**Proposal for Use of 2023 State DERA Funds for**

**Diesel Emissions Reduction Projects**

INSTRUCTIONS:

Complete all sections of this form. Refer to the 2023 Guidance for State DERA Proposals for additional information. Provide a separate form for each project proposed. All proposals must be received by the **revised deadline of Wednesday, January 24, 2024, 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 “2023 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 electric vehicle (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 the execution of a contract or similar agreement 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, or engines; and hiring a contractor.

1. **Project Summary:**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Proposed Project Title:** | | | | | |
|  | | | | | |
| **Project Summary:** Please briefly describe the proposed project. Provide information on the vehicle(s)/engine(s) 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 8/31/25)* |  |
| Months |

1. **Project Category:**

Please identify the category for which your project would qualify. Except for Aerodynamic Technologies, which can only be funded in conjunction with Verified Retrofit Technologies, 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 of diesel vehicles or nonroad equipment can be made: |  |
| * Up to 45% of the cost for replacement with zero-tailpipe emission power source (grid, battery, or fuel cell) *(purchase and installation of charging equipment may be included),* |  |
| * Up to 25% of the cost for replacement of locomotives, marine vessels, and non-road vehicles and equipment with Tier 3 or Tier 4 compression ignition equivalents, or spark ignition equivalents (must be Tier 2 for nonroad projects) (*see Tables 2, 3, and 4 in the 2023 Guidance for State DERA Project Proposals),* |  |
| * Up to 25% of the cost for replacement of Class 5-8 highway diesel trucks and buses with U.S. Environmental Protection Agency (EPA) certified 2021 engine model year (EMY) or newer equivalents, |  |
| * Up to 50% of the cost for replacement of drayage trucks with 2017 EMY or newer trucks,and |  |
| * Up to 35% of the cost for replacement with 2021 EMY or newer on-highway vehicles powered by engines certified to meet the California Air Resources Board (CARB) Optional Low NOX Standards of 0.10 g/bhp-hr, 0.05 g/bhp-hr, or 0.02 g/bhp-hr NOX |  |
| **Repower:** Reimbursement for replacement of diesel engines can be made: |  |
| * Up to 60% of the cost for replacement with zero-tailpipe emission power source (grid, battery, or fuel cell) *(purchase and installation of charging equipment may be included),* |  |
| * Up to 40% of the cost for replacement of diesel engines on locomotives, marine vessels, and non-road vehicles/equipment with Tier 3 or Tier 4 compression ignition equivalents, or spark ignition equivalents (must be Tier 2 for nonroad projects), |  |
| * Up to 40% of the cost for replacement diesel engines in a highway vehicle with 2021 EMY or newer engines certified to U.S. Environmental Protection Agency (EPA) emission standards, and |  |
| * Up to 50% of the cost for replacement with 2021 EMY or newer engines certified to meet the California Air Resources Board (CARB) Optional Low NOX Standards of 0.1 g/bhp-hr, 0.05 g/bhp-hr, or 0.02 g/bhp-hr NOX |  |
| **Certified Remanufacture (a.k.a. Engine Rebuild) Systems:** Up to 100% of the cost for engine rebuilds using kits that are certified by U.S. Environmental Protection Agency (EPA). |  |
| **Clean Alternative Fuel Conversions:** Up to40% of the cost for altering existing highway diesel engines to operate on alternative fuels such as propane and natural gas by applying a certified alternative fuel conversion kit. To be eligible for funding, alternative fuel conversion systems must be certified by the U.S. Environmental Protection Agency (EPA) and/or the California Air Resources Board (CARB), or must be approved by EPA for Intermediate-Age engines. See [EPA’s](https://www.epa.gov/ve-certification/lists-epa-compliant-alternative-fuel-conversion-systems) lists of “Certified Conversion Systems for New Vehicles and Engines” and “Conversion Systems for Intermediate-Age Vehicles and Engines” and [CARB’s](https://ww2.arb.ca.gov/alternative-fuel-retrofit-systems-aftermarket) list of “Approved Alternate Fuel Retrofit Systems.” |  |
| **EPA-Verified or CARB-Verified Retrofit Technologies:** Reimbursement for different types of retrofit technologies can be made:   * Up to 100% of the cost of engine exhaust after-treatment technologies, such as diesel oxidation catalysts (DOCs), diesel particulate filters (DPFs), closed crankcase ventilation (CCV) filtration systems, and selective catalytic reduction systems (SCRs). |  |
| * Up to 100% of the cost of manufacturer engine upgrades which achieve specific levels of emissions reductions by applying a package of components that have been verified as retrofits for some nonroad and marine engines. |  |
| * Up to 60% of the cost for systems which convert a diesel engine configuration to a hybrid-electric system verified as a retrofit for some nonroad and marine engines. |  |
| * Up to the cost differential between conventional diesel fuel for cleaner fuels and additives verified as retrofits by U.S. Environmental Protection Agency (EPA) and/or California Air Resources Board (CARB) to achieve emissions reductions when applied to an existing diesel engine. |  |
| **EPA SmartWay-Verified Idle Reduction Technologies:** |  |
| * Stationary Technologies: |  |
| * + Up to 30% of the cost for shore connections for electrified parking spaces, hybrid electric transport refrigeration units (TRUs) or electrified truck stops; and |  |
| * + Up to 25% of the cost (labor and equipment) for eligible marineshore power 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 Class 8 trucks equipped with sleeper cab and school buses (includes auxiliary power units (APUs)); up to 100% if combined with exhaust after-treatment retrofit technologies. |  |
| **EPA-Verified 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 new exhaust after-treatment retrofit. |  |

Part III: Project Documentation:

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

|  |  |  |
| --- | --- | --- |
| **Replacement, Repower, Certified Remanufacture, Clean Alternative Fuel Conversions:** |  | Complete Section A *(and Section E if applicable)* |
| **Verified Retrofit 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, Certified Remanufacture and Clean Alternative Fuel Conversions:**

Replacement/repower may be with new diesel, alternate fueled (e.g., compressed natural gas (CNG), propane, and hybrid), or zero tailpipe emissions equipment; 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, Certified Remanufacture or Clean Fuel Conversion Projects:

|  |  |
| --- | --- |
| **For All Replacement, Repower, Remanufacture or Clean Alternative Fuel Conversion Projects:** Submit completed Part VII: Fleet Information *(See separate Excel form)* |  |
| **For All Replacement, Repower, Remanufacture or Clean Alternative Fuel Conversion Projects:** Submit signed Part VIII: EPA Eligibility Statement |  |
| **For All Replacement, Repower, Remanufacture or Clean Alternative Fuel Conversion Projects:** Submit estimates or quotes from vendors and installation contractors |  |
| **Replacement of a 2010 EMY or Newer Highway Vehicle with Scrappage of a Pre-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. |  |
| **Replacement Highway, Nonroad, Marine and Locomotive Projects:** Applicant must provide evidence that replacement engines are certified to EPA and/or CARB emission standards (not applicable for zero tailpipe emissions engine replacements). |  |
| **Nonroad Equipment:** The engine operating hours of two or more units may be combined to reach the thresholds below where two or more units will be scrapped and replaced with a single unit. | |
| * Agricultural Pumps: Applicant must provide evidence that agricultural pumps being replaced have operated at least 250 hours per year during the two years prior to upgrade. |  |
| * 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 per year during the two years prior to upgrade. * Exception: If a recipient can demonstrate that a certified nonroad engine/vehicle is being used in a predominately highway application, vehicle mileage as defined in “highway usage” may be used for application eligibility purposes. If selected for award, EPA will review and approve eligibility on a case-by-case basis. |  |
| * 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) |  |
| **Tier 4 Replacement for Non-Road Equipment:** Recipients replacing nonroad engines must demonstrate that their projects commit to using Tier 4 engines if Tier 4 engines with the appropriate physical and performance characteristics are available. Recipients anticipating the use of Tier 3 engines should provide their rationale for proposing lower tiered engine replacements. *(DEEP must submit the plan to EPA for approval prior to funding).* |  |
| **EPA Verified Engine Upgrades:** Upgrade technologies for any eligible engines must be on EPA’s list of eligible technologies at the time of acquisition.[[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 the California Air Resources Board (CARB), or 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 Certified Remanufacture for Marine Vessels:**

Indicate the quantity of marine vessels or engines being replaced, repowered, or remanufactured.

|  |  |  |  |
| --- | --- | --- | --- |
| **Vehicle Category** | **Number of Vessels** | **Number of Propulsion Engines** | **Number of Auxiliary Engines** |
| Marine Replacements |  |  |  |
| Marine Repowers | |  |  |
| Engine Remanufactures (Rebuilds) | |  |  |

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

|  |  |
| --- | --- |
| Applicant must provide evidence that engines have operated at least 1,000 hours per year during the two years prior to upgrade. *(Engine hours may be combined to reach the 1,000-hour threshold where two engines will be scrapped and replaced with a single engine.)* |  |
| **Completed Part VII:** Fleet Information *(on separate Excel form)* |  |
| **Tier 4 Replacement:** Recipients replacing marine engines must demonstrate that their projects commit to using Tier 4 engines, if Tier 4 engines with the appropriate physical and performance characteristics are available. Recipients anticipating the use of Tier 3 engines should provide their rationale for proposing lower tiered engine replacements. *(DEEP must submit the plan to EPA for approval prior to funding).* |  |
| **EPA Verified Engine Remanufactures:** Applicants must provide evidence that the chosen technology is EPA certified at the time of acquisition. The list of certified remanufacture systems are available at [Annual Certification Data for Vehicles, Engines, and Equipment](https://www.epa.gov/compliance-and-fuel-economy-data/annual-certification-data-vehicles-engines-and-equipment) and additional information on remanufacture systems is available at [EPA’s Marine Remanufacturing Program: Maintaining Compliance when Rebuilding Category 1 and 2 Marine Diesel Engines](https://www.epa.gov/ve-certification/epas-marine-remanufacturing-program-maintaining-compliance-when-rebuilding). |  |
| **MMSI/AIS Identifier:** Applicant must provide the Maritime Mobile Service Identity (MMSI) number(s)/Automatic Identification System (AIS) identifier(s) of the marine vessel(s) if available: |  |

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

Indicate the quantity of locomotives and engines being replaced, repowered, or remanufactured.

|  |  |  |  |
| --- | --- | --- | --- |
| **Vehicle Category** | **Number of Locomotives** | **Number of Propulsion Engines** | **Number of Generator Sets** |
| Locomotive Replacements |  |  |  |
| Locomotive Repowers | |  |  |
| Engine Remanufactures (Rebuilds) | |  |  |

Type of Replacement/Repower/Remanufacture Project:

|  |  |
| --- | --- |
| Locomotive is being replaced with a new diesel-fueled, alternate-fueled or zero tailpipe emissions (including generator sets) locomotive. New diesel-fueled or alternate-fueled locomotives must be certified by EPA and/or CARB to meet applicable emissions standards. |  |
| Locomotive is being repowered with new diesel-fueled,alternate-fueled, or zero tailpipe emissions engine(s) (including generator sets). New diesel-fueled or alternate-fueled engine(s) must be certified to EPA and/or CARB emission standards. |  |
| Locomotive engine is being remanufactured with systems for locomotives certified by EPA at the time of acquisition. |  |

Submit the following supporting documentation for the Locomotives category:

|  |  |
| --- | --- |
| Provide documentation that the locomotive has been operating 1,000 or more hours per year during the two years prior to upgrade. |  |
| **Completed Part VII:** Fleet Information *(on separate Excel form)* |  |
| **Tier 4 Replacement:** Recipients replacing locomotive engines must demonstrate that their projects commit to using Tier 4 engines if Tier 4 engines with the appropriate physical and performance characteristics are available. Recipients anticipating the use of Tier 3 engines should provide their rationale for proposing lower tiered engine replacements. *(DEEP must submit the plan to EPA for approval prior to funding).* |  |
| **EPA Verified Engine Remanufactures:** Applicants must provide evidence that the chosen technology is EPA certified at the time of acquisition. The list of certified remanufacture systems are available at [Annual Certification Data for Vehicles, Engines, and Equipment](https://www.epa.gov/compliance-and-fuel-economy-data/annual-certification-data-vehicles-engines-and-equipment). |  |

**B. Verified Retrofit Technologies:**

Diesel engine retrofits are one of the most cost-effective solutions for reducing diesel engine emissions. Retrofits include engine exhaust after-treatment technologies, such as diesel oxidation catalysts (DOCs), diesel particulate filters (DPFs), closed crankcase ventilation (CCV) filtration systems, and selective catalytic reduction systems (SCRs). Manufacturer engine upgrades which achieve specific levels of emissions reductions by applying a package of components have been verified as retrofits for some nonroad and marine engines. Several systems which convert a conventional diesel engine configuration to a hybrid-electric system have been verified as retrofits for some nonroad and marine engines. Some cleaner fuels and additives have been verified as retrofits by the U.S. Environmental Protection Agency (EPA) and/or the California Air Resources Board (CARB) to achieve emissions reductions when applied to an existing diesel engine. Older, heavy-duty diesel vehicles that will not be retired for several years are good candidates for verified retrofit technologies. EPA suggests that applicants proposing to install verified retrofit technologies consult with suppliers to confirm that the proposed vehicles/engines and their duty-cycles are good candidates for the technology.

Eligible costs include the associated labor costs for installation of the system, design and engineering, DPF cleaning machines, extra DPFs for maintenance rotation, replacement CCV filters, and filter cleaning contracts during grant open period.

To be eligible for funding, verified retrofit technologies must be on [EPA’s](https://www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel) or

[CARB’s](https://ww2.arb.ca.gov/diesel/verdev/vt/cvt.htm) Verified Technologies lists at the time of acquisition, must be used only for

the vehicle/engine application specified on the lists, and must meet any applicable

verification criteria.

EPA will not fund stand-alone cleaner fuel/additive use. To be eligible for funding, verified fuels and additives must be for new or expanded use, and must be used in combination, and on the same vehicle, with a new eligible verified engine retrofit or an eligible engine upgrade or an eligible certified engine, vehicle, or equipment replacement funded under this program.

|  |  |
| --- | --- |
| **For All Verified Retrofit Technologies:** Applicants must provide evidence that the chosen technology is EPA or CARB verified at the time of acquisition. |  |
| **Completed Part VII:** Fleet Information *(on separate Excel form)* |  |

**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.[[6]](#footnote-6)

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

**C.1.a. Marine Shore Power Systems:**

May support new installations, or expansions of existing shore power systems. Eligible costs include the purchase and installation of the shore side equipment and certain equipment required for power delivery directly related to the new equipment such as design and engineering, cables, cable management systems, shore power coupler systems, distribution control systems, grounding switches, service breakers, capacitor banks, electrical panels, upgrades to existing electrical panels or electrical service, transformers, wiring/conduit, and installation.

|  |  |  |
| --- | --- | --- |
| Address of Proposed Installation:  *Provide name of facility, street address, street intersection and/or latitude/longitude and city* |  | |
| Number of existing shore power units at this site: |  | |
| Number of new shore power units proposed: |  | |
| Marine shore power system will comply with international shore power design standards (IEC/ISO/IEEE 80005-1:2019/ AMD 1:2022 High Voltage Shore Connection Systems or the I IEC/ISO/IEEE 80005-1:2019/AMD 1:2022 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 Shore Power Proposal:

|  |  |
| --- | --- |
| Provide documentation demonstrating that applicant has site control[[7]](#footnote-7) over the proposed infrastructure site. |  |
| Demonstrate that the proposed system has the capacity, demand, and commitment to be utilized for more than 1,000 megawatt-hours per year. Smaller projects will be considered if the recipient can demonstrate cost effectiveness. |  |
| 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 (such as electrical panels, upgrades to existing electrical panels or electrical service, transformers, and wiring/conduit) 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 EPS 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 Long-Haul Class 8 Trucks 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 vehicle that has been previously retrofitted.

Eligible costs for idle reduction technologies that are installed on the vehicle can include the associated labor costs for installation of the system.

|  |  |
| --- | --- |
| **For All Idle Reduction Technology Projects:** Applicants must provide evidence that the chosen technology is on [EPA’s SmartWay Verified Technologies](https://www.epa.gov/smartway/learn-about-smartway-verified-technologies) list at the time of acquisition. |  |
| **Completed Part VII:** Fleet Information *(on separate Excel form)* |  |
| **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 vehicle has been previously retrofitted. |  |

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

**C.3.a. Locomotive Shore Power Systems**

Eligible costs include the purchase and installation of certain equipment required for

power delivery directly related to the new equipment such as design and engineering,

electrical panels, upgrades to existing electrical panels or electrical service,

transformers, wiring/conduit, and installation.

|  |  |
| --- | --- |
| 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 Shore Power Proposal:

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

**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 per year during the two years prior to upgrade. |  |
| Applicants must provide evidence that the chosen technology is on [EPA’s SmartWay Verified Technologies](https://www.epa.gov/smartway/learn-about-smartway-verified-technologies) list at the time of acquisition. |  |
| **Completed Part VII:** Fleet Information *(on separate Excel form)* |  |

**D. EPA-Verified 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 an exhaust after-treatment retrofit funded under this program. Eligible costs can include single-wide wheels only when a fleet is retrofitting from standard dual tires to SmartWay-verified single-wide low rolling resistance tires.

|  |  |
| --- | --- |
| **For All Aerodynamic Technology Projects:**   * Applicants must provide evidence that the chosen technology is on [EPA’s verified aerodynamic technologies list](http://www.epa.gov/verified-diesel-tech/smartway-verified-list-aerodynamic-devices) and [verified list for low rolling resistance new and retread tire technologies list](http://www.epa.gov/verified-diesel-tech/smartway-verified-list-low-rolling-resistance-lrr-new-and-retread-tire) at the time of acquisition, will be used only for the application specified on the lists, and will meet any applicable verification criteria. |  |
| * Applicants must include the installation of new exhaust after-treatment retrofit technology in the proposed project. |  |

**E. Electric Vehicle (EV) Charging Infrastructure:**

Complete **only** if you are replacing vehicles or equipment with an electric equivalent **and** installing associated charging infrastructure.*Note that “Make Ready” or “Behind the Meter” charges are not reimbursable.*

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Number of EV Charging Stations to be Installed? | | | | |  | | |
| *Type* | *Brand* | *Model* | | *Number of Chargers* | | *Number of Ports* | |
| Level 1 |  |  | |  | |  | |
| Level 2 |  |  | |  | |  | |
| DC Fast Charger |  |  | |  | |  | |
| Address(es) of Proposed Installation  *Provide name of facility, street address, street intersection and/or latitude/longitude, and city. If charging stations will be installed at more than one location, indicate the number and type of charger at each location.* | | |  | | | | |
| Attach all equipment specification sheets 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 Replacement**  **Vehicles/Engines/Equipment** | **Equipment Type (e.g., Front Loader Refuse Truck)** | | **Make** | **Model** | | **Year** |
|  |  | |  |  | |  |  |
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|  |  | |  |  | |  |  |
| Drayage truck maintenance (labor & materials) if applicable and requested[[8]](#footnote-8) | | | | | | |  |
| 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, 2025. 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[[9]](#footnote-9) 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 EJ community. |  |
|  | |
| 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 within 5 miles of a transportation hub or corridor.  *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.* |  |
|  | |
| Project demonstrates a plan to prepare the workforce for the project, such as conducting robust workforce planning to ensure current drivers, mechanics, electricians, and other essential personnel receive training to safely operate and maintain the new buses and infrastructure, as well as clarifying protections to ensure existing workers are not replaced or displaced because of new technologies. |  |
|  | |
| 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[[10]](#footnote-10) and the State’s EV Roadmap.[[11]](#footnote-11) *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.[[12]](#footnote-12) If checked, provide year in which applicant became active. |  |
|  | |

Part VI: Terms & Conditions

|  |  |  |  |
| --- | --- | --- | --- |
| Applicant is aware of the reimbursement options within [EPA’s 2023-2024 State DERA Program Guide](https://www.epa.gov/system/files/documents/2023-07/420b23031.pdf). | | | |
| Applicant must be in Good Standing.   * + 1. Connecticut corporations and limited liability entities must submit a Status Letter/ Certificate 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](https://portal.ct.gov/-/media/DRS/Publications/pubsip/2021/IP-2021-11.pdf)   * + 1. Applicant corporations not chartered in Connecticut must submit an equivalent Status Letter/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 eligibility statement submitted in conjunction with the application process. This documentation will 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 or newer EMY vehicle with scrappage of a pre-2009 EMY vehicle, applicant must provide a scrappage plan for EPA approval.[[13]](#footnote-13) | | | |
| 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, 2025. 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 and Proposed Budget

See separate Excel form

Part VIII: EPA Eligibility Statement

2023 DERA State Grants

Eligibility Statement

EPA Grant ID#: DS-00A01434-0

|  |  |
| --- | --- |
| Vehicle make |  |
| Vehicle model |  |
| Vehicle model year |  |
| VIN |  |
| Odometer/usage meter reading |  |
| Vehicle registration state and number |  |
| Engine make |  |
| Engine model |  |
| Engine model year |  |
| Engine horsepower |  |
| Engine ID or serial number |  |
| Equipment licensing state and number |  |

I certify that the following statements are true regarding the vehicle/engine/equipment identified above:

* + - 1. The existing vehicle, engine, or equipment is fully operational.
      2. I have owned and operated the vehicle during the two years prior to upgrade.
      3. The existing vehicle, engine, or equipment has at least three years of remaining life at the time of upgrade.
      4. Please check which applies with regard to use of existing equipment:

|  |  |
| --- | --- |
| The existing highway vehicle has accumulated at least 7,000 miles/year during the two years prior to upgrade. |  |
| The existing marine vessel or locomotive has accumulated at least 1,000 hours/year during the two years prior to upgrade. |  |
| The existing agricultural pump has operated at least 250 hours/year during the two years prior to upgrade. |  |
| The existing nonroad engine has operated at least 500 hours/year during the two years prior to upgrade. |  |

|  |  |  |  |
| --- | --- | --- | --- |
| **Vehicle Owner’s Name** |  | | |
| **Signature** |  |  |  |
|  |  |  | **Date** |
| **Address** |  | | |

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. To be eligible for funding technologies, must be on [EPA’s SmartWay Verified Technologies](https://www.epa.gov/smartway/learn-about-smartway-verified-technologies) list at the time of acquisition. [↑](#footnote-ref-6)
7. 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-7)
8. For truck replacement projects, 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 (DPFs) installed on trucks. Funding for required maintenance is available for the duration of the project period, October 1, 2023, to September 30, 2025. [↑](#footnote-ref-8)
9. CT environmental justice (EJ) communities can be found at: <https://portal.ct.gov/DEEP/Environmental-Justice/Environmental-Justice-Communities>. [↑](#footnote-ref-9)
10. See Connecticut’s 2018 Comprehensive Energy Strategy at: <https://portal.ct.gov/-/media/DEEP/energy/CES/2018ComprehensiveEnergyStrategypdf.pdf>. [↑](#footnote-ref-10)
11. [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-11)
12. For information regarding EPA’s SmartWay program or to enroll, go to <https://www.epa.gov/smartway>. [↑](#footnote-ref-12)
13. See page 28 of the [2023-2024 Diesel Emissions Reduction Act (DERA) State Grants Program Guide (EPA-420-B-23-031, July 2023)](https://www.epa.gov/system/files/documents/2023-07/420b23031.pdf). [↑](#footnote-ref-13)