



VW DIESEL EMISSIONS MITIGATION PROGRAM – ROUND 4

Bureau of Air Management
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Agenda

Background on VW Settlement

Connecticut Diesel Emissions Mitigation Program

Summary of Previous Rounds

Eligible Projects and Funding Levels

Application Information

Answers to Common Questions

Contacting Us

Q & A Period



A stylized landscape illustration. At the top right, a yellow sun is partially visible. Below it, a large green hill with a dark blue outline dominates the middle ground. The bottom of the image shows a light blue area representing water, also with a dark blue outline. The text 'VW Settlement Background' is centered on the green hill.

VW Settlement Background

Timeline

2008 EPA Introduces Stronger Diesel Standards

2009 VW Begins Installing Defeat Devices on Diesel Vehicles

- Recognizes federal and California test procedures and alters performance to meet standards

2014 Independent Researchers Publish Results

- “significantly higher in-use emissions” than certified levels for 2012 Jetta TDI

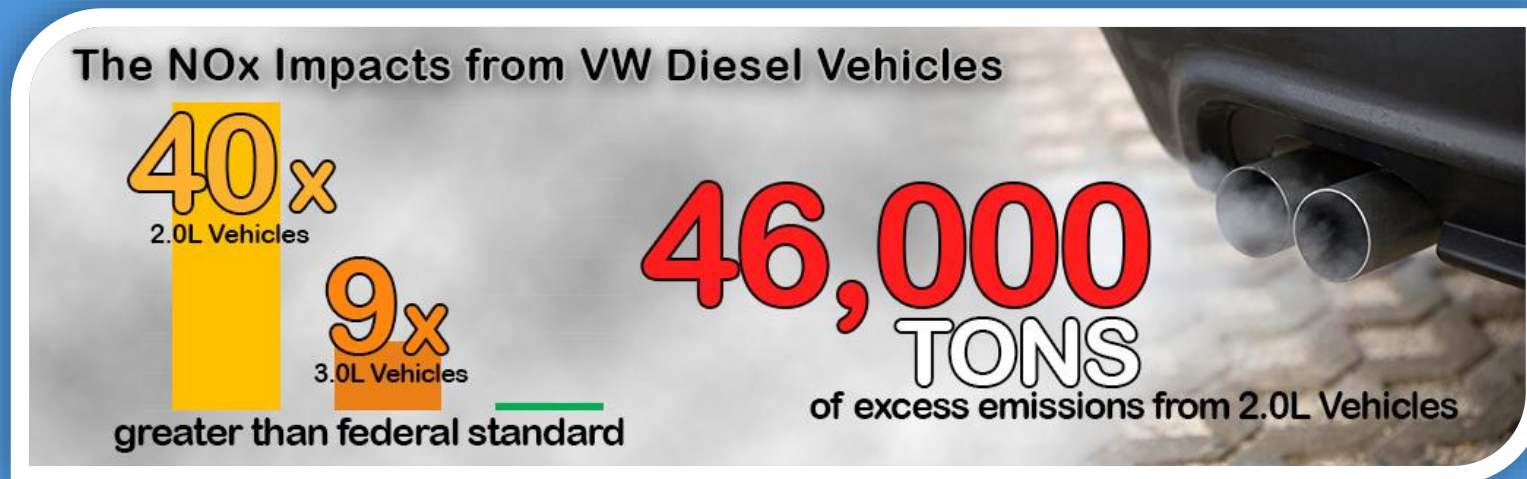
2015 VW Publicly Admits to Altering Vehicles to Meet Federal and California Standards

- 11 Million vehicles globally, 590k in US, over 12k in CT

Volkswagen Settlement

Multiple consent decrees issued to address VW's illegal use of emission control "defeat devices" on nearly **590,000** VW, Audi, and Porsche 2.0L and 3.0L diesel vehicles for model years 2009-2016

Intent of settlement funds is to achieve **NOx reductions** to offset the excess NOx created by the subject VW vehicles



Environmental Mitigation Trust – Appendix D

- Settlement put **\$2.925 billion** into environmental mitigation trust
Support environmental programs over 10 years to offset excess NOx emitted by VW's cars
 - Allocation for CT is **\$55.7 million**
Does not include interest, which also may be used for projects
 - Disbursement over **10-year** schedule
- Trust account is administered by Wilmington Trust (“the Trustee”)
Trustee will approve project funding based on applications for eligible projects meeting specific criteria
 - To access funds, CT had to become a “trust beneficiary”



Connecticut's Path to Funding

October 2, 2017 – Trust Effective Date

October 3, 2017 – Connecticut submits its beneficiary form to Trustee naming DEEP as lead agency for CT's settlement funds

January 29, 2018 – Trustee officially certifies CT as a Designated Beneficiary under the VW trust

April 26, 2018 – CT submits its final mitigation plan to the Trustee

May 30, 2018 – CT launches its first round of funding under the VW settlement



CT Mitigation Plan

CT was required to prepare Mitigation Plan which provided the public with a high-level vision on how CT will use its funds

Initial draft released in Feb 2017

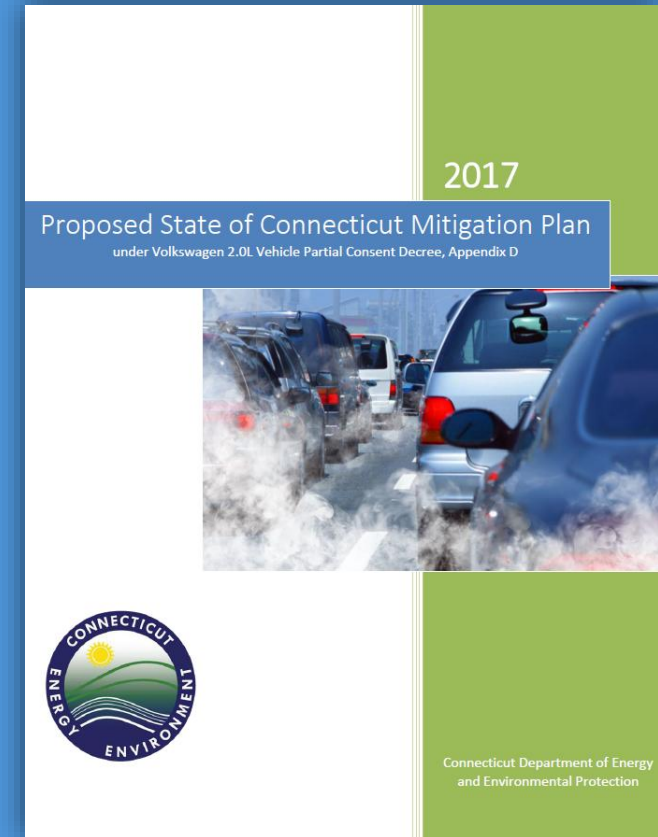
Held informal public comment period and also held public informational session

Proposed final draft released in Feb 2018

Held formal comment period

Submitted Final Mitigation Plan to Trustee on April 26, 2018

CT's Mitigation Plan is available at <https://portal.ct.gov/-/media/DEEP/air/mobile/VW/CTVWFinalMitigationPlanpdf.pdf>



CT Mitigation Plan

- Flexible plan to cover all eligible project areas
- Immediate NOx reductions to offset illegal VW pollution
- Ability to grow with advancements of transformative mobile source technologies (i.e., electric HD trucks)
- Spread the wealth – Economically responsible projects that result in significant emissions reductions



Mitigation Plan Funding Allocations

At least...

70%

- On-Road Heavy-Duty Vehicles
- Non-Road Equipment
- Commercial Marine Vessels
 - Locomotives
 - Diesel Emission Reduction Act (DERA) Option



15%
Zero Emission
Vehicle Supply
Equipment

Up to...

15%
Administrative
Expenditures



Eligible VW Projects & Funding Amounts

On-Road Medium & Heavy-Duty Vehicles

Eligible Equipment

Class 4 - 8 Local
Freight Trucks



Port Drayage
Trucks



Class 4-8
School, Shuttle and
Transit Buses



Eligibility Criteria

Trucks: Engine Model Years between 1992– 2009

Buses: Engine Model Years 2009 and older

On Road Medium & Heavy-Duty Vehicles

Government Projects (includes some privately-owned school buses)

Up to...

65%

- Repower with a new alternate fueled engine
- Replace with a new alternate fueled vehicle
- Repower with a new all-electric engine (incl. infrastructure)
- Replace with a new all-electric vehicle (incl. infrastructure)

Non-Government Projects

Up to...

40%

- Repower with a new alternate fueled engine

25%

- Replace with a new alternate fueled vehicle (Drayage – 50%)

60%

- Repower with a new all-electric engine (incl. infrastructure)

60%

- Replace with a new all-electric vehicle (incl. infrastructure)

Non-Road Equipment

Eligible Equipment

Airport Ground Support
Equipment (GSE)



Forklifts



Port Cargo Handling
Equipment



Eligibility Criteria

GSE: Tier 0 – 2; and uncertified, or 3 g/bhp-hr or higher certified spark ignition engine

Forklifts: reach stackers, side loaders, and top loaders with 8,000 lbs. lift capacity or greater

Port Equipment: rubber-tired gantry cranes, straddle carriers, shuttle carriers, and terminal tractors, including yard hostlers and yard tractors that operate within ports

Non-Road Equipment

Government Projects

Up to...

65%

- Repower with a new all-electric engine (incl. infrastructure)
- Replace with a new all-electric vehicle (incl. infrastructure)

Non-Government Projects

Up to...

60%

- Repower with a new all-electric engine (incl. infrastructure)
- Replace with a new all-electric vehicle (incl. infrastructure)

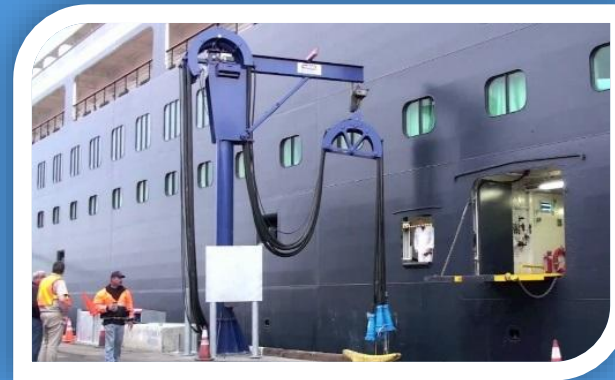
Commercial Marine Vessels

Eligible Equipment

Ferries and Tugs



Shore Power for
Ocean-going Vessels



Eligibility Criteria

Ferries and Tugs: Unregulated, Tier 1 or Tier 2 marine engines operating 1,000 or more hours per year.

Shore Power: components of a shore-side system that allows a compatible vessel's main and auxiliary engines to remain off while the vessel is at berth

Commercial Marine Vessels

Government Projects

Up to...

65%

- Repower with a new diesel or alternate fueled engine
- Repower with a new all-electric engine (incl. infrastructure)
- Cover costs associated with a shore-side system

Non-Government Projects

Up to...

40%

60%

25%

- Repower with a new diesel or alternate fueled engine
- Repower with a new all-electric engine (incl. infrastructure)
- Cover costs associated with a shore-side system

Locomotives

Eligible Equipment

Freight
Switchers



Eligibility Criteria

Pre-Tier 4 switcher locomotives that operate
1,000 or more hours per year

Locomotives

Government Projects

Up to...

65%

- Repower with a new alternate fueled engine
- Replace with a new alternate fueled switcher
- Repower with a new all-electric engine (incl. infrastructure)
- Replace with a new all-electric switcher (incl. infrastructure)

Non-Government Projects

Up to...

40%

25%

60%

60%

- Repower with a new alternate fueled engine
- Replace with a new alternate fueled switcher
- Repower with a new all-electric engine (incl. infrastructure)
- Replace with a new all-electric switcher (incl. infrastructure)



Past Rounds Summary

VW Summary

Past Projects Can be Found at: [VW Settlement - Admin Archive](#)

In all, DEEP has allocated \$40 million to over 65 VW-funded projects.

These projects have included: diesel to propane trucks, yard tractors, EV school buses, port equipment, ferries, EV trucks, etc.

If you want to see what kinds of projects have been accomplished, check out the archive.

VW Grant Administrative Archive

Past Grant Opportunities

Below is an archive of past funding rounds. To find out more about active or future funding rounds, please visit the [VW Settlement Grants](#) page.

Diesel Emissions Mitigation Program – Round 1

Proposal Period: May 30, 2018 - July 31, 2018

Funding Awarded: \$12.18 Million

Eligible Entities: Government and non-government

Eligible Mitigation Actions: Diesel Options 1 - 8

[Round 1 Program Announcement](#) 

[Round 1 Summary of Applications](#) 

[Round 1 Ranking Methodology](#) 

[Round 1 Awardees](#) 



Diesel Emissions Mitigation Program – Round 2

Proposal Period: August 1, 2019 - September 16, 2019

Funding Awarded: \$6.25 Million

Eligible Entities: Government and non-government

Eligible Mitigation Actions: Diesel Options 1 - 8

[Round 2 Program Announcement](#) 

[Round 2 Summary of Applications](#) 

[Round 2 Ranking Methodology](#) 

[Round 2 Awardees](#) 





**Connecticut Diesel Emissions
Mitigation Program Current Round
Parameters**

VW Round 4 Overview

- Funding of up to **\$15 million** available
- Application Period Opened: **April 8, 2026**
- Proposal Deadline: **June 11, 2026 @ 5:00 PM EST**
- Open to **government** and **non-government** entities
- This is a **reimbursement** program
- Projects initiated prior to filing an application are not eligible for funding (see application form for definition of “initiation”)
- Funding will be awarded through an open competitive and transparent process
- Matching funds required for **all** projects

Funding Priorities

- DEEP will select projects to be funded based on the funding priorities outlined in the State of Connecticut Mitigation Plan in addition to a set of preferential criteria outlined in the application form and instructions.
- Maintains flexibility for funding innovative/ transformative projects.
 - Priorities for this round include EV, ports and marine but do not preclude other project applications.
 - **Diesel to diesel on-road applications will not be accepted.**

Note: At this time, applications for Electric Vehicle Supply Equipment (EVSE) will not be accepted as independent projects. EVSE can be a part of a vehicle application. Additional EVSE funding opportunities will be announced at a later date.

A stylized landscape illustration. The top right corner features a bright yellow sun. Below it is a large green area representing a hill or field, outlined with a thick dark blue border. The bottom portion of the image is a light blue area representing water, also outlined with a thick dark blue border. The text 'Application Information' is centered in the green area.

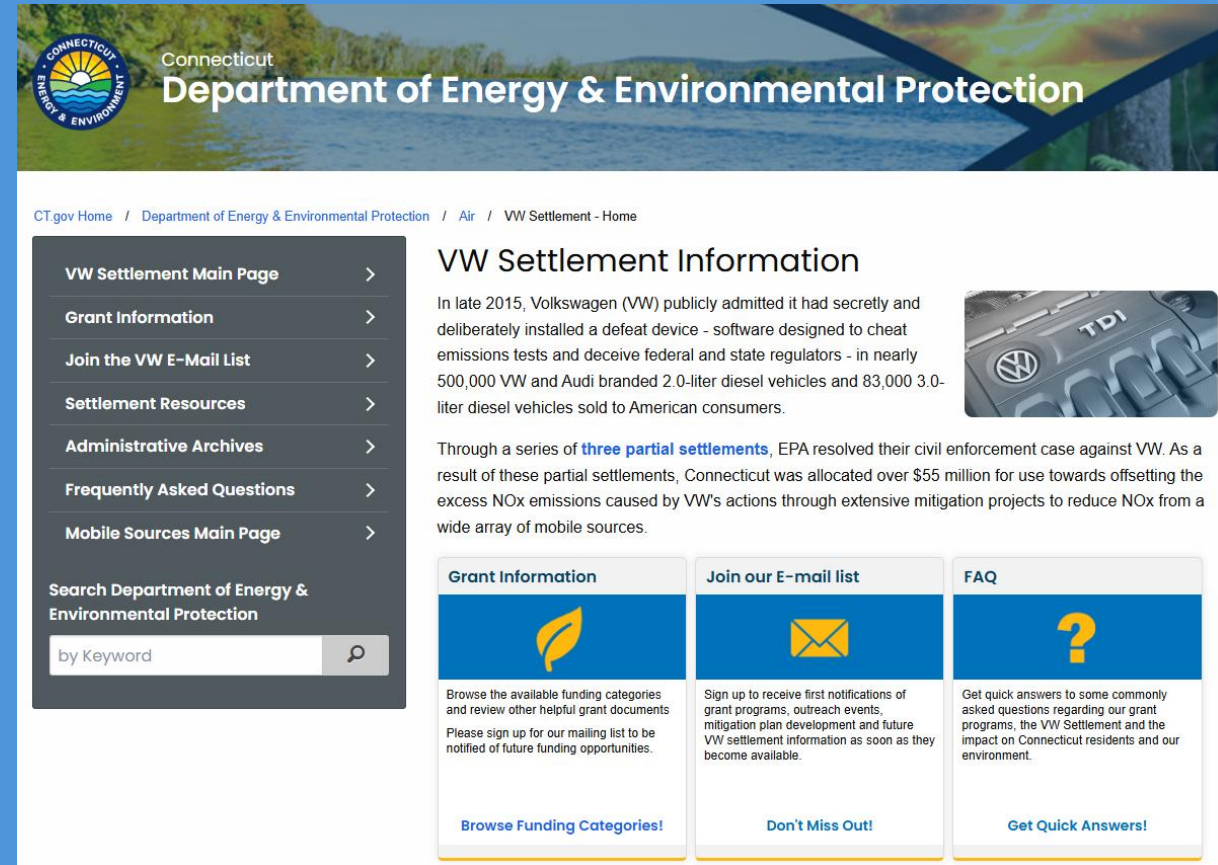
Application Information

Application Form

Application form and instructions are available at

<https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Grants>

If applying for funds for more than one source category (e.g., on-road vehicles and non-road equipment), a separate application should be used for each eligible source category project



The screenshot displays the website for the Connecticut Department of Energy & Environmental Protection, specifically the VW Settlement Information page. The header includes the state logo and the department name. A navigation menu on the left lists various links such as 'VW Settlement Main Page', 'Grant Information', and 'Join the VW E-Mail List'. The main content area features a section titled 'VW Settlement Information' with a paragraph explaining that Volkswagen (VW) admitted to installing a defeat device in nearly 500,000 VW and Audi branded 2.0-liter diesel vehicles and 83,000 3.0-liter diesel vehicles sold to American consumers. An image of a VW TDI engine is shown to the right. Below this, a paragraph states that through a series of three partial settlements, EPA resolved their civil enforcement case against VW, and Connecticut was allocated over \$55 million for use towards offsetting the excess NOx emissions. At the bottom, there are three call-to-action boxes: 'Grant Information' (Browse Funding Categories!), 'Join our E-mail list' (Don't Miss Out!), and 'FAQ' (Get Quick Answers!).

Part I – Applicant Information

- Basic contact information
- Important to have accurate and working e-mail addresses
- All applicants must fill out (government or privately-owned projects)

Part I: Applicant Information			
Applicant/Organization Name:		<input type="text"/>	
Street Address:		<input type="text"/>	
City:	<input type="text"/>	State:	<input type="text"/>
Zip Code:		<input type="text"/>	
Authorized Representative Name:		<input type="text"/>	
Authorized Representative Title:		<input type="text"/>	
E-Mail:	<input type="text"/>	Telephone:	<input type="text"/>
Additional Contact Name: <i>(Required)</i>		<input type="text"/>	
E-Mail:	<input type="text"/>	Telephone:	<input type="text"/>
Additional Contact Name: <i>(Optional)</i>		<input type="text"/>	
E-Mail:	<input type="text"/>	Telephone:	<input type="text"/>
Have you previously submitted a proposal to DEEP for clean diesel or EV charger funding?		<input type="checkbox"/> Yes <input type="checkbox"/> No	
Are you submitting applications for multiple project categories under this incentive program? If so, how many?		<input type="checkbox"/> Yes: <input type="text"/> <input type="checkbox"/> No	
Type of project funding requested?		<input type="checkbox"/> Government-owned <input type="checkbox"/> Privately-owned	

- *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.

Note: Private bus companies under contract to provide public school transportation are eligible to apply as a government-owned project.

Part II.A – Project Summary

- Provide a project title and anticipated project start and end dates.
- Provide a description of the equipment being replaced and what will be replacing it.
- Provide a detailed but concise description of the proposed project, including community and air quality benefits.
- Include information on use of old vehicles and areas where they operate.
- **Important!!** This is your opportunity to promote the energy, environmental and economic benefits of the project.

A. Project Summary

Proposed Project Title: [REDACTED]

Anticipated Project Start Date: [REDACTED]

Anticipated Project End Date: [REDACTED]

Project Summary:

Provide a detailed description of the proposed project, including community and air quality benefits. Also include the usage of the old vehicle in the summary and area in which it operates.

[REDACTED]

Part II.B – Project Documentation

B. Project Documentation

Select a project category. Only one category should be selected per proposal. If applying for more than one project category below, use a separate form for each. *For the project category selected, provide the documentation required and check the associated box.*

Replacement or Repower of On-Road Heavy Duty Vehicles: Class 8 Local Freight Trucks and Port Drayage Trucks; Class 4-8 School Bus, Shuttle Bus, or Transit Bus; and Class 4-7 Local Freight Trucks	<input type="checkbox"/>	Complete Section B.1
Replacement or Repower of Non-Road Equipment: Airport Ground Support Equipment, Forklifts and Port Cargo Handling Equipment	<input type="checkbox"/>	Complete Section B.2
Repower or Engine Upgrade for Commercial Marine Vessels: Ferries and Tugs	<input type="checkbox"/>	Complete Section B.3
Shorepower for Ocean-Going Vessels	<input type="checkbox"/>	Complete Section B.4
Replacement or Repower of Locomotives: Freight Switchers	<input type="checkbox"/>	Complete Section B.5

- Identify the project category being applied for.
If more than one category, then a separate application form should be used for each project category.
- Complete the appropriate section for the source category selected and provide the required documentation.

Part II.B.1 – On Road MHD Vehicles

- Provide number of vehicles being replaced/repowered.
- Submit all required supporting documentation.
- Attachment A: Fleet Information Worksheet collects information about the old vehicles and replacements (will be discussed in detail later).

Important!! Ensure all estimates and spec sheets are attached to application form and are legible.

B.1. Replacement or Repower of On-Road Medium and Heavy-Duty Vehicles:

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

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

Vehicle Category	Applicable	QTY
Class 8 Local Freight Truck ¹⁰	<input type="checkbox"/>	<input type="text"/>
Port Drayage Truck ¹¹	<input type="checkbox"/>	<input type="text"/>
Class 4-7 Truck	<input type="checkbox"/>	<input type="text"/>
Class 4-8 School Bus	<input type="checkbox"/>	<input type="text"/>
Class 4-8 Shuttle Bus	<input type="checkbox"/>	<input type="text"/>
Class 4-8 Transit Bus	<input type="checkbox"/>	<input type="text"/>

Completed Attachment A: Fleet Information Worksheet	<input type="checkbox"/>
Certificate of Origin or other documentation certifying that each vehicle to be replaced has been operating in Connecticut for at least five years.	<input type="checkbox"/>
For projects including the installation of EV charging infrastructure: provide documentation demonstrating that Applicant has site control ¹² of the proposed infrastructure site.	<input type="checkbox"/>
Attach all specification sheets for vehicles, equipment and engines for the project.	<input type="checkbox"/>
Attach all estimates for vehicles, equipment, engines and labor for the project.	<input type="checkbox"/>
For School Bus Projects: Provide documentation that the eligible buses being replaced have been: <ul style="list-style-type: none"> • Operating in the current school district or community for at least two years prior to application; or • For this round, due to engine model year 2009 or older scrappage requirements, DEEP is allowing the use of third party scrappage, subject to DEEP prior approval during the application review process. • Eligible buses may be purchased for scrappage provided the buses to be scrapped operated either in Connecticut or within a fifty mile radius of Connecticut for at least two years. 	<input type="checkbox"/>
If project is for a privately owned bus under contract with a public school district, provide the duration and expiration date of the existing contract.	<input type="checkbox"/>
Contract Duration <input type="text"/>	Expiration Date <input type="text"/>

Part II.B.2 – Non-Road Equipment

- Provide number of pieces of equipment being replaced/repowered.
- Submit all required supporting documentation.
- **Important!!** Provide documentation that equipment has been used more than 500 hours in 12 months preceding application.

B.2. Replacement or Repower of Non-Road Equipment:

Airport Ground Support Equipment, Forklifts and Port Cargo Handling Equipment

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

Equipment Category	Applicable	QTY
Airport Ground Support Equipment: EV replacements only	<input type="checkbox"/>	<input type="text"/>
Forklifts: EV replacements only; must have lift capacity > 8000 lbs.	<input type="checkbox"/>	<input type="text"/>
Port Cargo Handling Equipment: EV replacements only	<input type="checkbox"/>	<input type="text"/>

Submit the following supporting documentation for the Non-Road Equipment Category:

Completed Attachment A: Fleet Information Worksheet	<input type="checkbox"/>
Provide documentation (e.g. usage log) that the nonroad equipment has been used more than 500 hours in the twelve months preceding this application.	<input type="checkbox"/>
For projects including the installation of charging infrastructure: provide documentation demonstrating that applicant has site control ³ of the proposed infrastructure site.	<input type="checkbox"/>
Attach all specification sheets for vehicles, equipment and engines for the project.	<input type="checkbox"/>
Attach all estimates for vehicles, equipment, engines and labor for the project.	<input type="checkbox"/>

Part II.B.3 – Commercial Marine Vessels

- Provide number of vessels being repowered or upgraded and number of propulsion engines and auxiliary engines being replaced/repowered.
- Select the type of replacement/repower.
 - Submit all required supporting documentation.
- **Important!!** Provide documentation that ferries/tugs have been operating 1,000 or more hours in 12 months preceding application. (e.g., operating log)

B.3. Repower or Engine Upgrade for Commercial Marine Vessels:
Ferries and Tugs

Select all applicable vessel categories below and enter quantity of vessels and engines being replaced/repowered.

Vehicle Category	Applicable	Number of Vessels	Number of Propulsion Engines	Number of Auxiliary Engines
Ferry	<input type="checkbox"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Tug	<input type="checkbox"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Type of Replacement/Repower:

Unregulated, Tier 1 or Tier 2 diesel engines are being replaced with new Tier 3 or Tier 4 diesel or alternate fueled engines, or with all-electric engines	<input type="checkbox"/>
Unregulated, Tier 1 or Tier 2 diesel engines are being upgraded with an EPA Certified Remanufacture System or an EPA Verified Engine Upgrade.	<input type="checkbox"/>

Submit the following supporting documentation for the Commercial Marine Vessels Category:

Provide documentation (e.g. a ferry schedule) that the Marine engine has been operating 1,000 or more hours in the twelve months preceding this application.	<input type="checkbox"/>
Completed Attachment A: Fleet Information Worksheet	<input type="checkbox"/>
Attach all specification sheets for vessels, equipment and engines for the project.	<input type="checkbox"/>
Attach all estimates for vessels, equipment, engines and labor for the project.	<input type="checkbox"/>

Part II.B.4 – Shore Power for Ocean-Going Vessels

- Provide address of proposed installation.
- Attest that system will comply with international standards.
- Submit all required supporting documentation.
- **Important!!** Provide documentation demonstrating that applicant has site control of proposed infrastructure site.

B.4. Shorepower for Ocean-Going Vessels:

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 Shorepower for Ocean-Going Vessels Category:

Provide documentation demonstrating that applicant has site control³ of the proposed infrastructure site.

Attach all specification sheets for equipment for the project.

Attach all estimates for equipment and labor for the project.

Part II.B.5 – Freight Switchers

- Provide number of freight switchers and number of propulsion engines and generator sets being replaced/repowered.
- Only pre Tier-4 freight switchers are eligible
- Select the type of replacement/repower
 - Submit all required supporting documentation.
- **Important!!** Provide documentation that locomotive has been operating 1,000 or more hours in 12 months preceding application. (e.g., operating log)

B.5. Replacement or Repower of Locomotives: Freight Switchers

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

Vehicle Category	Number of Locomotives	Number of Propulsion Engines	Number of Generator Sets
Freight Switchers	<input type="text"/>	<input type="text"/>	<input type="text"/>

Type of Replacement/Repower:

Freight switcher is being <u>repowered</u> with new alternative-fueled or all-electric engine(s) (including generator sets)	<input type="checkbox"/>
Freight switcher is being <u>replaced</u> with new alternative-fueled or all-electric (including generator sets) freight switcher that is certified to meet the applicable EPA emissions standards.	<input type="checkbox"/>

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 (12) months preceding this application.	<input type="checkbox"/>
Completed Attachment A: Fleet Information Worksheet	<input type="checkbox"/>
Attach all specification sheets for locomotives, equipment and engines for the project.	<input type="checkbox"/>
Attach all estimates for locomotives, equipment, engines and labor for the project.	<input type="checkbox"/>

Part II.B.6 – EV Charging Infrastructure

- Complete **only** if replacement vehicles are electric and also installing associated charging infrastructure.
- Indicate charger type, brand, model, number of chargers and number of ports for the project.

B.6. 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?					<input type="text"/>
Type	Make	Model	Number of Chargers	Number of Ports	
Level 2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
DC Fast Charger	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Address of Proposed Installation <i>Provide name of facility, street address, street intersection and/or latitude/longitude and city</i>		<input type="text"/>			
Attach all specification sheets for equipment for the EV charging infrastructure.					<input type="checkbox"/>
Attach all estimates for equipment, site preparation, installation and labor for the EV charging infrastructure.					<input type="checkbox"/>

- **Important!!** Applicants must have site control of installation site and documentation should be submitted. **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.

Proposed Budget Replacement/Repowers

<i>(Total Cost of Vehicle, Equipment, Engine + EV Infrastructure Cost)</i>	Project Total	<input type="text"/>
Anticipated VW Grant Award	<input type="text"/>	<input type="text"/>
Grantee Cost Share	<input type="text"/>	<input type="text"/>

- **Anticipated VW Grant Award** should not exceed the program's maximum reimbursement percentage for each type of project.

Example: Replacement of municipal-owned school bus would be eligible for up to 65% of total project cost. You cannot request 100% funding under this program.

- **Grantee Cost Share** is the difference between the anticipated award and the project total. There will always be a cost share under this program.

Example: If applicant with the school bus above decides to increase their cost share to 50% of project total, then the anticipated VW award would be adjusted to 50% of the project total.

Part II.C – Proposed Budget Shore Power

- Provide the number of units along with brand and model.
- Enter all costs, including site prep, installation, and other associated costs.

C. Proposed Budget for Shore Power Projects

Provide a list of the expenses for the proposed project.

Line Item	Cost
Number of Shore Power Units, Make & Model <input type="text"/>	<input type="text"/>
Site Preparation Costs for Shore Power Unit(s) (labor & materials)	<input type="text"/>
Installation Costs of Shore Power Unit(s) (labor & materials)	<input type="text"/>
Cables, Cable Management Systems, Shore Power Coupler Systems, Distribution Control Systems, and Power Distribution	<input type="text"/>
Other Costs (please specify) <input type="text"/>	<input type="text"/>
Total Project Cost:	<input type="text"/>

- It is not unusual for site prep and installation costs to exceed cost of the actual shore power equipment.
- Ensure all estimates and spec sheets are attached to application form.

Part II.D – Balance of Funds

- Maximum funding is not guaranteed under this program.
- Applicant must attest that funds can be secured for project.
 - Sources of funds and timeline to obtain funds must be provided.

For government projects, budget approval process date is important.

- Indicate whether the transaction will be a purchase or lease.

D. 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.	<input type="checkbox"/> Yes <input type="checkbox"/> No
What is the source of these funds?	<input type="text"/>
What is the timeline for securing these funds? <i>(For government projects: budget approval process date)</i>	<input type="text"/>
How will the vehicle, equipment or engine be procured?	<input type="checkbox"/> Purchased <input type="checkbox"/> Leased for a minimum of 3 years <input type="checkbox"/> Financed

Part III – Preferential Criteria

This is a competitive process; this is the space to tell us why your project will be transformational.

Projects will be ranked based on a set of criteria reflecting funding priorities for the program.

- This is a list of preferential funding criteria and not eligibility criteria.

• Check all that apply.

- **Important!!** Include required supporting information.

Part III: Preferential Criteria

Proposed projects should be cost-effective (including consideration of the Applicant's ability to provide matching funds beyond those minimally required) and have potential for completion within eighteen (18) months from award date. 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 list below. It is important to note that the list below represents preferential funding criteria, not eligibility criteria. For any criteria referencing geography, use the geographical area in which the vehicle or equipment operates; this may be different from the business address.

Check all that apply. Any relevant information may be included below each item.

Project is scaled to achieve the greatest NOx emission reduction ¹³ or offset per dollar invested (<i>i.e.</i> , <i>capital cost-effectiveness in dollars/ton of NOx reduced</i>).	<input type="checkbox"/>
Vehicles or equipment covered by this project operate primarily in one of the environmental justice (EJ) communities listed on the DEEP website ¹⁴ 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.	<input type="checkbox"/>
Project is transformative or innovative and promotes other statewide energy, environmental and economic development goals. If checked, explain why.	<input type="checkbox"/>
Project is located in or vehicle operates in one the following counties: Fairfield, New Haven or Middlesex.	<input type="checkbox"/> Fairfield <input type="checkbox"/> New Haven <input type="checkbox"/> Middlesex
Project will result in a significant reduction in emissions of carbon dioxide or other greenhouse gas(es). If checked, identify the quantifier used and the amount of reduction anticipated.	<input type="checkbox"/>
Applicant can demonstrate experience and existing administrative and programmatic structure in place for implementing diesel reduction projects. If checked, describe the Applicant's experience.	<input type="checkbox"/>
Project has verified funding or leveraged funding that exceeds the minimum required cost share . If checked, explain sources of leveraged funding, amount of leveraged funding, and if funding is already secured.	<input type="checkbox"/>
Applicant is an active participant in EPA's SmartWay program. ¹⁵ If checked, provide year in which Applicant became active.	<input type="checkbox"/>

Part III - Preferential Criteria

- Projects scaled to achieve the greatest NOx emission reduction per dollar invested

If a projected NOx benefit has been calculated for the project, please indicate the calculated benefit and the quantifier used.

Be prepared to submit an electronic file showing inputs and results, if requested.

DEEP will use EPA's Diesel Emissions Quantifier (DEQ) to cross check.

Project is consistent with the transportation section of the 2018 Comprehensive Energy Strategy for Connecticut ¹⁷ and the State's EV Roadmap. ¹⁸ If checked, please identify elements of the project that are consistent with these initiatives.	<input type="checkbox"/>
<input type="checkbox"/>	
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.	<input checked="" type="checkbox"/>
<input type="checkbox"/>	
Applicant plans on using clean energy as a power source for the ZEV project. If checked, please detail the plan to use clean energy.	<input type="checkbox"/>
<input type="checkbox"/>	

Part III - Preferential Criteria

- Projects located in environmental justice areas or other communities that have borne a disproportionate share of the adverse impacts of air pollution

Important!! For any criteria referencing location, please use the geographical area in which the vehicle/equipment operates; this may be different from the business address.

Updated!! Towns on the DECD List of “Distressed Municipalities” and “Defined Census Blocks within Other Affected Towns” will be accepted as EJ communities.

Applicants are required to verify that operation of the vehicles are in the defined census block group which can be accomplished by checking the specific address using the 2025 Environmental Justice Communities (arcgis.com) tool.

Part III - Preferential Criteria

- Transformative or innovative projects that promote other statewide energy, environmental and economic goals

A “transformative or innovative” project is one that has sufficient size, scope or importance to initiate momentum for sustainability and expansion beyond the scope of this program and has the potential for replication throughout the transportation sector.

Replacing a box truck is neither transformative nor innovative; converting one or multiple fleets to electric or alternative fuel could be regarded as transformative/innovative.

- Projects located in the NY-NJ-CT nonattainment area

Please indicate if project is located in one of the NY-NJ-CT non-attainment area counties:

Fairfield, New Haven, Middlesex

Part III - Preferential Criteria

- Projects that result in significant reduction of carbon dioxide or other GHGs.

If a projected GHG reduction has been calculated for the project, please indicate the quantifier used and submit the quantifier inputs and results with application.

Pursuant to Public Act 18-82, An Act Concerning Climate Change Planning and Resiliency, Connecticut must now reduce GHGs to a level that is at least 45% below 2001 levels by 2030.

- Applicants with demonstrated experience for implementing diesel emissions reduction projects

Explain in detail how past experience or existing program structure can facilitate successful implementation of proposed project.

Part III - Preferential Criteria

- Projects with verified or leveraged cost-share exceeding the minimum requirements

Important!! Only check if you are willing to contribute more than the required cost share.

Explain sources of leveraged funding, amount of leveraged funding, and if funding is already secured.

- Projects that include or applicants that have an anti-idling education and outreach program

Provide summary of anti-idling program and provide documentation that proves existence of such program.

- Applicant is an active participant in EPA's SmartWay program
 - EV projects that use clean energy to power the electric replacements

Part VI – Terms & Conditions, Submission

Applicant must be in good standing.

Disclosure requirement for applicants.

Applicant attests that information is true and correct.

If determined funds were awarded based on false statements, funds would have to be reimbursed.

Reiterates understanding of the key points of the reimbursement program.

Submit application to the email address specified.

Important!! Sign and date form!

Part IV: Terms & Conditions

Applicant is aware of the eligible options within the Environmental Mitigation Trust Agreement for State Beneficiaries (see Appendix D-2), available at <https://portal.ct.gov/-/media/DEEP/air/mobile/VW/20200519--Final-Modified-State-Trust-Agreement-effective-June-18-2020.pdf>.

Applicant must be in Good Standing.

- i. Connecticut corporations and limited liability entities must submit a Status 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

For instructions on how to request and obtain a status letter, visit:
<https://portal.ct.gov/drs/myconnect/status-letter>.

- ii. Those corporations not chartered in Connecticut must hold equivalent Status Letter (of Good Standing) from Applicant's principal place of business.
- iii. Tax Certification. All Applicants, in order for their proposals to be considered, must not be delinquent on any property tax or fees issued by the State and State of Applicant's principal place of business. 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, complaints 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.

Applicants must provide a statement attesting that they can secure the balance of funds.

An awardee cannot unilaterally amend the terms of an award. Any action taken outside the scope of the award may nullify the award.

Vehicle/Equipment/Engine Owners certify that all vendors were or will be selected in accordance with state public contracting laws and, for each proposed expenditure exceeding \$25,000, that they will provide detailed cost estimates from selected or potential vendors. For Connecticut, this means conducting an open and competitive procurement process for contractual services and/or technologies used on the project and securing estimates from at least three vendors.

Vehicle/Equipment/Engine Owners must agree to keep the replaced or repowered vehicle, equipment or engine operating in Connecticut, with emission controls in place, for a minimum of three years or to replace with equipment with equal or better emissions reductions.

Applicants installing publicly-accessible EV charging stations in conjunction with new EVs will comply with all applicable state laws regarding public charging stations. The Applicant and any third-party subcontractor it utilizes in furtherance of the Project, may be required to comply with any applicable requirements established by the Commission on Human Rights and Opportunities (CHRO).

Applicants for EV charging infrastructure and shore power projects must have site control over the location of the proposed installation site. Documentation of ownership may be requested.

Attachment A - Fleet Information Worksheet

Existing Fleet - Enter information for each vehicle to be replaced on a separate line.

Field will validate that model year entered is eligible

Vehicle Class will auto populate based on GVWR entered

For non-road, heading switches to gallons per hour and field will auto calculate MPG or GPH.

Existing Fleet (to be Replaced or Repowered)														
Engine Make	Engine Model	Engine Serial Number	Horse-power	Engine Model Year	Primary Town(s) of Vehicle Operation	Vehicle VIN	GVWR	Vehicle Class	Current Fuel Type	Annual Fuel Usage (gallons)	Annual Miles	Annual Miles in CT	Annual Idling Hours	Miles per Gallon

Heading will adjust based on Type of Project selected

Fuel Choices will be presented in a dropdown list

For non-road, heading switches to annual hours and validates that minimum requirements are met

Attachment A - Fleet Information Worksheet

New Fleet – Each new vehicle should be on the same line of the vehicle it is replacing.

Heading will adjust based on Type of Project selected

For non-road, heading switches to gallons per hour

Estimated total cost of individual vehicle, equipment or replacement minus ancillary costs. Should agree with Part II.C of application

Proposed New Fleet									
Engine Make	Engine Model	Horse-power	Engine Model Year	Primary Town(s) of Vehicle Operation	GVWR	Vehicle Class	Estimated Fuel Economy (Miles per Gallon)	New Fuel Type	Unit Cost

Vehicle Class will auto populate based on GVWR entered

Fuel Choices will be presented in a dropdown list

Forms Overview

Critical that forms are complete and all supporting information is submitted with application.

If a request from DEEP is received following submittal, respond promptly.

Please ensure VINs are correct.

Submit copies of Attachment A or any quantifier inputs/outputs used to determine emission reductions and maintain electronic copies.

Due to tight time constraints for the review process, unresponsive applicants will have their applications denied.

Post-Award Information

Award amounts may be less than originally requested based on number of applications received and funds available.

Applicant can accept or deny the award if awarded amount does not satisfy proposed project.

DEEP staff will reach out with an Awardee Guide to help you through the next part of the process.

This process will require a scope of work agreement between the two parties, but doesn't require a contract.

Semi-annual progress reports are required to be submitted. Report template is posted on website.

Awardee required to demonstrate payment for the project and submit required documentation before receiving awarded funds.



“The Lightning Round”
Answers to Common Questions

Answers to Common Questions

Our goal is to announce award decisions within 45 days after the application deadline.

This is a competitive grant program. NOx emission reductions are one part of the criteria that applications will be ranked against. Please see application form for list of preferential criteria.

There are no targets for \$/NOx reduced, but cost-effectiveness is also an evaluation criteria.

Partial awards may be issued, and maximum funding is not guaranteed.

Projects initiated prior to filing an application for the program are not eligible for funding. This includes projects in an already approved municipal budget.

Answers to Common Questions

If an awardee decides to cancel a project, notification **via a letter signed by the authorized representative on letterhead** must be sent to DEEP (via email) as soon as possible so that the funds can be made available to other applicants within a timeframe sufficient to allow completion of the substitute project(s).

There are no limits on the amount of funding any one project or individual entity can receive.

For review consistency, DEEP has chosen to use EPA's Diesel Emissions Quantifier (DEQ) to calculate NOx emissions benefits. Applicants may use any available tool, but should be prepared to submit documentation.

Answers to Common Questions

EVSE funding is available **only** if replacement vehicles are electric and also installing associated charging infrastructure. This is not a VW EVSE round of funding.

You can pair funding with other grants. If you have received an incentive or grant for the same project (e.g., a utility incentive for EVSE), that information must be included with the application, as it may affect the total award calculation.

Eligibility criteria for school buses (engine model years 2009 and older) is a requirement of the VW settlement, and a requirement that CT is unable to change. However, this round DEEP is allowing 3rd party scrappage (see the application for details).

- For this round, due to engine model year 2009 or older scrappage requirements, DEEP is allowing the use of third party scrappage, subject to DEEP prior approval during the application review process.
- Eligible buses may be purchased for scrappage provided the buses to be scrapped operated either in Connecticut or within a fifty mile radius of Connecticut for at least two years.

Questions?

Does anyone have any general questions about the grant program and how to apply?

The online FAQ may already address some of your questions. Additional questions may be added from time to time.

<https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---FAQ>

If you have other questions after this presentation, please email the question to: deep.mobilesources@ct.gov



Contact Information

Contact Us

General questions about grant programs, Connecticut's Mitigation Plan, or the VW Settlement can be submitted through the Contact Us link on the website or sent directly to the email below.

Website: <https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home>

E-Mail: deep.mobilesources@ct.gov

After you submit a grant application, a DEEP contact person will be assigned to you on the notice of administrative sufficiency email. Contact this person with specific questions regarding your application.

Follow Us

Visit <https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home>

Sign up for our VW Email Distribution List
Notification of new VW grant programs, including EVSE programs, will be sent to all those on the VW distribution list.

VW website will be updated when future grant opportunities become available.