for the site preparation and installation of the charging stations. Note that it is not unusual for the site preparation and installation costs to exceed the cost of the charging equipment.
- Describe any other expenses anticipated for the project and enter the cost. Examples might include transformer upgrades or installing cable and stubs to provide for additional EV charging stations in the future. Note that these “Other” costs may not be eligible for funding.
- Indicate the type of property where the proposed charging station will be located. While public access is not required for the charging stations installed in conjunction with EV replacements/repowers under this grant, if the charging stations are to be publicly-accessible, the Applicant may be subject to the conditions of Public Act 16-135, the relevant portions of which are codified in [Section 16-19f](#), [Section 16-19ggg](#), and subsection b of [Section 43-3](#) of the Connecticut General Statutes.¹⁵
- Provide the name of the facility, street address, and/or latitude/longitude of the proposed location of this project.
- Applicants must have site control¹⁶ over the location of the proposed EV charging station installation site. Documentation of ownership may be requested.
- Attach all estimates and specification sheets for vehicles, equipment, materials and labor for the project.

C. Proposed Budget for Shorepower Projects:

- Provide the number, brand, model and total cost of the shorepower units to be installed.
- Provide the cost of labor and materials for the site preparation and installation of the shorepower units. Note that it is not unusual for the site preparation and installation costs to exceed the cost of the shorepower equipment.
- You may include cables, cable management systems, shore power coupler systems, distribution control systems, and power distribution costs as part of the project’s total cost.

¹⁵ Public Act 16-135 can be found on the Connecticut General Assembly website at <https://www.cga.ct.gov/2016/ACT/pa/pdf/2016PA-00135-R00HB-05510-PA.pdf>.

¹⁶ Site Control means (1) ownership of, a leasehold interest in, or a right to develop a site for the purpose of constructing the EV Charging Station; (2) an option to purchase or acquire a leasehold site for such purpose; or (3) an exclusivity or other business relationship between the Applicant and the entity having the right to sell, lease or grant the Applicant the right to possess or occupy a site for such purpose. Documentation for verification may be requested.

- Describe any other expenses anticipated for the project and enter the cost. Note that these "Other" costs may not be eligible for funding.
- Provide the name of the facility, street address, and/or latitude/longitude of the proposed location of this project.
- Applicants must have site control over the location of the proposed shorepower installation. Documentation of ownership may be requested.
- Attach all estimates and specification sheets for equipment, materials and labor for the project.

D. Balance of Funds: the Mitigation Plan specifies the maximum funding that can be awarded to a project, however, the maximum funding is not guaranteed. Applicants will be notified of the actual amount awarded for their project after the project application has been reviewed. The applicant will also have the opportunity, at that time, to accept or refuse the award. **Note:** This is a reimbursement program; applicant is responsible for all project costs prior to reimbursement.

- Checking this box signifies that the Applicant can provide the balance of the funds needed to complete the project.
- Identify the source of the funds the Applicant will secure to complete the project (i.e. Town budget, capital account, loan, other grant or incentive program).
- Indicate any time line involved, such as Town budget or similar processes, requiring approvals.

E. Proposed Schedule of Tasks and Payments: Indicate the dates projected for critical phases of the project and any payments associated with those tasks.

- For purposes of the estimate, assume the proposed project will receive the maximum funding specified in the Mitigation Plan for said project type. This does not guarantee that the maximum amount will be awarded.
- If there is no payment anticipated for a particular group of tasks, enter "\$0". For example, cells are available for entering down payments or other up-front costs that may not be required for your project.
- This is a reimbursement program. Although VW funds will not be released until completion of the project, the estimated VW funding can be entered in the VW Funds column and deducted from the Grantee Cost Share column for the completion tasks.
- Status updates may be requested, for semi-annual reports, to verify the required operation of engines and vehicles for three years after completion of the program.
- Be conservative in projecting dates for delivery of vehicles, equipment or engines; nationwide demand resulting from orders placed for VW-funded vehicles equipment and engines could cause delays.

Part III: Preferential Criteria: Proposed projects should be cost effective (including consideration of the applicant's ability to provide matching funds), and have potential for completion by March 31, 2020. Proposed projects will be ranked based on a set of criteria reflecting funding priorities for the program. The criteria include, but are not limited to the table provided. It is important to note that the list is of preferential funding criteria, not eligibility criteria.

Please check all that apply.

- If a projected NO_x benefit has been calculated for the project, please indicate the quantifier used and be prepared to submit an electronic file showing inputs and results if requested. DEEP will be cross-checking these projections against EPA's Diesel Emissions Quantifier (DEQ)¹⁷ for consistency.
- For any criteria referencing location, please use the geographical area in which the vehicle/equipment operates; this may be different from the business address.
- This is the opportunity for the Applicant to promote the energy, environmental and economic benefits of the proposed project. The Applicant may include any relevant information below each item. *(250-word limit) (If form is filled electronically, the cell will expand, use separate page(s) if completing the form manually.)*
- A "transformative" project is one that has sufficient size, scope or importance to initiate momentum for sustainability and expansion beyond the scope of this program. Replacing a box truck is not transformative; converting a bus fleet to electric or alternative fuel could be regarded as "transformative."¹⁸
- If the proposed project is located in a non-attainment area,¹⁹ check the associated box. If Applicant can demonstrate how past experience or existing program structure can facilitate successful implementation of proposed project, check associated box and explain.
- If Applicant has verified funding that exceeds the minimum required cost share, check associated box and include source and amount of funding. Include any additional information that may be helpful.
- If Applicant believes the proposed project can be completed in less than eighteen months, before the March 31, 2020 deadline, check associated box and explain why.
- If Applicant currently has, or the proposed project includes a motor vehicle anti-idling education and outreach program, check associated box and explain.

¹⁷ See EPA's Diesel Emissions Quantifier at <https://www.epa.gov/cleandiesel/diesel-emissions-quantifier-deq>. Show your entries, assumptions and results. If you use another calculation tool, identify the tool.

¹⁸ For other possible examples, see the 2013 Comprehensive Energy Strategy for Connecticut and its draft 2017 successor at http://www.ct.gov/deep/cwp/view.asp?a=4405&Q=500752&deepNav_GID=2183 and the Draft Clean Fuels / Clean Vehicles Plan at http://www.ct.gov/deep/lib/deep/air/siprac/2014/zev_implementation_plan_meeting.pdf.

¹⁹ See EPA's Priority Counties at: <https://www.epa.gov/sites/production/files/2018-04/documents/fy18-priority-counties-national.pdf>.

Part IV: Terms & Conditions: After the application has been completed it must be reviewed and signed by the authorized representative listed in Part I. The signature, certifies that, to the best of the Applicant's knowledge and belief, the information contained in the application, including all attachments, is true, accurate and complete. An application will be considered insufficient unless the required signature is provided and all supporting documentation has been submitted.

Part V: Submission:

- **Please mail the completed form and all supporting documentation to**

Central Permit Processing Unit
Connecticut Department of Energy & Environmental Protection
79 Elm Street
Hartford, CT 06106-5127

- All Inquiries should be directed to the DEEP's Bureau of Air Management - Planning and Standards Division at DEEP.MobileSources@ct.gov.

Part VI: Fleet Information: This section is for repower and replacement projects only. List each vehicle or piece of equipment that will be replaced or repowered for this proposed project. Use additional sheets if needed.

- **Vehicle Class or Type of Equipment:** *Vehicle Class* is the classification given to a vehicle based on its gross vehicle weight rating.²⁰ *Type of Equipment* refers to any non-road equipment covered under the eligible projects listed in Part A of the application.
- **Engine Make:** The manufacturer of the engine.
- **Engine Model:** The specific name or number used to indicate the difference between multiple engines of the same make.
- **Engine Model Year:** The year in which the engine was manufactured. This is not always the same as the vehicle or equipment model year. If a 2009 MY engine was installed in a 2010 MY vehicle, the vehicle would be eligible for the program, whereas, if a 2010 MY engine was installed in a 2010 MY vehicle, that vehicle is not eligible. The engine model year should appear on the serial number plate attached to the engine block. For non-road equipment engines, California has provided a guide at <https://www.arb.ca.gov/msprog/ordiesel/faq/faq-model-year.pdf>.
- **Vehicle Identification Number (VIN):** The identifying code for a specific vehicle. The VIN can usually be found on the dashboard, on the driver's side of the vehicle, or on a sticker or plate inside the driver's door.

²⁰ Gross Vehicle Weight Rating (GVWR) is the maximum weight of the vehicle, as specified by the manufacturer including total vehicle weight plus fluids, passengers, and cargo. Medium trucks are Class 4 through Class 7 and large trucks are Class 8.

Class 4: 14,001-16,000 lb.
Class 5: 16,001-19,500 lb.
Class 6: 19,501-26,000 lb.

Class 7: 26,001-33,000 lb.
Class 8: > 33,001 lb.

- **Engine Serial Number:** The engine serial number is usually found on a plate attached to the engine block.
- **Horsepower:** The maximum power an engine produces.
- **Current Fuel Type:** The type of fuel currently being used in the vehicle/equipment being repowered/replaced. Most diesel fuel sold in Connecticut is ultra-low sulfur diesel (ULSD).
- **Annual Fuel Usage:** The amount of fuel used in a calendar year in the vehicle/equipment being repowered/replaced.
- **Annual Mileage/Operating Hours:** *Annual Mileage* is the number of miles added, in a calendar year, to the odometer of the vehicle being repowered/replaced. *Annual Operating Hours* is the number of hours a piece of equipment being repowered/replaced is operated in a calendar year.
- **Annual Mileage in CT:** The number of miles covered on Connecticut roads and highways in one year. If records of Connecticut mileage are not available, please provide an estimate of annual mileage in Connecticut and indicate that it is an estimate when entering on the form (e.g. 5,000 miles est.)
- **Vehicle Annual Idling Hours:** The number of hours a vehicle being repowered/replaced idles in a calendar year. If records of idling hours are not available, please provide an estimate of annual idling hours and indicate that it is an estimate when entering on the form (e.g. 200 hrs. est.)