**Proposal for Use of 2021 State DERA Funds for**

**Diesel Emissions Reduction Projects**

INSTRUCTIONS:

Complete all sections of this form. Refer to the 2021 Guidance for State DERA Proposals for additional information. Provide a separate form for each project proposed. All proposals must be received by the **deadline of Friday, December 17, 2021, at 4:00 p.m.,** to be considered. Proposals should be submitted to the Connecticut Department of Energy and Environmental Protection (DEEP) via e-mail at [DEEP.MobileSources@ct.gov](mailto:DEEP.MobileSources@ct.gov) with the subject “2021 DERA Grant Application.” Questions should also be addressed to [DEEP.MobileSources@ct.gov](mailto:DEEP.MobileSources@ct.gov).

Part I: Applicant Information

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Applicant/Organization Name:** | | | |  | | | | | | |
| **Address:** | | |  | | | | | | | |
| **City:** | |  | | | **State:** |  | | **Zip Code:** |  | |
| **Authorized Representative Name:[[1]](#footnote-1)** | | | |  | | | | | | |
| **Authorized Representative Title**: | | | |  | | | | | | |
| **E-Mail:** |  | | | | | | **Telephone:** | | |  |
| **Additional Contact Name:(*Optional)[[2]](#footnote-2)*** | | | |  | | | | | | |
| **E-Mail:** |  | | | | | | **Telephone:** | | |  |
| **Additional Contact Name:(*Optional)*** | | | |  | | | | | | |
| **E-Mail:** |  | | | | | | **Telephone:** | | |  |
| **Have you previously submitted a proposal to DEEP for clean diesel or EV charger funding?** | | | | | | | | | Yes  No | |
| **Are you submitting additional proposals for this incentive program?**  **If so, how many?** | | | | | | | | | Yes:  No | |

Part II: Project Description:

Use a separate proposal form for each project. **Projects initiated prior to filing an application for the program are not eligible for funding** and submittal of an application is not a guarantee that a proposed project will be funded. Project initiation activities that can disqualify an application include, initiating an RFP, selecting a Vendor, ordering vehicles, equipment, and engine, or hiring a contractor.

1. **Project Summary:**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Proposed Project Title:** | | | | | |
|  | | | | | |
| **Project Summary:** Please describe briefly the proposed project. Provide information on the vehicle/engine to be replaced/upgraded in this proposed project, how they are used and where they operate. You may add more lines if necessary. | | | | | |
|  | | | | | |
| **Duration of Project Requested:** |  | **Project Start Date:** |  | **Project End Date:***(no later than 8/31/22)* |  |
| Months |

1. **Project Category:**

Please identify the category for which your project would qualify; check only one. Except for Aerodynamic Technologies, which can only be funded in conjunction with Emissions Control Technologies (retrofits), and Highway Idle Reduction technologies, which have higher reimbursement in combination with retrofits, only one category should be selected per proposal. If applying for more than one project category below, use a separate proposal form for each.

|  |  |
| --- | --- |
| **Project Categories Potentially Available for Funding** | |
| **Replacement:** Reimbursement for replacement with diesel vehicles or nonroad equipment can be made up to |  |
| * Up to 25% of the cost for replacement of Class 5-8 highway diesel trucks and buses with 2019 engine model year (EMY) or newer equivalents, |  |
| * Up to 50% of the cost for replacement of drayage trucks with 2015 EMY or newer trucks, |  |
| * Up to 25% of the cost for replacement of locomotives, marine vessels, and non-road vehicles and equipment with Tier 3 or Tier 4 engines, (*See Tables 2 and 3 in the 2021 Guidance for State DERA Project Proposals),* |  |
| * Up to 35% of the cost for replacement with 2019 EMY or newer on-highway vehicles powered by engines certified to meet CARB’s Optional Low-NOX Standards of 0.1 g/bhp-hr, 0.05 g/bhp-hr, or 0.02 g/bhp-hr NOX, and |  |
| * Up to 45% of the cost for replacement with electric vehicles or equipment. |  |
| **Repower:** Reimbursement for replacement of diesel engines can be made up to |  |
| * Up to 40% of the cost for replacement diesel engines in a highway vehicle with 2019 EMY or newer engines certified to EPA emission standards, |  |
| * Up to 40% of the cost for replacement of diesel engines on locomotives, marine vessels, and non-road vehicles and equipment with Tier 3 or Tier 4 equivalents, |  |
| * Up to 50% of the cost for replacement with 2019 EMY or newer engines certified to meet CARB’s Optional Low-NOX Standards of 0.1 g/bhp-hr, 0.05 g/bhp-hr, or 0.02 g/bhp-hr NOX, and |  |
| * Up to 60% of the cost for replacement with electric engines. |  |
| **Certified Remanufacture Systems:** Up to 100% of the cost for engine rebuilds using kits that are verified or certified by EPA or the California Air Resources Board (CARB). |  |
| **Clean Alternative Fuel Conversions:** Up to40% of the cost for aftermarket alternative fuel conversion systems. These must be certified by either CARB or EPA for the specific vehicle or engine family that is being converted; the vehicle being converted must be CARB or 50-state certified and is otherwise eligible for sale in Connecticut. |  |
| **Emission Control Technologies**: Up to 100% of the cost for retrofit technologies for emission control that are certified or verified by EPA or the CARB. Eligible retrofit costs include, but are not limited to DPF cleaning machines, spare DPFs for maintenance rotation, replacement CCV filters, mechanic training, and filter cleaning contracts. |  |
| **Idle reduction technologies that are verified by the U.S. Environmental Protection Agency (EPA):** |  |
| * Stationary Technologies: |  |
| * + Up to 30% of the cost for shore connections for electrified parking spaces, hybrid electric transport refrigeration units or electrified truck stops; and |  |
| * + Up to 25% of the cost (labor and equipment) for eligible marineshorepower systems to allow maritime vessels to “plug into” an electrical power source instead of using diesel main or auxiliary engines while at port, including the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the equipment functional. |  |
| * Up to 40% of the cost for locomotive idle reduction, stationary and on-board. |  |
| * Up to 25% of the cost for highway idle reduction technologies for long-haul trucks and school buses (includes Auxiliary Power Units (APUs)); up to 100% if combined with retrofit technologies. |  |
| **EPA-Certified Aerodynamic Technologies and Low Rolling Resistance Tires:** Up to 100% of the cost for aerodynamic technologies and low rolling resistance tires on long-haul, Class 8 trucks but only if combined with verified exhaust emission controls. |  |

Part III: Project Documentation:

Check the box associated with the project category selected above, and provide the documentation required.

|  |  |  |
| --- | --- | --- |
| **Replacement, Repower, Engine Upgrade, Clean Alternative Fuel Conversions:** |  | Complete Section A *(and Section E if applicable)* |
| **Emission Control Technologies**: |  | Complete Section B |
| **Idle Reduction Technologies:** |  | Complete Section C *(and Section B if applicable)* |
| **EPA-Certified Aerodynamic Technologies and Low Rolling Resistance Tires:** |  | Complete Section B and Section D |

**A. Replacement, Repower, Engine Upgrade and Clean Alternative Fuel Conversions:**

Replacement/repower may be with new diesel or alternate fueled engine (e.g., compressed natural gas (CNG), propane, and hybrid); costs of installation of the engine may be included.

No funds awarded under this program shall be used to fund the costs of emissions reductions that are mandated under federal law. The restriction applies when the mandate takes effect (the effective date) for any affected vehicles, engines, or equipment.

Select all applicable vehicle categories below and enter quantity of vehicles being replaced/repowered.

|  |  |  |
| --- | --- | --- |
| **Vehicle Category** | **Applicable** | **QTY** |
| On-Road Vehicles |  |  |
| Drayage Trucks |  |  |
| Non-Road Equipment |  |  |
| Commercial Marine (see A.1) |  |  |
| Locomotives (See A.2) |  |  |

Submit the following supporting documentation for Replacement, Repower, Engine Upgrade or Clean Fuel Conversion Projects:

|  |  |
| --- | --- |
| **For All Replacement, Repower, Engine Upgrade or Clean Alternative Fuel Conversion Projects:** Submit Completed Part VII: Fleet Information |  |
| **Replacement of a 2010 EMY or Newer Highway Vehicle with Scrappage of a 1996-2009 EMY Vehicle:** Applicant mustsubmit a detailed scrappage plan. *(DEEP must submit the plan to EPA for approval prior to funding.)* |  |
| **Drayage Truck:** Applicant must provide evidence that any existing truck replaced with grant funds has a history of operating on a frequent basis over the prior year as a drayage truck. If selected, the grantee will be required to establish guidelines to ensure any new truck purchased with grant funds is operated in a manner consistent with the definition of a drayage truck |  |
| **Nonroad Equipment:** | |
| * Agricultural Pumps: Applicant must provide evidence that agricultural pumps being replaced have operated at least 250 hours in the year preceding the application |  |
| * All Other Nonroad Equipment *(equipment or vehicles used in construction, handling of cargo (including at a port or airport), agriculture, mining, or energy production (including stationary generators)*: Applicants must provide evidence that equipment has operated at least 500 hours in the year preceding this application. |  |
| * Stationary Engines: Applications which include stationary engines must provide a clear and concise justification for why/how the proposed emissions reduction is not subject to the Restriction for Mandated Measures.[[3]](#footnote-3) |  |
| **EPA Verified Engine Upgrades:** Upgrade technologies for any eligible engines must be on one of EPA’s list of eligible technologies.[[4]](#footnote-4)Applicants must provide evidence that the chosen technology is EPA Verified. |  |
| **Clean Alternative Fuel Conversions:** Eligible conversions are limited to those systems that have been certified by EPA and/or CARB, and those systems that have been approved by EPA for Intermediate-Age engines.[[5]](#footnote-5) | |
| * EPA or CARB Certified: Applicants must provide evidence that the chosen technology is EPA or CARB certified. |  |
| * Eligible for Sale in Connecticut: Applicants must provide evidence that the converted vehicle would be eligible for sale in Connecticut. |  |

**A.1. Replacement, Repower or Engine Upgrade for Marine Vessels:**

Indicate the quantity of marine vessels or engines being replaced, repowered, or upgraded.[[6]](#footnote-6)

|  |  |  |  |
| --- | --- | --- | --- |
| **Vehicle Category** | **Number of Vessels** | **Number of Propulsion Engines** | **Number of Auxiliary Engines** |
| Marine Replacements |  |  |  |
| Marine Repowers | |  |  |
| Engine Upgrades | |  |  |

Submit the following supporting documentation for the Marine Replacement/Repower Project:

|  |  |
| --- | --- |
| Applicant must provide evidence that engines have operated at least 1,000 hours in the year preceding this application. *(Engine hours may be combined to reach the 1000-hour threshold where two engines will be scrapped and replaced with a single engine.)* |  |
| **Completed Part VII:** Fleet Information |  |
| **EPA Verified Engine Upgrades:** Upgrade technologies for any eligible engines must be on one of EPA’s list of eligible technologies.[[7]](#footnote-7)Applicants must provide evidence that the chosen technology is EPA Verified. |  |

**A.2. Replacement or Repower of Locomotives:**

Indicate the quantity of locomotives and engines being replaced/repowered or upgraded.

|  |  |  |  |
| --- | --- | --- | --- |
| **Vehicle Category** | **Number of Locomotives** | **Number of Propulsion Engines** | **Number of Generator Sets** |
| Locomotive Replacements |  |  |  |
| Locomotive Repowers | |  |  |
| Engine upgrades | |  |  |

Type of Replacement/Repower:

|  |  |
| --- | --- |
| Locomotive is being repowered with a new diesel or alternate fueled or all-electric engines (including generator sets) |  |
| Locomotive is being replaced with a new diesel or alternate fueled or all-electric (including generator sets) locomotive that is certified to meet the applicable EPA emissions standards. |  |

Submit the following supporting documentation for the Locomotives Category:

|  |  |
| --- | --- |
| Provide documentation that the locomotive has been operating 1,000 or more hours in the twelve months preceding this application. |  |
| **Completed Part VII:** Fleet Information |  |
| Upgrade technologies for any eligible engines must be on one of EPA’s list of eligible technologies.Applicants must provide evidence that the chosen technology is EPA Verified. |  |

**B. Emission Control Technologies:**

Diesel engine retrofits are one of the most cost-effective solutions for reducing diesel engine emissions. Retrofits include pollution control devices installed in the exhaust system, such as diesel oxidation catalysts (DOCs) and diesel particulate filters (DPFs), or systems that include closed crankcase ventilation (CCV) filtration systems.

|  |  |
| --- | --- |
| **For All Diesel Emission Control Technologies:** Applicants must provide evidence that the chosen technology is EPA or CARB certified. |  |
| **Completed Part VII:** Fleet Information |  |

**C. Idle Reduction Technologies**

An idle reduction project is generally defined as the installation of a technology or device that reduces unnecessary idling of diesel vehicles or equipment and/or is designed to provide services (such as heat, air conditioning, and/or electricity) to vehicles and equipment that would otherwise require the operation of the main drive or auxiliary engine(s) while the vehicle is temporarily parked or remains stationary. The reduction in idling will conserve diesel fuel and must also lower emissions.

The technology categories include auxiliary power units (APUs) and generator sets, battery air conditioning systems, thermal storage systems, electrified parking spaces (truck stop electrification), fuel-operated heaters, shore connection systems for locomotives, and automatic shutdown/start-up systems for locomotives.[[8]](#footnote-8)

**C.1. Stationary Idle Reduction Technologies**

**C.1.a. Marine Shorepower Systems:**

May include cables, cable management systems, shore power coupler systems, distribution control systems, and power distribution.

|  |  |  |
| --- | --- | --- |
| Address of Proposed Installation:  *Provide name of facility, street address, street intersection and/or latitude/longitude and city* |  | |
| Marine shore power system will 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 will be supplied with power sourced from the local utility grid. | |  |

Submit the following supporting documentation for the Marine Shorepower Proposal:

|  |  |
| --- | --- |
| Provide documentation demonstrating that applicant has site control[[9]](#footnote-9) over the proposed infrastructure site. |  |
| Demonstrate that the proposed system has the capacity, demand, and commitment to be utilized for more than 1,000 MW-hours per year. |  |
| If the project application is selected for funding, submit the final design of the marine shore power connection system for EPA approval prior to purchase and installation. *(Requirements for the final design will be provided.)* |  |

**C.1.b. Electrified Parking Spaces (EPS):**

Electrified Parking Spaces (EPS), also known as Truck Stop Electrification (TSE), operates independent of the truck’s engine and allows the truck engine to be turned off as the EPS system supplies heating, cooling, and/or electrical power.

Examples of eligible EPS costs include, but are not limited to, the purchase and installation of electrical infrastructure or equipment to enable heating, cooling, and the use of cab power for parked trucks, or to enable the use of power for transport refrigeration units (TRUs) and auxiliary power systems at distribution centers, intermodal facilities, and other places where trucks congregate.

|  |  |  |
| --- | --- | --- |
| Address of Proposed Installation:  *Provide name of facility, street address, street intersection and/or latitude/longitude and city* |  | |
| Number of shorepower units to be installed | |  |

Submit the following supporting documentation for the Electrified Parking Spaces Category:

|  |  |
| --- | --- |
| Provide documentation demonstrating that applicant has site control over the proposed infrastructure site. |  |

**C.2. Highway Idle Reduction Technologies on Class 8 Long-Haul Tucks and School Buses**

To be eligible for 100% funding, highway idle reduction technologies must be combined on the same vehicle with either the new installation of one or more of the Verified Engine Retrofit Technologies funded under this Program, or on a 2006 EMY or older vehicle that has been previously retrofitted.

|  |  |
| --- | --- |
| **For All Idle Reduction Technology Projects:** Applicants must provide evidence that the chosen technology is EPA or CARB certified. |  |
| **Completed Part VII:** Fleet Information |  |
| **For 100% Funding of Idle Reduction Technology Projects:** |  |
| * Applicants must include the installation of certified emissions control technology in the proposed project **or** |  |
| * Applicants must provide evidence that a 2006 EMY or older has been previously retrofitted. |  |

**C.3. Idle Reduction Systems for Locomotives**

**C.3.a. Locomotive Shorepower Systems**

|  |  |
| --- | --- |
| Address of Proposed Installation:  *Provide name of facility, street address, street intersection and/or latitude/longitude and city* |  |

Submit the following supporting documentation for the Locomotive Shorepower Proposal:

|  |  |
| --- | --- |
| Provide documentation demonstrating that applicant has site control over the proposed infrastructure site. |  |
| Demonstrate that the proposed system has the capacity, demand, and commitment to be utilized for more than 1,000 MW-hours per year. |  |

**C.3.b Automatic Shutdown/Start-up Systems for Locomotives.**

Submit the following supporting documentation for each locomotive:

|  |  |
| --- | --- |
| Provide documentation that the locomotive has been operating 1,000 or more hours in the twelve months preceding this application. |  |
| Upgrade technologies for any eligible engines must be on one of EPA’s list of eligible technologies.Applicants must provide evidence that the chosen technology is EPA Verified. |  |
| **Completed Part VII:** Fleet Information |  |

**D. EPA-Certified Aerodynamic Technologies and Low Rolling Resistance Tires:**

To improve fuel efficiency, long haul Class 8 trucks can be retrofitted with aerodynamic trailer fairings or the fairings can be provided as new equipment options. Certain tire models can provide a reduction in NOx emissions and fuel savings, relative to the “standard” new tires for long haul Class 8 trucks, when used on all axles.

EPA will not fund stand-alone aerodynamic technologies or low rolling resistance tires. However, funding can cover up to 100% of the cost (labor and equipment) for verified aerodynamic technologies or verified low rolling resistance tires installed on long haul Class 8 trucks, if combined on the same vehicle with the new installation of one or more of the Verified Engine Retrofit Technologies.

|  |  |
| --- | --- |
| **For All Aerodynamic Technology Projects:**   * Applicants must provide evidence that the chosen technology is EPA or CARB certified. |  |
| * Applicants must include the installation of certified emissions control technology in the proposed project. |  |

**E. EV Charging Infrastructure:**

Complete **only** if you are replacing vehicles or equipment with an electric equivalent **and** installing associated charging infrastructure.

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Number of EV Charging Stations to be Installed? | | | | |  | | |
| *Type* | *Brand* | *Model* | | *Number of Chargers* | | *Number of Outlets* | |
| Level 1 |  |  | |  | |  | |
| Level 2 |  |  | |  | |  | |
| DC Fast Charger |  |  | |  | |  | |
| Address of Proposed Installation  *Provide name of facility, street address, street intersection and/or latitude/longitude and city* | | |  | | | | |
| Attach all specification sheets for equipment for the EV charging infrastructure. | | | | | | |  |
| Attach all estimates for equipment, site preparation, installation, and labor for the EV charging infrastructure. | | | | | | |  |

Part IV. Proposed Budget: Please provide a list of the expenses for the proposed project. You may add line items as needed. Attach additional sheets if more line items are required than the space allotted below.

1. **Project Costs**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **New Vehicle/Equipment/Engine Description** | | | | | | | **Cost** |
| **Number of replacements**  **vehicles/engines/equipment** | **Equipment Type (e.g. Frontloader refuse truck)** | | **Make** | **Model** | | **Year** |
|  |  | |  |  | |  |  |
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|  |  | |  |  | |  |  |
| Drayage truck maintenance (labor & materials) if applicable and requested[[10]](#footnote-10) | | | | | | |  |
| Installation Cost of Vehicle, Equipment and Engine (labor & materials) | | | | | | |  |
| **Total Cost of Vehicle, Equipment, Engine:** | | | | | | |  |
| **EV Charging Infrastructure –** Complete only if you are replacing with an electric  Vehicle **and** installing associated charging infrastructure. | | | | | | | |
| Cost of Charging Station(s) listed in Part III E of this form | | | | | | |  |
| Site Preparation Costs for EV Charging Station(s) (labor & materials) | | | | | | |  |
| Installation Costs of EV Charging Station(s) (labor & materials) | | | | | | |  |
| Other (please specify) | |  | | | | |  |
| **Total EV Infrastructure Cost:** | | | | | | |  |
| **Project Total Cost** *(Total Cost of Vehicle, Equipment, Engine + EV Infrastructure Cost)* | | | | | | |  |
| **Anticipated Grant Award** | | | | |  | | |
| **Grantee Cost Share** | | | | |  | | |

1. **Balance of Funds**

Maximum funding is not guaranteed. Be aware that funding is not guaranteed before awards are made. Note that this is a reimbursement program; applicant is responsible for all project costs prior to reimbursement.

|  |  |  |
| --- | --- | --- |
| Applicant attests they can secure the funds for replacement of vehicles, equipment or engines and for operation and maintenance. | | Yes  No |
| What is the source of these funds? |  | |
| What is the timeline for securing these funds?  *(For government projects: Budget approval process date)* |  | |
| How will the vehicle, equipment or engine be procured? *(EPA no longer allows funding for leased vehicles.)* | Purchased  Financed (Conventional Loan) | |

Part V: Evaluation Criteria

Proposed projects should reduce diesel emissions, be cost effective (including consideration of the applicant’s ability to provide matching funds) and have potential for completion by August 31, 2022. Project ideas will be ranked according to the following criteria. The criteria include but are not limited to the list below. It is important to note that the list below is of preferential funding criteria, not eligibility criteria. For any criteria referencing geography, use the geographical area in which the vehicle operates; this may be different from the business address.

**Check all that apply**. Any relevant information may be included below each item. *(250-word limit)*

|  |  |
| --- | --- |
| **Ranking Criteria:** Please check those that apply | |
| Project will result in a significant reduction in emissions of carbon dioxide or other greenhouse gases. If checked, identify the quantifier used and the amount of reduction anticipated. |  |
|  | |
| Vehicles covered by this project operate primarily in one of the environmental justice (EJ) communities listed on the DEEP website[[11]](#footnote-11) as Distressed Municipalities or identified as Defined Census Blocks within Other Affected Towns. **If checked, identify the community and specify the amount of time the vehicles spend there on a regular basis.** Vehicle(s) will operate primarily in a listed environmental justice (EJ) community.[[12]](#footnote-12) |  |
|  | |
| Is your project located in or does the vehicle operate in one the following counties: Fairfield, New Haven or Middlesex? | Fairfield  New Haven  Middlesex |
|  | |
| Project is near transportation hubs or corridors.  *If checked, please describe below.* |  |
|  | |
| Project is in an area that receives a disproportionate quantity of air pollution from diesel fleets, including ports, rail yards, terminals, construction sites, school bus depots/yards, and distribution centers. *If checked, please describe below.* |  |
|  | |
| Applicant has, or project includes, a motor-vehicle anti-idling education and outreach program. *If checked, please summarize plan, and submit documentation proving existence of an anti-idling program.* |  |
|  | |
| Project is consistent with the transportation section of the 2018 Comprehensive Energy Strategy for Connecticut[[13]](#footnote-13) and the State’s EV Roadmap.[[14]](#footnote-14) *If checked, please identify elements of the project that are consistent with these initiatives.* |  |
|  | |
| Applicant can demonstrate experience and existing administrative and programmatic structure in place for implementing diesel reduction projects. If checked, describe the applicant’s experience. |  |
|  | |
| Project has verified funding or leveraged funding that exceeds the **minimum cost share**. If checked, explain sources of leveraged funding, amount of leveraged funding, and if funding is already secured. |  |
|  | |
| Applicant is an active participant in EPA’s SmartWay program.[[15]](#footnote-15) If checked, provide year in which applicant became active. |  |
|  | |

Part VI: Terms & Conditions

|  |  |  |  |
| --- | --- | --- | --- |
| Applicant is aware of the reimbursement options within EPA’s 2021 State DERA Program Guide[[16]](#footnote-16) | | | |
| Applicant must be in Good Standing.   * + 1. Connecticut corporations and limited liability entities must submit a Letter of Good Standing from the State of Connecticut Department of Revenue Services:   Department of Revenue Services  Collection and Enforcement Division-Lien Unit  Request for a Status Letter  25 Sigourney Street  Hartford, CT 06106  [Revenue Services](http://www.ct.gov/drs/cwp/view.asp?a=1510&q=273092)   * + 1. Applicant corporations not chartered in Connecticut must submit an equivalent certificate of good standing.     2. Tax Certification.  All Applicants, in order for their proposals to be considered, must not be delinquent with respect to any state or federal governmental obligation, including, but not limited to any personal or corporate income tax, property tax or fee issued by the State of Connecticut or any political subdivision thereof, or from the State wherein the Applicant’s principal place of business is located. Applicants shall certify that neither they nor any business or corporation fully or partially owned by the Applicant is not delinquent on their State property taxes or fees. | | | |
| The Applicant must disclose any active or pending litigation within the past three years, or any other dispute or known state or federal civil or criminal investigations related to prior grant awards, government funded projects implemented by the Applicant or other projects owned or managed by the Applicant or any of its affiliates in the United States. The Applicant shall disclose any preliminary or pending claims, complaint~~s~~ or matter before any federal agency, or any state’s legislature or regulatory agency. Applicant must disclose if the resolution of such claim or complaint could affect the feasibility of the proposed project or the ability of the Applicant to obtain required matching funding or ability to obtain any required permits for the proposed project identified in this application. | | | |
| Participating fleet owners will be required to attest to the accuracy of the vehicle data, including ownership, usage, and remaining life requirements, in a signed eligibly statement following the award. This documentation may be submitted to EPA to verify the eligible use of grant funds. | | | |
| Non-Government Vehicle/Equipment Owners must enter into a contract with the State of Connecticut and comply with state and federal contracting requirements. | | | |
| Vehicle/Equipment Owners must agree to keep the replacement, repowered or retrofitted vehicle or equipment operational in Connecticut, with emission controls in place, for a minimum of three years or to replace with equipment with equal or better emissions reductions. | | | |
| If the proposal includes the replacement of a vehicle or engine, Vehicle/Equipment Owners must provide documentation that the old vehicle or engine has been rendered permanently disabled before funds are released for final payment. | | | |
| If the proposal is for the replacement of a 2010 EMY with scrappage of a 1996-2000 EMY vehicle, applicant must provide a scrappage plan for EPA approval.[[17]](#footnote-17) | | | |
| If the proposal is for a project requiring a mandatory cost share (i.e. eligible for less than 100% in grant funds), Owners must provide a statement that they can secure the balance of funds and will ensure that the balance of funds comes from a source eligible to supplement this grant. | | | |
| This is a reimbursement program; award recipients will be required to demonstrate payment for the project before receiving awarded funds. | | | |
| Project must be completed and paperwork submitted no later than August 31, 2022. DEEP cannot guarantee reimbursement payments for submissions after that date. | | | |
| *I hereby affirm, under penalty of law, that the information provided here is true and correct to the best of my knowledge. I further affirm that I have read, understand, and agree to all of the terms and conditions stated above. I understand that if it is determined that any funds were awarded to me as a result of false statements, I will be required to reimburse said funds to DEEP. I further understand that any false statement made in the submitted information may be punishable as a criminal offense under section 22a-175 of the Connecticut General Statutes, under section 53a-157b of the Connecticut General Statutes, and in accordance with any applicable statute.* | | | |
| **Signature** |  |  |  |
| **Typed Name** |  |  | **Date** |

Part VII: Fleet Information:

List all vehicles or pieces of equipment that will be replaced, repowered, retrofitted or fitted with highway idle reduction technology for this proposed project. Use additional sheets if needed.

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| **Vehicle Class or Type of Equipment** | **Engine Make** | **Engine Model** | **Engine Model Year** | **Vehicle Identification Number (VIN)** | **Engine Serial Number** | **Engine Family Code** | **Horse-power** | **Cylinder Displace-ment** | **Current Fuel Type** | **Annual Fuel Usage** | **Annual Mileage/ Operating Hours** | **Vehicle Annual Idling Hours** | **Normal Retire-ment Year** | **New Fuel Type** | **New Engine MPG or GPH** | **New Engine Idling Hours Reduced** |
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1. Provide the name, title and contact information of the authorized representative who will have signatory authority for the proposed project. By providing an e-mail address, an applicant is agreeing to electronically 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). [↑](#footnote-ref-1)
2. 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. [↑](#footnote-ref-2)
3. EPA’s RICE rule, “National Emission Standards for Hazardous Air Pollutants (NESHAP) for Stationary Reciprocating Internal Combustion Engines,” [40 CFR 63 Subpart ZZZZ](https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-63/subpart-ZZZZ). [↑](#footnote-ref-3)
4. A list of eligible, EPA verified engine upgrade technologies is available at: [www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel](http://www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel). Lists of certified remanufacture systems for locomotives and marine engines are available at: [www.epa.gov/compliance-and-fuel-economy-data/engine-certification-data](http://www.epa.gov/compliance-and-fuel-economy-data/engine-certification-data), and additional information on remanufacture systems is available at: [www.epa.gov/vehicle-and-engine-certification/remanufacture-systems-category-1-and-2-marine-diesel-engines](http://www.epa.gov/vehicle-and-engine-certification/remanufacture-systems-category-1-and-2-marine-diesel-engines). The actual engine upgrades or remanufacture systems used by the grant recipient must be specifically named on EPA’s list of certified remanufacture systems or EPA or CARB’s Verified Exhaust Control Technologies lists at the time of acquisition, and used only for the vehicle/engine applications specified on the lists, to be eligible for funding. [↑](#footnote-ref-4)
5. 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](http://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](http://www.arb.ca.gov/msprog/aftermkt/altfuel/altfuel.htm). [↑](#footnote-ref-5)
6. Lists of certified remanufacture systems for locomotives and marine engines are available at: [www.epa.gov/compliance-and-fuel-economy-data/engine-certification-data](http://www.epa.gov/compliance-and-fuel-economy-data/engine-certification-data), and additional information on remanufacture systems is available at: [www.epa.gov/vehicle-and-engine-certification/remanufacture-systems-category-1-and-2-marine-diesel-engines](http://www.epa.gov/vehicle-and-engine-certification/remanufacture-systems-category-1-and-2-marine-diesel-engines). [↑](#footnote-ref-6)
7. A list of eligible, EPA verified engine upgrade technologies is available at: [www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel](http://www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel). Lists of certified remanufacture systems for locomotives and marine engines are available at: [www.epa.gov/compliance-and-fuel-economy-data/engine-certification-data](http://www.epa.gov/compliance-and-fuel-economy-data/engine-certification-data), and additional information on remanufacture systems is available at: [www.epa.gov/vehicle-and-engine-certification/remanufacture-systems-category-1-and-2-marine-diesel-engines](http://www.epa.gov/vehicle-and-engine-certification/remanufacture-systems-category-1-and-2-marine-diesel-engines). Engine upgrades proposed for funding under this category must exist on one of these lists for the specific vehicle/engine application specified in the application at the time of application submission to EPA. [↑](#footnote-ref-7)
8. Lists of eligible, EPA verified idle reduction technologies are available at: [Idling Reduction Technologies (IRTs) for Trucks and School Buses | US EPA](https://www.epa.gov/verified-diesel-tech/idling-reduction-technologies-irts-trucks-and-school-buses). [↑](#footnote-ref-8)
9. 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 of ownership may be requested for verification. [↑](#footnote-ref-9)
10. For drayage trucks only, EPA will also fund the required/scheduled vehicle maintenance, as specified in the owner’s manual, which is necessary to meet the warranty requirements for diesel particulate filters installed on new drayage trucks. Funding for required maintenance is available for the duration of the project period, October 1, 2021 to September 30, 2023. [↑](#footnote-ref-10)
11. CT environmental justice communities can be found at: <https://portal.ct.gov/DEEP/Environmental-Justice/Environmental-Justice-Communities> . [↑](#footnote-ref-11)
12. Connecticut EJ communities are listed on the DEEP website at: <https://portal.ct.gov/DEEP/Environmental-Justice/Environmental-Justice-Communities> . [↑](#footnote-ref-12)
13. See Connecticut’s 2018 Comprehensive Energy Strategy at: <https://portal.ct.gov/-/media/DEEP/energy/CES/2018ComprehensiveEnergyStrategypdf.pdf> [↑](#footnote-ref-13)
14. [Electric Vehicle Roadmap for Connecticut: A Policy Framework to Accelerate Electric Vehicle Adoption](http://www.dpuc.state.ct.us/DEEPEnergy.nsf/c6c6d525f7cdd1168525797d0047c5bf/f7ed4932eec438d0852585520001c81b/$FILE/EV%20Roadmap%20for%20Connecticut.pdf)(EV Roadmap), released in April of 2020, can be found on the DEEP website at <https://portal.ct.gov/DEEP/Climate-Change/EV-Roadmap>.  [↑](#footnote-ref-14)
15. For information regarding EPA’s SmartWay program or to enroll, go to <https://www.epa.gov/smartway>. [↑](#footnote-ref-15)
16. Find the 2021 State Clean Diesel Grant Program Information Guide on the EPA website at: <https://www.epa.gov/sites/default/files/2021-05/documents/420b21027.pdf>. [↑](#footnote-ref-16)
17. See Section I.4.a) on pages 23-24 of the [2021 State Clean Diesel Gant Program Information Guide](https://www.epa.gov/sites/default/files/2021-05/documents/420b21027.pdf). [↑](#footnote-ref-17)