



Connecticut Department of Energy and Environmental Protection



2022 State Diesel Emissions Reduction Act (DERA) Grants

SIPRAC 10/13/22

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Connecticut Department of Energy and Environmental Protection

Background & History

- Diesel Emissions Reduction Act was included in the Energy Policy Act of 2005
 - *PUBLIC LAW 109–58—AUG. 8, 2005*
- Annual Budget Allocation by Congress
- Establishes several types of clean diesel funding
 - State DERA: Non-competitive state allocations; state administered
 - National DERA: Regional projects, EPA-administered, focused on public entities (competitive)
 - Clean School Bus is a subset of National DERA (Nationwide lottery)
- 2008 First Year of Funding



State Program Goals & Restrictions

- Connecticut runs its program as a rebate program
- Designed to achieve significant reductions in diesel emissions.
- Restrictions
 - No fleet expansion
 - Scrappage
 - EPA requires signed Eligibility Statement for 2022 Grants
 - Some Limits on Model Year Ranges



Eligible Projects

- Vehicle & Equipment Replacement (*includes vessels & locomotives*)
- Repower / Engine Replacement
- Engine Upgrades / Rebuilds
- Clean Alternative Fuel Conversions
- EPA-Verified Idle Reduction Technologies
- Exhaust Emission Control Technologies (Retrofits)
- EPA-Verified Aerodynamic Technologies and Low Rolling Resistance Tires (*must be combined with retrofits*)



State Program Schedule

- Solicitation anticipated to open October 17.
- Up to \$1,188,612 Available from 2022 funds
 - EPA allocation
 - VW DERA Option funds as voluntary match
 - EPA Matching Incentive
 - Funds remaining from 2019-2020 program
- Submission Deadline November 30, 2022
- Decisions anticipated by mid-January 2023



2022 State DERA Timeline

- Mid October – Launch
- October 25 - Webinar
- November 30 – Submission Deadline
- December 31 – Review Complete
- January 2023 – Ranking complete and selections ready for approval
- Mid-January 2023 – Issue award letters
- April 1, 2023 – SOWs complete for D-4 submission of DERA Option projects
- August 31, 2023 – Preferred Deadline (*extensions may be available upon request, with justification*)



2021-2022 EPA Eligibility Requirements

- **Ownership, Usage, and Remaining Life**

- The existing vehicle must be fully operational.
- The participating fleet owner must have owned and operated the vehicle during the 2 years prior to upgrade.
- The existing vehicle must have at least 3 years of remaining life at the time of upgrade. Remaining life is the fleet owner's estimate of the number of years until the unit would have been retired from service if the unit were not being upgraded or scrapped because of the grant funding.



EPA Eligibility Requirements (cont.)

- **Highway Usage: 7,000 miles/year during 2 years prior to upgrade.**
 - School buses may use mileage from calendar year (Jan-Dec) 2019.
- **Nonroad, Locomotive, and Marine Usage:**
 - Agricultural Pumps: 250 hours/year during 2 years prior to upgrade.
 - All Other Nonroad Engines: 500 hours/year during 2 years prior to upgrade.
 - Locomotive and Marine Usage: 1,000 hours/year during 2 years prior to upgrade.



EPA Requirements (cont.)

- **Documentation Requirements:** Participating fleet owners must attest to the ownership, usage, and remaining life requirements in a signed eligibility statement. The documentation is not required at the time of application, but is required if the project is selected for funding. This documentation is to verify the eligible use of grant funds. A sample eligibility statement may be found at: www.epa.gov/dera/state under “Program Documents.”



Forms & Submission

- Deadline November 30, 2022
- Application & Information at https://www.ct.gov/deep/cwp/view.asp?a=2684&q=322100&deepNav_GID=1619
- Submit package via e-mail to: DEEP.MobileSources@ct.gov



Questions?



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Contact Us

E-Mail: deep.MobileSources@ct.gov



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