

Request for Proposals

Vermont Diesel Emissions Reduction Financial Assistance

Release Date: February 4, 2025

Proposals Due: March 5, 2025 at 4:00 PM EST

Q & A/ Microsoft Teams Meeting: February 18, 2025 at 1 PM EST

Contact for Questions: Jean Nicolai, Grant Manager Administration and Innovation Division
802-585-4888 (cell) jean.nicolai@vermont.gov.

Submittals: All proposals must be submitted electronically via email to Jean Nicolai, Grant Manager at jean.nicolai@vermont.gov by **March 5, 2025 at 4:00 pm EST** using the subject line "Vermont Diesel Emissions Reduction Financial Assistance -2024."

THE STATE WILL MAKE NO ATTEMPT TO CONTACT APPLICANTS WITH UPDATED INFORMATION. IT IS THE RESPONSIBILITY OF EACH APPLICANT TO PERIODICALLY CHECK <http://www.vermontbidsystem.com> FOR ANY AND ALL NOTIFICATIONS, RELEASES AND AMENDMENTS ASSOCIATED WITH THE RFP.

If you speak a language not listed or require additional help, we offer free language assistance services. Please reach out to ANR at 802-636-7266 and we can support getting you access to the State of Vermont's free language services. The State of Vermont contracts with several Translation Services organizations, and you can visit this page for more information. <https://anr.vermont.gov/content/language-services>. If you require assistance with technology, access, or have other issues with being able to fill out this form, please contact Jean Nicolai at (802)585-4888 or jean.nicolai@vermont.gov.

1.0 Introduction and Purpose

Since 2008, the U.S. Environmental Protection Agency (EPA) has been awarding financial assistance under the Diesel Emissions Reduction Act (DERA) to assist States in their efforts to develop diesel emissions reduction programs. Vermont Diesel Emissions Reduction Financial Assistance under the State of Vermont, Department of Environmental Conservation (DEC) has been developed in order to provide technical assistance and incentive funding for projects that reduce diesel emissions from engines, vehicles, and equipment in Vermont with the goals of reducing public exposure to emissions from diesel-powered engines and the associated risk to public health and the environment.

According to the U.S. EPA, exposure to diesel exhaust, even at low levels, is a serious health hazard and can cause respiratory problems such as asthma, bronchitis, lung damage, and increased risk of lung cancer. Additionally, older model year diesel engines are typically less fuel efficient than newer models, thereby emitting greater amounts of greenhouse gases and exacerbating global climate change. The State of Vermont, DEC is seeking applicants for projects that achieve significant reductions in diesel emissions from diesel powered engines, vehicles, and equipment operating in Vermont. The State is currently accepting applications for funding and encourages all interested parties to apply. All projects must be completed by **August 30, 2026¹**.

¹ Time extensions may be provided on a case-by-case basis.

2.0 Scope of Work

2.1 What vehicles and equipment are eligible?

Any diesel-powered engines, vehicles and equipment currently operating in Vermont that meet the criteria described under “Additional Requirements and Limitations” below are eligible. These may include:

1. School buses and transit buses,
2. Locomotives,
3. Heavy-duty trucks²,
4. Marine engines,
5. Nonroad engines, equipment or vehicles used in construction, handling of cargo, agriculture, mining, or energy production (including stationary generators and pumps).

2.2 What projects are eligible for award funding?

All projects are required to comply with the 2023-2024 Diesel Emissions Reduction Act (DERA) State Grants Program Guide as specified in the RFP and available at <http://dec.vermont.gov/air-quality/mobile-sources/diesel-emissions/vt-diesel-grant>.

****NOTE: Projects involving vehicle, engine, or equipment replacements that are already underway or have been completed are ineligible for funding. Projects initiated (i.e., ordered, purchased, financed, installed, etc.) prior to receiving an award notification are ineligible for funding.****

Eligible diesel emissions reduction projects include:

- **Vehicle and Equipment Replacement:** Vehicle or equipment replacement may be funded as follows:
 - Highway diesel vehicle replacements may be funded:
 - up to 45% of replacement with a new, all-electric vehicle (i.e., powered by grid, battery, or fuel cell),
 - up to 35% of replacement with a vehicle equipped with a 2021 model year or newer engine that is certified to CARB’s Optional Low-NOx (nitrogen oxides) Standards of 0.1 g/bhp-hr, 0.05 g/bhp-hr, or 0.02 g/bhp-hr NOx (Note: this is a limited subset of engines; please see EPA’s “How to Identify Low NOx Certified Engines Fact Sheet” found at <https://nepis.epa.gov/Exe/ZyPDF.cgi/P10119PZ.PDF?Dockey=P10119PZ.pdf>), and
 - up to 25% of replacement with a newer, cleaner diesel, hybrid or alternative fuel vehicle equipped with a 2021 model year or newer engine certified to EPA emission standards. **Engine model year restrictions apply.**³
 - Locomotives, marine vessels, and nonroad diesel vehicles and equipment replacements may be funded:
 - up to 45% of replacement with a new, all-electric nonroad vehicle or piece of equipment (i.e., powered by grid, battery, or fuel cell), and
 - up to 25% of replacement with a newer, cleaner diesel, hybrid or alternative fuel vehicle or piece of equipment with a 2021 model year⁴ or newer engine certified to EPA emission standards.
- **Engine Retrofit Technologies:** Retrofit technologies verified by EPA (<https://www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel>) or the California Air Resources Board (CARB)

² Class 5 (16,001 -19,500 lbs. Gross Vehicle Weight Rating [GVWR]); Class 6 (19,501 - 26,000 lbs. GVWR); Class 7 (26,001 - 33,000 lbs. GVWR); Class 8a (33,001 - 60,000 lbs. GVWR); Class 8b (60,001 lbs. GVWR and over).

³ Existing vehicle must have engine model year of 2009 or earlier to qualify for this type of vehicle replacement project.

⁴ Previous engine model year engines may be used if the engine is certified to the same emission standards applicable to engine model year 2021. (Applicable to locomotives, marine vessels and nonroad vehicles and equipment only).

(<https://ww2.arb.ca.gov/diesel/verdev/vt/cvt.htm>) such as:

- Exhaust controls (e.g., diesel particulate filters and associated cleaning pulse machine and kiln equipment, diesel oxidation catalysts, selective catalytic reduction) may be funded up to 100%, and
- Engine upgrades and remanufacture systems may be funded up to 40% for eligible nonroad, locomotive or marine engines. To be eligible, the upgrade must be a verified manufacturer upgrade (<https://www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel>) or a certified remanufacture system for locomotives and marine engines (<https://www.epa.gov/compliance-and-fuel-economy-data/engine-certification-data>) rebuilt to a cleaner engine configuration. Additional information on remanufacture systems is available at: <https://www.epa.gov/vehicle-and-engine-certification/remanufacture-systems-category-1-and-2-marine-diesel-engines>.
- **Cleaner Fuels and Additives:** Biodiesel and other certified alternative fuels and additives may be funded up to 100% of the cost difference if combined with a new eligible verified engine retrofit, an eligible engine upgrade, an eligible certified engine replacement or an eligible certified vehicle/equipment replacement funded by this award;
- **Idle Reduction Technologies:** EPA verified idle reduction technologies (<https://www.epa.gov/verified-diesel-tech/smartway-technology>) such as:
 - auxiliary power units and generator sets may be funded up to 25% as a standalone installation or up to 100% if combined with eligible verified exhaust control technology on long-haul Class 8 trucks, engine model year 2006 or earlier,
 - battery air conditioning systems, thermal storage systems, and fuel operated heaters aka direct fired heaters may be funded up to 25% as a standalone installation or up to 100% if combined with eligible verified exhaust control technology on long-haul Class 8 trucks,
 - fuel operated heaters aka direct fired heaters may be funded up to 25% as a standalone installation or up to 100% if combined with eligible verified exhaust control technology on school buses,
 - automatic engine shut-down/start-up systems, auxiliary power units and generator sets, fuel operated heaters aka direct fired heaters, and shore connection systems may be funded up to 40% on locomotives,
 - truck stop electrification technologies (aka electrified parking spaces) may be funded up to 30%,
 - transport refrigeration unit (TRU) electrified parking spaces may be funded up to 30%, and
 - marine shore power connection systems may be funded up to 25% for marine vessels.
- **Aerodynamic Technologies and Low Rolling Resistance Tires:** EPA verified aerodynamic technologies (<https://www.epa.gov/verified-diesel-tech/smartway-verified-list-aerodynamic-devices>) and low rolling resistance tires (<https://www.epa.gov/verified-diesel-tech/smartway-verified-list-low-rolling-resistance-lrr-new-and-retread-tire>) for long-haul Class 8 trucks may be funded up to 100% if combined on the same vehicle with a new eligible verified exhaust control technology;
- **Engine Replacement:** EPA or CARB certified engine replacement may be funded at the following percentages:
 - Highway diesel vehicle engine replacements may be funded:
 - up to 60% of replacing a diesel engine with an electric motor or electric power source.
 - up to 50% of replacing a diesel engine with a 2021 model year or newer engine that is certified to CARB's Optional Low-NOx Standards of 0.1 g/bhp-hr, 0.05 g/bhp-hr, or 0.02 g/bhp-hr NOx (Note: this is a limited subset of engines; please see EPA's "How to Identify Low NOx Certified Engines Fact Sheet" found at <https://nepis.epa.gov/Exe/ZyPDF.cgi/P10119PZ.PDF?Dockey=P10119PZ.pdf>), and
 - up to 40% of replacing a diesel engine with a newer, cleaner diesel, hybrid or alternative fuel, 2021 model year or newer engine certified to EPA emission standards. **Engine model year restrictions apply.**⁵

⁵ Existing engine must be model year 2009 or earlier to qualify for this type of engine replacement project.

- Locomotive, marine, and nonroad diesel vehicles and equipment engine replacements may be funded:
 - up to 60% of replacing a diesel engine with an electric motor or electric power source, and
 - up to 40% of replacing a diesel engine with a newer, cleaner diesel, hybrid or alternative fuel, 2021 model year⁶ or newer engine certified to EPA emission standards.
- **Clean Alternative Fuel Conversion:** Conventional, original equipment manufacturer (OEM) highway diesel vehicles and engines that are altered to operate on alternative fuels such as propane or natural gas are classified as aftermarket clean alternative fuel conversions. Clean alternative fuel conversions are accomplished by applying a certified or compliant alternative fuel conversion “kit” to an existing highway diesel engine. Funding can cover up to 40% of the cost (labor and equipment) of an eligible certified or compliant clean alternative fuel conversion. Eligible conversions are limited to those systems that have been certified by EPA and/or CARB, and those systems that have been approved by EPA for Intermediate-Age engines (EPA - www.epa.gov/vehicle-and-engine-certification/lists-epa-compliant-alternative-fuel-conversion-systems; CARB - <https://www.arb.ca.gov/msprog/aftermkt/altfuel/altfuel.htm>).

See Deliverables listed in **Deadlines and Content of Proposals** section for all deliverables that must be included in the proposal.

2.3 Who is eligible to apply?

All interested local, State, and regional agencies or departments as well as institutions, and businesses with eligible diesel vehicles or equipment operating primarily in the State of Vermont may apply.

3.0 Funding and Method of Payment

Funding for the Request for Proposals (RFP) is available from the Environmental Protection Agency (EPA). Payment is contingent upon available funding. All payments will be made after satisfactory completion of each deliverable as outlined in an award letter between the State and the selected entity.

ALN Title	Diesel Emissions Reduction Act (DERA) State Grants
ALN Number	66.040
Award Name	Clean Diesel Funding Assistance Program Fiscal Years 2023 & 2024
Award Number	DS-00A01273
Award Year	2024
Federal Granting Agency	Environmental Protection
Agency Research and Development Grant	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

4.0 Additional Requirements and Limitations

****All projects that are already underway or have been completed are ineligible for funding. Projects initiated (i.e., ordered, purchased, financed, installed, etc.) prior to receiving an award notification are ineligible for funding.****

Certification: No person shall make any false, inaccurate, incomplete, or misleading statement in any application, record, report, plan, design, statement, or document which that person submits to the Agency. Any such submission which is false or misleading shall be sufficient grounds for the denial and/or revocation of a permit, certification, registration, or

⁶ Previous engine model year engines may be used if the engine is certified to the same emission standards applicable to the engine in engine model year 2021. (Locomotive, marine, and nonroad only).

other approval, and may result in a fine and/or imprisonment pursuant to 10 V.S.A. §568.

Reimbursement: Funds are awarded on a reimbursement basis. Actual award amount will be determined based on the estimated cost of the selected technologies provided on the application and funding availability. Funds may not be used for administrative expenses.

Matching Funds: No funds awarded under this RFP shall be used for matching funds for other federal grants or Volkswagen Environmental Mitigation Trust grants. Likewise, recipient may not use federal or Volkswagen Environmental Mitigation Trust funds as cost-share funds for Vermont Diesel Emissions Reduction Financial Assistance.

Deadline: All activities related to the project must be completed prior to August 30, 2026⁷. No reimbursement will be provided for activities occurring after this deadline.

Restriction for Mandated Measures: No funds awarded under this RFP shall be used to fund the costs of emission reductions that are mandated under federal law. Specifically, proposals involving locomotives and marine engines are not eligible for funding if the emission reductions are required by EPA's locomotive and marine rule, "Control of Emissions of Air Pollution from Locomotives and Marine Compression-Ignition Engines Less than 30 liters per Cylinder." Also, proposals involving stationary engines will not be considered for funding if the emission reductions proposed for funding are required by EPA's RICE rule, "National Emission Standards for Hazardous Air Pollutants (NESHAP) for Stationary Reciprocating Internal Combustion Engines (40 CFR Part 63 Subpart ZZZZ)". Proposals which include locomotives and/or marine engines and/or stationary engines must provide a clear and concise justification for why/how the proposed emission reductions are not subject to the Restriction for Mandated Measures.

Replacement Technologies: No award funds shall be used for the purchase of exhaust controls, idle reduction technologies, low rolling resistance tires or advanced aerodynamic technologies if similar technologies have previously been installed on the vehicle or trailer.

Mandatory Cost-Share Requirement: Projects involving engine upgrades, idle reduction technologies, shore connection systems, truck stop electrification technologies, certified engine replacements, cleaner fuels use, alternative fuel conversions, or certified vehicle/equipment replacements are subject to funding limitations and mandatory cost-share requirements. There is no requirement for a cost-share contribution from applicants for projects involving Verified Emission Control Technologies or Verified Aerodynamic Technologies and Verified Low Rolling Resistance Tires.

Leasing: No award funds shall be used for leasing vehicles, engines, or equipment. If financing is necessary, the purchase must be financed with a conventional purchase loan.

Cleaner Fuels Use Projects: For new or expanded use of a cleaner fuel, this funding can cover the cost differential between the cleaner fuel and conventional diesel fuel if that cleaner fuel is used in combination, and on the same vehicle, with a new eligible verified exhaust control or an eligible engine upgrade or an eligible certified engine replacement or an eligible certified vehicle/equipment replacement funded under this award. Cleaner fuels include, but are not limited to, biodiesel and other certified alternative fuels. Stand-alone cleaner fuel use cannot be funded.

Clean Alternative Fuel Conversion Projects: To be eligible for funding, conversion systems for engine model years 2006 and earlier must achieve at least a 30% NO_x reduction and a 10% particulate matter (PM) reduction from the applicable certified emission standards of the original engine. To be eligible for funding, conversion systems for engine model years 2007 and newer must achieve at least a 20% NO_x reduction with no increase in PM from the applicable certified emission

⁷ Time extensions may be provided on a case-by-case basis.

standards of the original engine. Proposals for clean alternative fuel conversions should include a discussion of the availability of conversion systems and indicate the pre- and post-project emission standard levels of the engines in order to demonstrate that the conversions result in the required emissions benefit.

Buy America Requirements: Certain projects under this program that include an infrastructure component are subject to the Buy America Sourcing requirements under the Build America, Buy America (BABA) provisions of the [Infrastructure Investment and Jobs Act \(IIJA\)](#). These include structures, facilities, and equipment that generate, transport, and distribute energy, including electric vehicle (EV) charging equipment. When supported by rationale provided in IIJA §70914, the selected applicant may submit a request for a BABA waiver to EPA. If selected for funding, the applicant should request guidance on submitting a BABA waiver request to EPA. A list of approved EPA waivers is available on the [Build America, Buy America website](#).

Ownership and Use: Participating fleet owners must currently own and operate the existing vehicle or equipment and have owned and operated the vehicle during the last two (2) years prior to upgrade or replacement. Additionally, the existing vehicle, engine, or equipment must be fully operational. In order to be considered operational, equipment must be able to start, move, and have all necessary parts. Participants are asked to provide proof of equipment operation and use, which may include but is not limited to, odometer readings, mileage records, fuel purchase receipts or consumption records, equipment hourly usage logs, and other relevant documentation to be determined at the discretion of DEC. To be eligible for funding, the following use requirements apply:

- Existing highway engines must have accumulated at least 7,000 miles/year during the last two years prior to upgrade,
 - Exception: If an applicant can demonstrate that a certified highway engine/vehicle is being used in a predominantly nonroad application, engine operating hours as defined for nonroad usage may be used for application eligibility purposes. If selected for an award, EPA will review and approve eligibility on a case-by-case basis.
- Agricultural pumps must have been operated for at least 250 hours/year during the last two years prior to upgrade,
- Locomotive and marine engines must have been operated at least 1,000 hours/year during the last two years prior to upgrade, and
- All other nonroad engines must have been operated at least 500 hours/year during the last two years prior to upgrade.
 - Exception: If an applicant can demonstrate that a certified nonroad engine/vehicle is being used in a predominantly highway application, vehicle mileage as defined for highway usage may be used for application eligibility purposes. If selected for an award, EPA will review and approve eligibility on a case-by-case basis.

Remaining Useful Life: Existing vehicles, equipment, or engines must have at least three (3) years of Remaining Useful Life at the time of upgrade in order to be considered for award funding. As part of the application, participants must provide an 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 award funding. The remaining life estimate is the number of years of operation remaining even if the unit were to be rebuilt or sold to another fleet. The remaining life estimate depends on the current age and condition of the vehicle at the time of upgrade, as well as things like usage, maintenance, and climate.

Highway Vehicle Projects: Award recipients (Participants) will be required to provide documentation for each vehicle being replaced showing current Vermont vehicle registration. Participants must also certify that the vehicle submitted for upgrade or replacement has a current valid inspection. Exceptions to the vehicle registration and inspection requirements may be made on a case-by-case basis for unregistered vehicles operating exclusively as farm trucks as

defined by 23 V.S.A. § 370 or for yard trucks equipped with engines certified to EPA’s highway vehicle emissions standards that are used solely on-premises.

Table 1: Heavy-Duty Trucks, Transit Buses and School Buses Funding Restrictions

Current Engine Model Year	DOC +/- CCV	DPF	SCR	Verified Idle Reduction, Tires, or Aerodynamics	Vehicle or Engine Replacement with EMY ¹ 2021 or Newer	Vehicle or Engine Replacement with EMY ¹ 2021 and Newer Low- NOx or Zero Emission ²	Clean Alternative Fuel Conversion
older - 2006	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2007 to 2009	No	No	Yes	Yes ³	Yes	Yes	Yes
2010 to current	No	No	No	Yes ³	No	Yes	Yes

1. EMY - Engine Model Year
2. Zero tailpipe emissions power sources include grid, battery, or fuel cell. Eligible fuel cell projects are limited to hydrogen fuel cell replacements for eligible shuttle buses and urban transit buses.
3. Auxiliary Power Units and generators are not eligible on vehicles with EMY 2007 or newer.

Fleet Expansion: Award funding cannot be used for the purchase of vehicles, engines, or equipment to expand a fleet. Engine, vehicle, and equipment replacement projects are eligible for funding on the condition that the following criteria are satisfied:

- To be eligible for replacement, the vehicle, engine, or equipment must be fully operational and in current, regular service.
- The replacement vehicle, engine, or equipment will continue to perform the same function and operation as the vehicle, engine, or equipment that is being replaced.
- The replacement vehicle, engine, or equipment will be of the same type and similar gross vehicle weight rating (for highway vehicles) or horsepower (for nonroad) as the vehicle, engine, or equipment being replaced.
 - Nonroad: Horsepower increases of more than 40% will require specific approval by the State prior to purchase, and the applicant may be required to pay the additional costs associated with the higher horsepower equipment.
 - Highway: The replacement vehicle must not be in a larger weight class than the existing vehicle (Class 5, 6, 7, or 8). The engine’s primary intended service class must match the vehicle’s weight class. Exceptions may be granted for vocational purposes and will require specific State approval prior to purchase.

Scrappage: For vehicle, equipment and engine replacement projects, the vehicle/equipment/engine being replaced will be scrapped (rendered permanently disabled) within sixty (60) days of the replacement. Cutting a three-inch diameter hole in the engine block (the part of the engine containing the cylinders) and (if applicable) disabling the chassis by cutting through the frame/frame rails on each side at a point located between the front and rear axles is the preferred scrapping method. Vehicle/equipment components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g., plow blades, shovels, seats, etc.). If scrapped or salvaged vehicle/equipment components are to be sold, program income requirements apply. Evidence of appropriate scrapping is required and will be detailed in the award letter.

If a 2010 engine model year (EMY) or newer vehicle is replaced, the 2010 EMY or newer vehicle may be retained or sold if the 2010 EMY or newer vehicle will replace a pre-2009 EMY vehicle, and the pre-2009 EMY vehicle will be scrapped. It is preferred that the scrapped unit currently operates within the same project location(s) as the 2010 EMY or newer vehicle

currently operates, however alternative scenarios will be considered. The term “project location” as used in this RFP refers to the primary area where the affected vehicles/engines operate, or the primary area where the emissions benefits of the project will be realized. All existing and replacement vehicles are subject to the funding restrictions in the 2023-2024 Diesel Emissions Reduction Act (DERA) State Grants Program Guide available at <http://dec.vermont.gov/air-quality/mobile-sources/diesel-emissions/vt-diesel-grant>. Under this scenario, a detailed scrappage plan must be submitted and will require prior State and EPA approval.

If a Tier 2, Tier 3, or Tier 4 locomotive, marine, or nonroad vehicle, equipment and/or engine is replaced, the units may be retained or sold if they will replace a similar, lower Tiered unit, and the lower Tiered unit will be scrapped. It is preferred that the scrapped unit currently operates within the same project location(s) as the original Tier 2, 3, or 4 unit currently operates, however alternative scenarios will be considered. All existing and replacement equipment are subject to the funding restrictions in the 2023-2024 Diesel Emissions Reduction Act (DERA) State Grants Program Guide available at <http://dec.vermont.gov/air-quality/mobile-sources/diesel-emissions/vt-diesel-grant>. Under this scenario, a detailed scrappage plan must be submitted and will require prior State and EPA approval.

Vehicle, Equipment and Engine Replacement Projects: Replacement projects can include the replacement of diesel vehicles/equipment with newer, cleaner diesel, electric (grid, battery, or fuel cell), hybrid or alternative fuel vehicles/equipment.

Nonroad Projects: Engine hours may be combined to reach the thresholds below where two units will be scrapped and replaced with a single unit.

- **Agricultural Pumps:** No award funds shall be used to retrofit, replace, or upgrade agricultural pumps that operate less than 250 hours per year.
- **All Other Nonroad Engines:** No award funds shall be used to retrofit, replace, or upgrade all other nonroad engines that operates less than 500 hours per year.

Eligibility of nonroad equipment such as agricultural or construction equipment is based on remaining useful life, which has been determined by EPA and generally includes the following nonroad engines/equipment categories as eligible.

Table 2: Nonroad Funding Restrictions

Current Engine Tier	Vehicle/Equipment Replacement: EMY 2021 and Newer					Verified Exhaust Control
	Compression Ignition			Spark Ignition	Zero Emission ³	
	Tier 0 – 2	Tier 3 – 4i	Tier 4	Tier 2		
Unregulated – Tier 2	No	Yes ¹	Yes	Yes	Yes	Yes
Tier 3	No	No	Yes	Yes	Yes	Yes
Tier 4	No	No	No	No	Yes	No
Current Engine Tier	Engine Replacement ²					Verified Engine Upgrade
	Compression Ignition			Spark Ignition	Zero Emission ⁴	
	Tier 0 – 2	Tier 3 – 4i	Tier 4	Tier 2		
Unregulated – Tier 2	No	Yes ²	Yes	Yes	Yes	Yes
Tier 3	No	No	Yes	Yes	Yes	Yes
Tier 4	No	No	No	No	Yes	No

1. Tier 3 and Tier 4 interim (4i) allowed for vehicle/equipment replacement only when Tier 4 final is not yet available from OEM for 2021 model year equipment under the Transition Program for Equipment Manufacturers (TPEM).
2. Tier 3 and Tier 4i engines may be used for engine replacement only if Tier 4 is demonstrated to not be available or feasible through a best achievable technology analysis.
3. Eligible fuel cell projects are limited to hydrogen fuel cell equipment replacements for eligible terminal tractors/yard hostlers, stationary generators, and forklifts.
4. Zero tailpipe emissions power sources include grid, battery, or fuel cell. Fuel cell engine replacements are not eligible for funding.

Locomotive and Marine Projects: No award funding shall be used to retrofit, replace, upgrade, or install idle reduction technologies on eligible locomotives or marine engines that operate less than 1,000 hours/year. Engine hours may be combined to reach the 1,000-hour threshold where two engines will be scrapped and replaced with a single engine. No award funds shall be used for marine shore connection system projects that are expected to be utilized less than 1,000 MW-hr/year. No award funding shall be used for locomotive shore connection system projects that are expected to be utilized less than 1,000 hours/year.

Table 3: Marine Engines Funding Restrictions

Engine Category ¹	Engine Horse-power	Current Engine Tier	Vessel or Engine Replacement					Certified Re-manufacture System	Verified Engine Upgrade
			Compression Ignition			Spark Ignition	Zero Emission ³		
			Tier 1-2	Tier 3	Tier 4				
C1, C2	<803	Un-regulated – Tier 2	No	Yes	No	Yes	Yes	Yes	Yes
C1, C2	≥804	Un-regulated – Tier 2	No	Yes ²	Yes	Yes	Yes	Yes	Yes
C1, C2	<803	Tier 3	No	No	No	Yes	Yes	No	No
C1, C2	≥804	Tier 3	No	No	Yes	Yes	Yes	No	No
C1, C2	≥804	Tier 4	No	No	No	No	No	No	No
C3	All	Un-regulated – Tier 2	No	Yes	No	No	No	No	No
C3	All	Tier 3	No	No	No	No	No	No	No

1. Marine engine categories are based on displacement per cylinder and are as follows: C1 (up to 7 liters per cylinder displacement), C2 (between 7 and 30 liters per cylinder displacement), and C3 (over 30 liters per cylinder displacement).
2. Tier 3 engines may be used for engine replacement only if Tier 4 is demonstrated not to be available or feasible through a best achievable technology analysis. Over 800 HP, Tier 3 engines are not eligible for full vessel replacement.
3. Zero tailpipe emissions power sources include grid, battery, or fuel cell. Fuel cell engine and vessel replacements are not eligible for funding.

Table 4: Locomotive Engines Funding Restrictions

Current Locomotive Tier	Locomotive Or Engine Replacement				Verified Exhaust Control	Idle Reduction Technology ²	Certified Remanufacture System
	Tier 0-2+	Tier 3	Tier 4	Zero Emission ¹			
Unregulated-Tier 2+	No	Yes ³	Yes	Yes	Yes	Yes	Yes
Tier 3	No	No	Yes	Yes	Yes	Yes	Yes
Tier 4	No	No	No	No	No	Yes	No

1. Zero tailpipe emissions power sources include grid or battery. Fuel cell engine and locomotive replacements are not eligible for funding.
2. Automatic Engine Start-Stop technologies are only eligible to be installed on locomotives currently certified to Tier 0 or unregulated.
3. Tier 3 engines may be used for engine replacement only if Tier 4 is demonstrated not to be available or feasible through a best achievable technology analysis. Tier 3 is not eligible for locomotive replacement.
4. Tier 0+, Tier 1+, and Tier 2+, Tier 3, and Tier 4 represent locomotives manufactured or remanufactured under the more stringent Tier standards promulgated under the 2008 (current) locomotive and marine rule. Tier 0, Tier 1, and Tier 2 represent locomotives originally manufactured or remanufactured under the less stringent Tier standards promulgated in 1997.

5.0 Project Timeline

Within forty-five (45) days of receiving a pre-award notification, selected participants are required to provide photographs in jpeg format of the vehicle or nonroad equipment engine data plate(s) showing the engine serial number, engine model year, and EPA emissions family. In the event that the engine data plate is illegible or missing, selected participants should request that the engine information be provided by the vehicle or nonroad equipment dealer or original equipment manufacturer (OEM).

Upon issuance of a final award letter, all work is to be completed between the date of the award and **August 30, 2026⁸**. Specific project deliverables and deliverable deadlines will be detailed in the award letter.

6.0 Bidder's Conference

A Bidder's Conference will be hosted by the State of Vermont, DEC. Applicants can join this meeting via Microsoft Teams through the link below.

Conference Title: Vermont Diesel Emissions Reduction Financial Assistance

Date and Time: Tuesday, February 18, 2025 1:00 PM -2:00 PM EST

Moderator Name: Leigh Martin, State of Vermont, Dept. of Environmental Conservation

Conference Access: Join on your computer, mobile app or room device

Click here to join the meeting: [Join the meeting now](#)

Or call in (audio only): 1-802-828-7667, phone conference ID: 634 590 897#

Purpose of Meeting: The meeting will be used to go through the application process, discuss any questions as well as, address any questions previously submitted to the Grant Manager, Jean Nicolai at jean.nicolai@vermont.gov or the Technical Project Manager, Leigh Martin at leigh.martin@vermont.gov. Following the meeting, we will post all questions and answers addressed at the meeting to the business registry website. Although a bidder's attendance is not mandatory and is not part of the selection criteria, attendance is highly suggested as we will be reviewing how to fill in all the paperwork.

⁸ Time extensions may be provided on a case-by-case basis.

7.0 Procurement

Participants must maintain written procedures for procurement transactions. Any equipment, supplies, and/or services procured outside of a Participant's organization will need to be obtained per the grantee's procurement or purchasing policy.

Vermont Diesel Emissions Reduction Financial Assistance Participants are subject to Uniform Guidance (UG) Procurement Standards (2 CFR Part 200.318-200.326) that apply to federal financial assistance where any portion of the work is being subcontracted.

Minimum competitive bidding requirements in UG Procurement Standards must be met in addition to any other provisions of a Participant's adopted purchasing or procurement policy.

- **\$10,000 or less:** If a procurement of goods, services or equipment paid for by your award is \$10,000 or less, a Participant can follow their own adopted purchasing policy. There are no Federal requirements for competitive bidding for procurements less than \$10,000.
- **More than \$10,000 and less than \$250,000:** If a procurement of goods, services or equipment paid for by your award is more than \$10,000 and less than \$250,000, then you must obtain price or rate quotations from at least two qualified sources prior to entering into a subcontract or expending any award funds on subcontracted work.
- **\$250,000 or more:** If a procurement of goods, services or equipment paid for by your award is \$250,000 or more, competitive proposals must be solicited via a formal Request for Proposals process that identifies all bid evaluation factors and their relative importance.

These multiple price or rate quotations can be solicited before or after the financial assistance is awarded. Participants should maintain any requests for proposals/price or rate solicitation documents, bids received, subcontract documents and any other relevant procurement documents in their award file. Participants should be able to produce upon request during the record retention period.

8.0 Deadlines and Content of Proposals

8.1 Questions: All questions are required to be submitted electronically via email to Jean Nicolai at jean.nicolai@vermont.gov by **February 24, 2025 12:00 PM (noon) EST** using the subject line "*Vermont Diesel Emissions Reduction Financial Assistance -2024-RFP Questions.*" Answers to questions received will be posted to the Vermont Business website by February 26, 2025 4:00 PM EST.

8.2 Q & A Session: A Bidder's Conference will be hosted by the State of Vermont, DEC on **February 18, 2025 from 1:00 PM to 2:00 PM EST**. Applicants can join this meeting via our Microsoft Teams link. Details are provided above in the Bidder's Conference section.

8.3 Submittal: All proposals must be submitted electronically via email to Jean Nicolai at jean.nicolai@vermont.gov by **March 5, 2025 at 4:00 PM EST** using the subject line "*Vermont Diesel Emissions Reduction Financial Assistance 2024- RFP Proposal.*"

8.4 Bid opening: Proposals are anticipated to be opened **March 6, 2025 at 9:00 AM EST**.

8.5 Content of Proposal: All proposals must include the following information:

- A fully completed and signed application and associated documentation verifying fuel and operations information. (Attached separately as a pdf fillable form on the Vermont Business website).
- Substantiation Statement (**only required for projects involving locomotives, marine vessels, and/or stationary engines; not required for all other projects**). (Attached separately as a pdf fillable form on the Vermont Business website).

9.0 Selection Criteria

Proposals will be reviewed and evaluated by three (3) or more State of Vermont staff members. Selection will be based on the following criteria:

Selection Criteria	Points
1. Project summary and approach – application will be evaluated based on the extent and quality of the applicant’s project summary and overall approach, including: <ul style="list-style-type: none"> a. Clarity and quality of project description. b. Whether the proposal sets forth a reasonable time schedule for the execution of the tasks associated with the project. 	20
2. Additional consideration will be given to projects located in areas that receive a disproportionate quantity of air pollution from diesel fleets, and that are most vulnerable to negative health impacts due to air quality, exposure to diesel emissions, and individual risk factors. ⁹	10
3. Application will be evaluated on the extent and quality to which detailed information on the target fleet (vessel(s), vehicle(s), engine(s) and/or equipment) is provided in the Current Vehicle / Equipment Description	20
4. Application will be evaluated on the percentage of time the engine, equipment, or vehicles operate in Vermont.	10
5. Application will be evaluated on the project cost effectiveness, as determined by DEC, utilizing the U.S. EPA’s Diesel Emissions Quantifier (DEQ) and/or the Argonne National Laboratory’s Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) Tool.	30

⁹ VT DEC will allocate 10/100 points in consideration of environmental justice and disadvantaged communities. A flat 5 points will be awarded to projects in communities that have at least one census tract that is identified as “disadvantaged” using the [Inflation Reduction Act Disadvantaged Communities Map](#). Up to another 5 points may be awarded to communities using an EJ indicator matrix developed by the Mobile Sources Program that weighs thirteen different factors from HYPERLINK

"https://www.epa.gov/ejscreen"EPA’s tool and awards a point value (from 0-5) depending on whether the communities where the project is located or operates are above the statewide average for any or all of the 13 different environmental, healthy, and demographic factors (asthma, diversity, low income, less than high school degree, particulate matter 2.5, ozone, cancer risk, respiratory hazard index, linguistic isolation, percent of population over 64, percent of population under 5, diesel particulate matter, and traffic proximity).tool and awards a point value (from 0-5) depending on whether the communities where the project is located or operates are above the statewide average for any or all of the 13 different environmental, healthy, and demographic factors (asthma, diversity, low income, less than high school degree, particulate matter 2.5, ozone, cancer risk, respiratory hazard index, linguistic isolation, percent of population over 64, percent of population under 5, diesel particulate matter, and traffic proximity).

6. Project innovation – additional consideration will be given to projects for which the applicant provides an innovative use of funding within the constraints of award guidelines.	5
7. Project sustainability – application will be evaluated based on the extent and quality to which the applicant can demonstrate that the applicant and/or its project partners will implement idle-reduction policies.	5
Total	100

Projects involving electrification will be scored against other electrification projects, while those involving diesel replacements or upgrades will be scored against other diesel replacement/upgrade projects. At the discretion of the DEC, top-scoring projects from both project category groups may be awarded funding.

Applicants proposing projects involving the installation of electric vehicle supply equipment or other stationary equipment sited in locations identified as vulnerable to damage from river processes (e.g., inundation, erosion, and deposition) may, upon DEC’s request, be asked to describe what mitigation measures will be put in place to safeguard their project against flood impacts. Provision of this information is not required as part of the initial application package and will be determined if needed on a case-by-case basis by DEC.

Past performance, if applicable, will be considered. If the applicant previously received a financial assistance award under this initiative, their past performance will be evaluated based on the overall project success, efforts to control costs, timeliness, and compliance with schedules, and conduct of management or business relations.

Applications received after the deadline will not be eligible for funding.

All complete proposals received by the deadline will be evaluated and scored. If more complete and eligible proposals are received than can be funded (based on the amount of funding available), then a wait list may be utilized. If a selected applicant does not complete the award requirements, drops out, or is otherwise deemed ineligible, communication will be sent to the applicant indicating that their award has been rescinded. The funds from that applicant may be offered to the next applicant on the wait list. Also, if additional funding becomes available, then funding may be offered to the next applicant on the wait list.

10.0 Eligibility

A current Vermont state employee responding to this RFP as a sole proprietor or owner of other form of business must obtain a waiver from the Vermont Department of Human Resources prior to entering into agreement with the State.

11.0 Reservation of State’s Rights

The State reserves the right:

- to accept or reject any and all bids, in whole or in part, with or without cause in the best interest of the State;
- waive technicalities in submissions; (A technicality is a minor deviation from the requirements of an RFP that does not impact the substantive terms of the bid/RFP and can be considered without a material impact on the RFP process, etc.). If uncertain of whether a condition qualifies as a technicality, consult with the OPC or AGO for clarification. For example, a late bid is NOT considered a technicality;
- to make purchases outside of the awarded contracts where it is deemed in the best interest of the State; and

- to obtain clarification or additional information.

12.0 Insurance

Not applicable.

13.0 Confidentiality

After conclusion of the agreement process, Proposals are a matter of public record. If an application includes material considered by the applicant to be proprietary and confidential under 1 V.S.A., Chapter 5, the application shall clearly designate the material as such and explain why such material should be considered confidential. The Vendor must identify each page or section of the Proposal that it believes is proprietary and confidential with sufficient grounds to justify each exemption from release, including the prospective harm to the competitive position of the applicant if the identified material were to be released.

Under no circumstances shall the entire Proposal be designated as proprietary or confidential. If the Vendor marks portions of the Proposal confidential, the Vendor shall provide a redacted version of the Proposal for release to the public. Notwithstanding the above, the Secretary has an independent obligation under Vermont law to determine whether any proposal material is subject to public inspection and copying upon request, which may include material that has otherwise been designated as proprietary and confidential by the Vendor. The Vendor's designation of material as proprietary and confidential, and submission of a redacted Proposal, are provided to the Secretary for informational purposes in the event the Agency receives a public records request and will not result in withholding of materials by the Secretary unless expressly supported by Vermont law.

14.0 Attachments

The below listed attachments are examples included for information only, are not required to be submitted with proposals and may be subject to change prior to issuance of award letter.

- 14.1 Participant Support Costs Award Letter
- 14.2 Attachment A Attestations Form
- 14.3 Attachment B Form 430 Request for Funds
- 14.4 Attachment C Project Completion Elements
- 14.5 Attachment D Other Award Provisions
- 14.6 Attachment E Project Eligibility Certification Statement
- 14.7 Attachment F Engine/Chassis Destruction Certification Statement
- 14.8 Attachment G Equipment Ownership Request/Approval Form
- 14.9 Example Application

Documents required to be submitted with a proposal in response to this RFP are listed below and are included as separate attached PDFs on the Vermont Bid System posting.

- 14.10 Vermont Diesel Emissions Reduction Financial Assistance Application (attached separately as a pdf fillable form on the Vermont Business website)
- 14.11 Substantiation Statement for Vermont Diesel Emissions Reduction Financial Assistance (only required for projects involving locomotives, marine engines, and/or stationary engines; attached separately as a pdf fillable form on the Vermont Business website)

EXAMPLE AWARD LETTER

For information only - Subject to Modification Prior to Award Issuance

[Date]

[Participant Entity Name]

[Participant POC]

[Physical Address]

[Participant POC email]

Re: Diesel Emission Reduction Financial Assistance Award

Dear [Participant POC]:

Thank you for applying for financial assistance through the Vermont Department of Environmental Conservation (VTDEC) Diesel Emission Reduction Program. This letter is provided to notify you that your application for [Project Name] has been approved and [Participant Entity Name] is eligible to receive up to a maximum of \$[amt] towards the eligible cost of the project.

Vehicle Information Table [Table may be modified depending on project type]			
Fleet Name:		Plate #:	
Vehicle Make:		Engine Make:	
Vehicle Model:		Engine Model:	
Vehicle Year:		Engine Year:	
VIN:		Engine Serial #:	
GVWR:		Engine Family:	

Award payments will be issued as follows:

1. Direct reimbursement for amount awarded upon full completion of all deliverables and work has been deemed completed and approved by VTDEC.

For information on deliverables and reporting requirements please refer to the following pages and the Diesel Emission Reduction Act financial assistance program manual at

<https://dec.vermont.gov/sites/dec/files/aqc/mobile-sources/documents/DERA%202023-2024%20State%20Program%20Guide.pdf>. The project deliverables that are applicable to each project(s), and Form 430 Request for Funds invoice must be uploaded to the ANR Online System for reimbursement consideration at <https://anronline.vermont.gov/home>.

Guidance on how to submit deliverable and invoices to the ANR Online system can be found at the following link: <https://dec.vermont.gov/content/anr-online-grants-contracts>

The following attachments will be included in this award to enable deliverable and invoice submittal. These include:

1. Attachment A – A fully signed and completed Attestations Form.
2. Attachment B.1 – Form 430 Request for Funds (For Agreements With Match) (Invoice)
3. Attachment B.2 – Form 430-M Volunteer/In-Kind/Cash Match Documentation

Vermont Department of Environmental Conservation
Agency of Natural Resources

4. Attachment C – Project Completion Elements
5. Attachment D – Other Award Provisions
6. Attachment E – Project Eligibility Certification Statement
7. Attachment F – Engine/Chassis Destruction Certification Statement
8. Attachment G – Equipment Ownership Request/Approval Form

Payment can only be made for actual eligible project costs incurred after applicable cost share is expended, and if the project is deemed complete by VTDEC. Work must be completed as described in the application, **and** all documents must be received by VTDEC by **August 30, 2026**.

Participants may be required to provide periodic written or verbal updates or status reports at the request of the VTDEC.

You are required to retain this award letter for a period of at least 3 years. Please contact me if you have any questions related to this award.

Sincerely,

[VTDEC Technical Project Manager signature and signature block]

EXAMPLE ATTACHMENT A

For information only – Not required to be submitted with proposal and subject to modification prior to award issuance

**Diesel Emission Reduction Financial Assistance
Participating Costs Award
Attestations**

Participant Applicant Name: _____

Applicant must attest to the following by checking the box next to the statement, signing, and returning a digital copy of this document to <<email address>>:

- 1. I have the authority to request payment from the State of Vermont on behalf of the Participant submitting this application. I am requesting payment of the agreement amount, determined by the Agency of Natural Resources and the Vermont Department of Environmental Conservation equal to \$THIS WILL BE FILLABLE. This agreement will be used to cover costs related to the Diesel Emission Reduction Financial Assistance Award.
- 2. I have authority to submit this application for the entity named above.
- 3. I understand that the State of Vermont will rely on this certification as a material representation in making this agreement.
- 4. I agree that the entity submitting this application must repay the funding or portion of the funding to Agency of Natural Resources if:

Any funds received are based on incorrect representations made on this application or to the Agency of Natural Resources or the Vermont Department of Environmental Conservation related to this application; or Any funds that are covered by other federal funds or federally forgiven loans received by the business. I agree that the final determination of whether there has been a duplication of benefits will be made by Agency of Natural Resources. Expenses covered by the funds received under this application/award have not been and will not be recovered using any other source of Federal funds.

- 5. To the best of my knowledge, as of the date that this Application is signed, neither Participant nor Participant's principals (officers, directors, owners, or partners) are presently debarred, suspended, proposed for debarment, declared ineligible or excluded from participation in Federal programs, or programs supported in whole or in part by Federal funds. Entities that are suspended and/or debarred will have received a notification letter from the Federal Government. Information on suspension and debarment can be found [here](#).
- 6. I agree to have my information shared within state government and the state's contracted entities to process this application

Vermont Department of Environmental Conservation
Agency of Natural Resources

- 7. Applicant agrees to spend these funds by August 30, 2026.
- 8. I certify that the applicant is in good standing with the Vermont Department of Taxes.
- 9. I certify that the Applicant complies with local, state, and federal labor laws.
- 10. I certify that Applicant is in good standing with the Vermont Secretary of State.
- 11. Under the penalty of perjury, I certify that:
 - 1. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS notified me that I am no longer subject to backup withholding;

IRS has notified the payee that backup withholding applies.
 - 2. I am U.S. citizen or other U.S. person.
- 12. I attest, under penalty of perjury, that all information provided on this form is true and accurate. Further, I understand that intentional misrepresentation of information is fraud and may subject me to disqualification from receiving further benefits, administrative penalties, and criminal prosecution.
- 13. I shall maintain all records pertaining to performance under this agreement. "Records" means any written or recorded information, regardless of physical form or characteristics, which is produced or acquired by the Participant in the performance of this agreement. Records produced or acquired in a machine-readable electronic format shall be maintained in that format. The records described shall be made available at reasonable times during the period of the Agreement and for five years thereafter or for any period required by law for inspection by any authorized representatives of the State or Federal Government. If any litigation, claim, or audit is started before the expiration of the five-year period, the records shall be retained until all litigation, claims or audit findings involving the records have been resolved.
- 14. The DEC may share the information on this award with other Vermont state agencies, and other Vermont agencies can share information with DEC for the purpose of verifying applicant's eligibility for this or another financial award, grant or payment related to this agreement.

Printed Name: _____

Authorized Signature: _____

Date: _____

EXAMPLE ATTACHMENT B.1

For information only – Not required to be submitted with proposal and subject to modification prior to award issuance

Form 430 Request for Funds (for Agreements With Match)

Form must be filled out entirely before payment is released

Participant Name:
Award #:
***Payment#:**
Amount Requested:

* Number of payment request(s) made under this agreement

Performance Measure and Submitted Deliverable(s)	Budget Amount	Amount Requested this Submission	Amount Previously Requested	Total Match for this Submission (If applicable, use total from Form 430-M)
1. Provide a copy of registration, and a written statement signed by the authorized signatory certifying that the vehicle being replaced is operational, has been in normal active use, and has a current valid inspection; 2. Provide a written statement signed by the authorized signatory estimating the remaining useful life of the vehicle approved for replacement; 3. Provide a written statement signed by the authorized signatory certifying that the replacement vehicle will be equipped with a 2021 or newer engine certified to EPA's emissions standards and represent a like-for-like replacement in form and function; 4. Provide a copy of a newly adopted or updated idling reduction policy; 5. Follow their company's established procedure for obtaining competitive bids and selecting vendors for the purchase of the replacement and at a minimum, two quotes need to be obtained and provided; 6. Following purchase, provide a copy of the title or manufacturer's certificate of origin for the new replacement vehicle; 7. Complete all scrappage requirements (see Attachments C and F) for the vehicle being replaced; 8. Provide photographs of the replacement vehicle and its engine data plates showing engine serial number, engine model year, and emissions family; and, 9. Provide copies of the invoice(s) and cancelled check or finance document as proof of payment for the replacement vehicle.	___% of total project costs, up to \$___.00	\$___	\$___	\$___
Total	\$___.00	\$	\$	\$

Approvals for Payment
Signed by:

Participant Authorized Signature: _____ Date: _____

Title: _____

The Participant certifies that deliverables being billed on this invoice have been completed as outlined in the award letter.

EXAMPLE ATTACHMENT B.2
Form 430-M Volunteer/In-Kind/Cash Match Documentation

For information only – Not required to be submitted with proposal and subject to modification prior to award issuance

Volunteer or Donated Professional Services. Volunteer services (non-skilled labor), and work performed by individuals under the age of 18 will be valued at the State of Vermont's minimum wage rate. Donated professional services are defined as services provided at no cost to the grantee by firms or individuals possessing specialized or expert skills and knowledge to perform professional services or operating specialized equipment related to all or part of the approved scope of work as stated in the Grant Agreement. The VT Dept. of Environmental Conservation may request written documentation in support of the listed professional or equipment services. All volunteer or donated professional services must occur during the Grant Agreement period.

Name of Person or Organization Volunteering Service	Summary Description of Tasks Provided	Date or Date Range	# of Hours	Billable Hourly Rate	Miles Traveled	Miles Traveled X Federal Standard Mileage Rates**	Total Donated Value (Hours X Rate + Mileage Cost)
						\$0.00	\$0.00
						\$0.00	\$0.00
						\$0.00	\$0.00
						\$0.00	\$0.00
						\$0.00	\$0.00
						\$0.00	\$0.00
						\$0.00	\$0.00
						\$0.00	\$0.00
						\$0.00	\$0.00
						\$0.00	\$0.00
						\$0.00	\$0.00
						Total	\$0.00

** 2024 Federal Standard Mileage Rate is \$0.67 /mile driven.

In-Kind Costs. This section summarizes the grantee's in-kind equipment, supplies and/or personnel costs of staff for services and labor to perform part of the approved scope of work as stated in Grant Agreement.

	Salary	
	Indirect Charges	
	Mileage	
	Other Expenses	
	Total	\$0.00

Cash. This section summarizes actual cash paid by the grantee for a service or product related to part of the approved scope of work as stated in the Grant Agreement. This includes any funds that were donated to the grantee to off-set the costs of a specific item.

	[Describe Cash Contribution]	
	[Describe Cash Contribution]	
	[Describe Cash Contribution]	
	Total	\$0.00
Total/Cumulative In-Kind and Cash Match		Total \$0.00

*Submit Form 430-M in excel format with Form 430 (in PDF) via email. Columns G and H contain formulas that auto-calculate totals.

EXAMPLE ATTACHMENT C – PROJECT COMPLETION ELEMENTS
For information only - Subject to Modification Prior to Award Issuance

For the [vehicle or equipment description] approved for [replacement or other action] during the application process and listed in the Award Letter, the Participant agrees to complete the following activities:

1. provide a copy of current vehicle registration, and provide a written statement signed by the authorized signatory certifying that the vehicle being replaced is operational and has been in normal active use during the previous calendar year, continues to be in normal active use, and currently has a valid Vermont inspection certificate;
2. provide a written statement signed by the authorized signatory estimating the remaining useful life¹⁰ of the vehicle approved for replacement.
3. provide a copy of a newly adopted idling reduction policy or updated existing idling reduction policy tailored to fit your business operation, which complies with Vermont law, 23 V.S.A. § 1110;
4. provide a written statement signed by the authorized signatory that the new replacement vehicle will resemble the replaced vehicle in form and function, is powered by a 2021 model year or newer engine certified to U.S. Environmental Protection Agency emission standards, and will have a similar gross vehicle weight rating, thus remaining within the weight class of the vehicle being replaced¹¹;
5. follow Participant’s established procedure for obtaining competitive bids and selecting a vendor(s) for the purchase of the replacement vehicle, and at a minimum, two quotes need to be obtained and provided;
6. following purchase, provide a copy of the title or manufacturer’s certificate of origin for the new replacement vehicle;
7. complete all scragpage requirements (see description below and Attachments E and F) for the vehicle being replaced;
8. following purchase, provide photographs of the new vehicle and its engine data plate(s) showing engine serial number, engine model year, and emissions family; and
9. provide copies of the invoice(s) and cancelled check(s) or finance document(s) as proof of payment for the new replacement vehicle.

For the [vehicle or equipment description] approved for [replacement or other action] during the application process and listed in the Award Letter, the Participant agrees to comply with the following award requirements:

1. Scragpage Requirements: The Participant agrees to scrap the vehicle.

¹⁰ 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. The remaining life estimate is the number of years of operation remaining even if the unit were to be rebuilt or sold to another fleet. The remaining life estimate depends on the current age and condition of the vehicle at the time of upgrade, as well as things like usage, maintenance and climate.

¹¹ The eligible cost of the vehicle replacement includes the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the vehicle functional. The cost of additional “optional” components or “add-ons” that significantly increase the cost of the vehicle may not be eligible for funding under the grant; the replacement vehicle should resemble the replaced vehicle in form and function.

- a. The vehicle must be scrapped, rendered permanently disabled by cutting, drilling, or punching a three inch by three-inch (3" x 3") hole in the engine block and cutting completely through the frame/frame rails on each side of the vehicle by the completion date of the award letter or within 60 days of receiving the replacement vehicle, whichever comes first. Other acceptable scrappage methods may be considered and will require prior written U.S. EPA and State approvals.
- b. Evidence of appropriate disposal is required and includes digital photos (submitted electronically as image files [JPEG]) of the engine tag(s) (showing serial number, engine family number, and engine model year) and the destroyed engine block and frame.
- c. Representatives of the State shall be allowed the opportunity to witness the destruction with a one week (minimum) advance notice of the event.
- d. The Participant may retain possession of the scrapped vehicle or sell it as scrap metal after the engine and frame have been permanently disabled.
- e. For assistance in locating a licensed salvage yard for vehicle scrappage, please contact the State's Technical Project Manager.

ATTACHMENT D: OTHER AWARD PROVISIONS*For information only*

1. Participants shall follow their procurement procedures and are subject to Uniform Guidance (UG) Procurement Standards (2 CFR Part 200.318-200.326) that apply to federally funded awards where any portion of the work is being subcontracted.
 - a. \$10,000 or less: If a procurement of goods, services or equipment paid for by your grant is \$10,000 or less, a Participant can follow their own adopted purchasing policy. There are no Federal requirements for competitive bidding for procurements less than \$10,000.
 - b. More than \$10,000 and less than \$250,000: If a procurement of goods, services or equipment paid for by your grant is more than \$10,000 and less than \$250,000, then you must obtain price or rate quotations from at least two qualified sources prior to entering into a subcontract or expending any awarded funds on subcontracted work.
 - c. \$250,000 or more: If a procurement of goods, services or equipment paid for by your grant is \$250,000 or more, competitive proposals must be solicited via a formal Request for Proposals process that identifies all bid evaluation factors and their relative importance.
2. Any equipment purchased by the Participant under this award letter will remain the property of the Participant and may not be transferred to another party without written permission from the State. Participant agrees that at the end of the project period the Participant will continue to use the equipment purchased under this assistance agreement in the project or program for which it was acquired as long as needed, whether or not the project or program continues to be supported by federal funds.

**EXAMPLE ATTACHMENT E
PROJECT ELIGIBILITY CERTIFICATION STATEMENT**

For information only - not required to be submitted at time of proposal,

2023-2024 Diesel Emissions Reduction Act (DEIRA) State Grants

Sample Eligibility Statement

EPA Grant ID#:

Vehicle make:		Engine make:	
Vehicle model:		Engine model:	
Vehicle model year:		Engine model year:	
VIN:		Engine horsepower:	
Odometer/usage meter reading:		Engine ID or serial number:	
Vehicle registration state and 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 highway vehicle currently has a valid Vermont inspection certificate.
4. The existing vehicle, engine, or equipment has at least three years of remaining life at the time of upgrade.
5. The existing highway vehicle has accumulated at least 7,000 miles/year during the two years prior to upgrade.

I further certify that the vehicle/engine/equipment replacing the unit identified above is representative of a like-for-like replacement, which will resemble the vehicle, engine, or equipment that is being replaced in form and function, will be powered by a 2021 model year or newer engine certified to U.S. Environmental Protection Agency emission standards, and will have a similar gross vehicle weight rating, thus remaining within the weight class of the vehicle being replaced.

Vehicle owner's name: _____

Vehicle Owner (Signature)

Date

Vehicle owner's address: _____

EXAMPLE ATTACHMENT F
Engine/Chassis Destruction Certification Statement

For information only - not required to be submitted at time of proposal,

2023-2024 Diesel Emissions Reduction Act (DERA) State Grants
 Sample Scrapage Statement

EPA Grant ID#:

Vehicle make:		Engine make:	
Vehicle model:		Engine model:	
Vehicle model year:		Engine model year:	
VIN:		Engine horsepower:	
Odometer meter reading:		Engine ID or serial number:	

I certify that on ___(insert date)___, the above engine and chassis were permanently disabled. Disabling the engine consisted of drilling a three-inch hole in the engine block or some other approved scrapage method. Disabling the chassis consisted of cutting completely through the frame/frame-rails on each side of the vehicle/equipment at a point located between the front and rear axles or some other approved scrapage method.

The following required digital photos of the disabled engine and chassis are attached: Side profile of the vehicle, prior to disabling; VIN tag or equipment serial number; Door jamb sticker (Federal Motor Vehicle Safety Standards sticker), as applicable; Engine label (showing serial number, engine family number, and engine model year); Engine block, prior to hole; Engine block, after hole; and Cut frame rails. For highway vehicles, indicate on the vehicle's title that the vehicle has been permanently disabled and is not to be re-registered (e.g., write "Junk" on back of title) and attach a copy of the title to this form.

 EPA Grantee/Subgrantee Authorized Representative (Print Name)

 EPA Grantee/Subgrantee Authorized Representative (Signature) _____
Date

Vehicle owner's name and address: _____

 Vehicle Owner (Signature) _____
Date

Dismantler/Scrapper name and address: _____

 Vermont Salvage Yard License ID #: _____ License Expiration Date: _____
 Amount Paid to Owner by Dismantler: \$ _____

 Dismantler/Scrapper (Signature) _____
Date

ATTACHMENT G
Department of Environmental Conservation
Equipment Ownership Request / Approval Form

For information only - not required to be submitted at time of proposal,

The State of Vermont Department of Environmental Conservation (DEC) requires Grantees to submit written request indicating the awardee wishes to retain any equipment¹² purchased or furnished to the Grantee with State or Federal funds at the end of the grant term. This requirement is outlined in Section 6. Ownership and Disposition of Equipment clause¹³ of the original agreement.

Items of equipment with a current per unit fair market value of \$5,000 or less may be retained, sold, or otherwise disposed of with no further obligation to DEC.

When disposing of or replacing items of equipment purchased under this grant with a current per unit fair market value in excess of \$5,000, Grantee must request disposition instructions from DEC.

If DEC fails to provide requested disposition instructions within 120 days, items of equipment with a current per-unit fair market value in excess of \$5,000 may be retained by the non-Federal entity or sold. DEC is entitled to an amount calculated by multiplying the current market value or proceeds from sale by the DEC's percentage of participation in the cost of the original purchase

Grantee:	
Agreement #:	
Equipment Name /Type:	
Date of Purchase:	
Original Cost of Equipment:	\$
Estimated Current Market Value of Equipment:	\$
Description of Equipment:	

By signing below the Grantee certifies that they accept ownership of the above named equipment for the same use and intended purpose as outlined in the original agreement.

 Grantee Signature

 Date

 Print Name

 Signer's Title

Please complete all of the fields above and submit this document to your DEC point of contact. The DEC Financial Operations Section will review this information and provide you with a signed copy once it has been approved.

DEC Financial Operations Only

By signing below The Vermont Department of Environment Conservation hereby grants your request to retain the equipment referenced above for the same use and intended purpose as outlined in the original agreement.

The DEC's Approval: _____ **Date:** _____

¹² **Equipment** tangible personal property (including information technology systems) having a useful life of more than one year and a per-unit acquisition cost which equals or exceeds the lesser of the capitalization level established by the non-Federal entity for financial statement purposes, or \$5,000.

¹³ **Ownership and Disposition of Equipment:** Any equipment purchased or furnished to the Grantee by the State under this Grant Agreement is provided on a loan basis only and remains the property of the State. Grantee must submit a written request to retain the equipment at the end of grant term for the same use and intended purpose as outlined in this agreement. The written request should include: description of equipment, date of purchase, original cost and estimated current market value.

**FY2024 Vermont Diesel Emissions Reduction Financial Assistance
Application Checklist
SAMPLE APPLICATION FOR REFERENCE ONLY**

Please review and check the boxes below to confirm the following statements. Note that additional eligibility requirements may apply depending on project type.

<input checked="" type="checkbox"/>	My proposed project is not yet underway (i.e., ordered, purchased, financed, installed, etc.).
<input checked="" type="checkbox"/>	My proposed project meets the minimum Ownership and Use ¹⁴ requirements described in the Request for Proposals. <ul style="list-style-type: none"> - The vehicle/equipment/engine has been owned and operated by the applicant for at least two years. - The vehicle/equipment/engine is operational and in normal, active use. - Highway vehicles/engines must have operated at least 7,000 miles/year during each of the last two years. - Nonroad equipment/engines must meet the minimum thresholds of 250 hours/year for agricultural pumps, 1,000 hours per year for locomotive and marine engines, and 500 hours per year for all other nonroad engines during each of the last two years.
<input checked="" type="checkbox"/>	My application includes proof of annual fuel usage and mileage (highway vehicles) or hours of operation (nonroad equipment) for the past year, which may include but is not limited to International Registration Plan reports, fuel logs, fuel purchase receipts, odometer readings/mileage records, and/or hour meter readings. ¹⁵
<input checked="" type="checkbox"/>	The vehicle/equipment/engine associated with my proposed project meets the minimum requirement of three years for Remaining Useful Life ¹⁶ as described in the Request for Proposals.
<input checked="" type="checkbox"/>	My proposed project will be complete by Aug 30, 2026. ¹⁷
<input checked="" type="checkbox"/>	For projects involving the replacement of highway vehicles or onroad vehicle engines with newer <u>diesel</u> vehicles/engines, the engine model year of the unit being replaced is 2009 or earlier.
<input checked="" type="checkbox"/>	For projects involving highway vehicles or onroad vehicle engines, the vehicle is registered in and has a current valid Vermont inspection.
<input checked="" type="checkbox"/>	For vehicle, equipment, and engine replacement projects, I understand that the vehicle/equipment/engine being replaced must be permanently disabled within 60 days of receiving the new vehicle/equipment/engine in accordance with the Scrappage requirements described in the Request for Proposals.
<input checked="" type="checkbox"/>	For electrification projects, I understand that charging infrastructure components of my project may be subject to the Buy American Sourcing requirements of the Build America, Buy America provisions of the Infrastructure Investment and Jobs Act (IIJA) .

¹⁴ If an applicant can demonstrate that a certified highway engine/vehicle is being used in a predominantly nonroad application, engine operating hours as defined for nonroad usage may be used for eligibility purposes. Conversely, if a nonroad engine/piece of equipment is operated predominately in an onroad application, mileage may be used. EPA will review and approve eligibility on a case-by-case basis upon award selection.

¹⁵ If fuel records and/or usage records are not available, please provide a basis for the numerical estimates included in your application.

¹⁶ This is an 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 award funding. The remaining life estimate is the number of years of operation remaining even if the unit were to be rebuilt or sold to another fleet.

¹⁷ Extensions may be approved on a case-by-case basis.

Vermont Diesel Emissions Reduction Financial Assistance Application – SAMPLE APPLICATION FOR REFERENCE ONLY

APPLICATIONS MUST BE RECEIVED BY **MARCH 5, 2025**

INSTRUCTIONS: Please submit an electronic copy of this application form and the Substantiation Statement (if applicable) to:

Jean Nicolai, Department of Environmental Conservation
jean.nicolai@vermont.gov
(802) 585-4888

All questions should be directed to Jean Nicolai at (802) 585-4888 or via e-mail at jean.nicolai@vermont.gov

1. Applicant Information

Applicant Name: John Doe

Organization Name: Doe Construction, Inc.

Address:

Street Address 123 Doe Street

City Montpelier State VT ZIP Code 05620

Authorized Signatory

Staff Contact

Name:	<u>John Doe</u>	Name:	<u>Jane Doe</u>
Title:	<u>President</u>	Title:	<u>Fleet Manager</u>
Phone:	<u>(802) 555-1234</u>	Phone:	<u>(802) 555-1234</u>
Email:	<u>John.Doe@construction.com</u>	Email:	<u>Jane.Doe@construction.com</u>

2. Project Categories Potentially Available for Funding

Please check those that apply.

Vehicle/Equipment Replacement – Certified vehicle or equipment replacements may be funded.

- Highway diesel vehicle replacements may be funded:
 - up to 45% of replacement with a new, all-electric vehicle,
 - up to 35% of replacement with a vehicle equipped with a 2021 model year or newer engine that is certified to CARB’s Optional Low-NOx Standards of 0.1 grams per brake horsepower-hour (g/bhp-hr), 0.05 g/bhp-hr, or 0.02 g/bhp-hr NOx (see EPA’s “How to Identify Low NOx Certified Engines” found at <https://www.epa.gov/sites/default/files/2021-01/documents/420f21002.pdf>), and
 - up to 25% of replacement with a vehicle equipped with a 2021 model year or newer diesel, hybrid, or alternative fuel engine certified to EPA emission standards. **Engine model year restrictions apply.**¹⁸

To be eligible, highway vehicles must have useful life remaining and have accumulated **at least 7,000 miles per year during the last two years prior to replacement.**¹⁹

- Locomotives, marine vessels, and nonroad diesel vehicles and equipment replacements may be funded:
 - up to 45% of replacement with a new, all-electric nonroad vehicle or piece of equipment, and
 - up to 25% of replacement with a vehicle or piece of equipment with a 2021 model year or newer diesel, hybrid, or alternative fuel engine certified to EPA emission standards.

To be eligible, nonroad vehicles/equipment must have useful life remaining and have met the **minimum operation thresholds during the two years prior to upgrade:** 250 hours/year for agricultural pumps, 1,000 hours per year for locomotive and marine engines, and 500 hours per year for all other nonroad engines.²⁰

Retrofit Technologies – verified or certified by EPA or the California Air Resources Board (CARB) such as:

¹⁸ Only highway vehicles with engine model years 2009 or earlier are eligible for diesel, hybrid, or alt. fuel-powered vehicle replacements. There are no engine model year requirements for replacements with Low-NOx or all-electric vehicles.

¹⁹ Exception: If the applicant can demonstrate that a certified highway engine/vehicle is used in a predominately nonroad application, hours of operation as defined for “nonroad usage” may be approved for application eligibility purposes on a case-by-case basis.

²⁰ Exception: If the applicant can demonstrate that a certified nonroad engine/vehicle is used in a predominately highway application, vehicle mileage as defined for “highway usage” may be approved for application eligibility purposes on a case-by-case basis.

- exhaust controls (e.g., diesel particulate filters and associated cleaning pulse machine and kiln equipment, diesel oxidation catalysts, selective catalytic reduction, etc.) may be funded up to 100%, and
- engine upgrades utilizing EPA or CARB verified or certified kits for eligible nonroad, locomotive, or marine engines may be funded up to 40%.

More information about retrofits can be found on:

- EPA’s webpage: <https://www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel>
- CARB’s webpage: <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>

Cleaner Fuels and Additives – verified by EPA and/or the California Air Resources Board (CARB) to achieve emissions reductions when applied to an existing diesel engine. Cleaner fuels and/or additives may be funded up to 100% of the cost difference if combined with another technology.

Idle Reduction Technologies – EPA verified such as:

- auxiliary power units and generator sets may be funded up to 25% as a standalone installation or up to 100% if combined with eligible verified exhaust control technology on long-haul Class 8 trucks, engine model year 2006 and earlier,
- battery air conditioning systems, thermal storage systems and fuel operated heaters aka direct fired heaters may be funded up to 25% as a standalone installation or up to 100% if combined with eligible verified exhaust control technology on long-haul Class 8 trucks,
- fuel operated heaters aka direct fired heaters may be funded up to 25% as a standalone installation or up to 100% if combined with eligible verified exhaust control technology on school buses,
- automatic engine shut-down/start-up systems, auxiliary power units and generator sets, and fuel operated heaters aka direct fired heaters may be funded up to 40% on locomotives,
- truck stop electrification technologies may be funded up to 30%,
- transport refrigeration unit (TRU) electrified parking technologies may be funded up to 30%, and
- marine shore power connection systems may be funded up to 25%.

[More information about idle reduction technology can be found on EPA’s webpage: https://www.epa.gov/verified-diesel-tech/smartway-technology](https://www.epa.gov/verified-diesel-tech/smartway-technology)

Tires and Aerodynamics – EPA verified aerodynamic technologies (<https://www.epa.gov/verified-diesel-tech/smartway-verified-list-aerodynamic-devices>) and low rolling resistance tires (<https://www.epa.gov/verified-diesel-tech/smartway-verified-list-low-rolling-resistance-lrr-new-and-retread-tire>) may be funded up to 100% if combined on the same vehicle with a new eligible verified exhaust control technology.

Engine Replacement – EPA or CARB certified engine replacements may be funded.²¹

- Highway vehicles may be funded:
 - up to 60% of replacing a diesel engine with an electric motor or electric power source,
 - up to 50% of replacing a diesel engine with a 2021 model year or newer engine that is certified to CARB’s Optional Low-NOx Standards of 0.1 grams per brake horsepower-hour (g/bhp-hr), 0.05 g/bhp-hr, or 0.02 g/bhp-hr NOx (see EPA’s “How to Identify Low NOx Certified Engines” found at <https://nepis.epa.gov/Exe/ZyPDF.cgi/P10119PZ.PDF?Dockey=P10119PZ.pdf>), and
 - up to 40% of replacing a diesel engine with a newer diesel, hybrid, or alt. fuel 2021 model year or newer engine certified to EPA emission standards. **Engine model year restrictions apply.**²²
- Locomotive, marine and nonroad vehicles and equipment may be funded:
 - up to 60% of replacing a diesel engine with an electric motor or electric power source, and
 - up to 40% of replacing a diesel engine with a newer diesel, hybrid, or alt. fuel 2021 model year or newer engine certified to EPA emission standards.

Clean Alternative Fuel Conversion – EPA or CARB certified systems applied to conventional, original equipment manufacturer (OEM) highway diesel vehicles and engines to operate on alternative fuels such as propane or natural gas may be funded up to 40%.

More information about EPA’s “Certified Conversion Systems for New Vehicles and Engines” and “Conversion Systems for Intermediate-Age Vehicles and Engines” is available at www.epa.gov/vehicle-and-engine-certification/lists-epa-compliant-alternative-fuel-conversion-systems; and CARB’s list of “Approved Alternate Fuel Retrofit Systems” is available at www.arb.ca.gov/msprog/aftermkt/altfuel/altfuel.htm.

²¹ Certified Engine Replacement refers to replacing an existing engine with a newer, cleaner engine that is certified to a more stringent set of engine emission standards. Please keep in mind that the new engine may include additional exhaust controls that the original engine did not, which can lead to a series of challenges.

²² Only highway vehicles with engine model years 2009 or earlier are eligible for diesel, hybrid, or alt. fuel engine replacements. There are no engine model year requirements for replacements with Low-NOx or all-electric engines.

3. Project Summary and Approach

Project Description: Please describe the proposed project.

We propose replacing a 2007 Class 8 Sterling LT9500, tandem diesel dump truck (400 hp) with a 2023 Western Star 4900SB tandem dump truck (400 hp). Typically, we operate our dump trucks for 16+ years before replacing them. If replacement of the Sterling truck is selected, then we could have the replacement truck within 12 weeks.

We also propose replacing the existing mufflers on two Class 8 waste and recycling collection vehicles with new Caterpillar (Donaldson) diesel oxidation catalysts. The vehicles include a 2004 diesel Mack (325 hp) and a 2005 diesel Autocar (400 hp). If the retrofits of the collection trucks are selected, then we could have this completed within 5 months. It takes approximately 4 months to have the DOCs delivered once ordered. We anticipate needing 1-2 weeks to coordinate their installation.

Remaining Useful Life¹: Provide the number of years of remaining useful life for the vehicle(s), equipment, and/or engine(s) proposed for upgrade or replacement through this program and briefly describe how this number was estimated.

Primary Town(s) of Operation: Provide the town, towns, county, or counties that the vehicle or piece of equipment operates in and approximate percentages of time spent in each location. If operations are statewide, indicate "statewide".

The dump truck operates in Washington County 100% of the time. The collection vehicles operate in Barre about 60% of the time and in Montpelier about 40% of the time.

Project Schedule: Provide estimated start and end dates for your project in the spaces below.

Anticipated Project Start Date:

9/1/2024

Anticipated Project End Date:

6/30/2025

-
- Remaining useful 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 financial assistance. The remaining life estimate is the number of years of operation remaining even if the unit were to be rebuilt or sold to another fleet. The remaining life estimate depends on the current age and condition of the vehicle at the time of upgrade, as well as things like usage, maintenance, and climate.

COMPLETE THIS SECTION FOR HIGHWAY VEHICLES ONLY

4. Current Vehicle Description & its Use Over the Last 12 Months

Highway Vehicles											
Vehicle Weight Class ¹ and Type ²	Vehicle Identification Number (VIN)	Engine Make	Engine Model	Engine Model Year	Fuel Type	Annual Fuel Usage (gallons) ³	Current Odometer Reading	Annual Miles ^{3,4}	Annual Idling Hours	Percentage of Time Spent Operating <u>Outside</u> of VT	State in which Vehicle is Registered
Class 8a Dump Truck	1M2P267C4WM034453	Mack	E7-350	1999	Diesel (ULSD), 15 ppm	5,000	234,501	20,000	200	25%	VT
Class 8 Dump Truck	2FWYFXBYB77AF15791	CAT	LT9500	2007	Diesel	7,000	199,455	19,000	175	0%	VT
Class 8 Trash Hauler	1M2AG11C74M013255	Mack	AI-400	2004	Diesel	8,500	261,674	18,000	500	0%	VT
Class 8 Trash Hauler	5VCEC6MF25H202090	Cummins	ISL HPCR	2005	Diesel	8,500	277,961	20,000	500	0%	VT
Class	VIN	Make	Model	Year	Fuel	Amt	Mi	Mi	Hrs.	%	State

5. New Replacement Vehicle or Upgrade Description

Highway Vehicles						
Vehicle Weight Class ¹ and Type ²	Engine Model Year	Technology Selected	Technology Manufacturer	Conversion Test Group (for fuel conversions)	Fuel Type	Estimated Annual Hours of Idling Reduced (if applicable)
Class 8a Dump Truck	2020	Vehicle Replacement	Western Star / Detroit Diesel	NA	Diesel (ULSD)	NA example
Class 8 Dump Truck	2023	Vehicle Replacement	Western Star/Detroit Diesel DD15	NA	Diesel	NA
Class 8 Trash Hauler	2004	Series 6100 Diesel Oxidation Catalyst	Donaldson Tech.	NA	Diesel	NA
Class 8 Trash Hauler	2005	Series 6100 Diesel Oxidation Catalyst	Donaldson Tech.	NA	Diesel	NA
Class	Year	Tech	Mfr.	Test Group	Fuel	Hrs.

- Class 5 (16,001 - 19,500 lbs. Gross Vehicle Weight Rating [GVWR]); Class 6 (19,501 - 26,000 lbs. GVWR); Class 7 (26,001 - 33,000 lbs. GVWR); Class 8a (33,001-60,000 lbs. GVWR); Class 8b (60,001 lbs. GVWR and over).
- Vehicle type examples: tractor, dump truck, refuse hauler, school bus, transit bus, etc.
- Applicants must provide proof of fuel usage and vehicle mileage, which may include but is not limited to International Registration Plan reports, fuel logs, fuel purchase receipts, and odometer readings/mileage records. Other documentation may be required as deemed necessary by the DEC.
- Annual mileage should reflect actual mileage over the previous 12 months. Highway vehicles must meet the minimum mileage per year listed in the Request for Proposals for each of the previous two years prior to upgrade or replacement to qualify for funding.

You may add additional vehicles or equipment as needed. If additional room is needed for vehicles or equipment, please attached a separate page to the application.

COMPLETE THIS SECTION FOR NONROAD, LOCOMOTIVE, AND MARINE VEHICLES / EQUIPMENT ONLY

6. Current Vehicle / Equipment Description & its Use Over the Last 12 Months

Nonroad, Locomotive, and Marine

Equipment Type ¹	Engine Make & Model	Engine Model Year	Engine Tier	Propulsion or Auxiliary Engine (marine only)	Horsepower	Cylinder Displacement in liters (marine & locomotive only)	Fuel Type	Annual Fuel Usage (gallons) ²	Annual Hours ^{2,3}	Annual Idling Hours	Percentage of Time Spent Operating Outside VT
CAT IT28G Wheel Loader	CAT 3116	1999	1	NA	165	NA	Diesel (ULSD), 15 ppm	5,500	800	75	0%
Type	Mk Mdl	Year	Tier	Type	Hp	Li	Fuel	Amt	Hrs.	Hrs.	%
Type	Mk Mdl	Year	Tier	Type	Hp	Li	Fuel	Amt	Hrs.	Hrs.	%
Type	Mk Mdl	Year	Tier	Type	Hp	Li	Fuel	Amt	Hrs.	Hrs.	%
Type	Mk Mdl	Year	Tier	Type	Hp	Li	Fuel	Amt	Hrs.	Hrs.	%

7. New Replacement Vehicle / Equipment or Upgrade Description

Nonroad, Locomotive, and Marine

Equipment Type ¹	Engine Model Year	Engine Tier	Technology Selected	Technology Manufacturer	Horsepower	Cylinder Displacement in liters (marine & locomotive only)	Fuel Type	Estimated Annual Hours of Idling Reduced (if applicable)
CAT 938M Wheel Loader	2020	4F	Equipment Replacement	CAT	190	NA	Diesel ULSD	NA example
Type	Year	Tier	Tech	Mfr.	Hp	Li	Fuel	Hrs.
Type	Year	Tier	Tech	Mfr.	Hp	Li	Fuel	Hrs.
Type	Year	Tier	Tech	Mfr.	Hp	Li	Fuel	Hrs.
Type	Year	Tier	Tech	Mfr.	Hp	Li	Fuel	Hrs.

1. Equipment type examples: aerial lift, crane, crawler tractor, grader, forklift, excavator, skid steer, agricultural tractor, freight switcher, ferry, etc.
2. Applicants must provide proof of equipment fuel usage and hours of operation which may include but is not limited to fuel logs, fuel purchase receipts, and hourly activity logs. Other documentation may be required as deemed necessary by the DEC.
3. Annual hours should reflect actual hours of use over the past 12 months. Nonroad vehicles and equipment must meet the minimum hours of operation per year listed in the Request for Proposals by engine type for of the previous two years prior to upgrade or replacement to qualify for funding.
4. You may add additional vehicles or equipment as needed. If additional room is needed for vehicles or equipment, please attached a separate page to the application.

8. Project Sustainability

Idling of vehicles wastes fuel, creates pollution, and causes premature engine wear. With today's engines, engine manufacturers routinely suggest a warm-up time of less than five minutes (to be sure check your owner's manual). In fact, running an engine at low speed (idling) causes significantly more wear on internal parts compared to driving at regular speeds. Vehicles should not be parked with the engine operating unless it is essential for performance of work (e.g., operating a lift, crane, pump, drill, hoist, or other auxiliary equipment) or necessary for health or safety reasons (e.g., windshield defrosting).

As part of this financial assistance opportunity, an Idle Reduction Pledge is provided with the expectation that the applicant will make a pledge and adopt a companywide policy to reduce idling. If a pledge and commitment to reduce idling are made, the pledge printed on high quality paper, and an anti-idling sign for posting at the applicant's business will be provided.

Will you/your organization be making a pledge to reduce unnecessary idling and adopting a companywide policy to reduce idling?

YES NO

9. Proposed Project Cost Estimate

Please provide a list of all project expenses including description of each line item and their estimated cost.

Line Item	Cost*
Project 1: 2023 Western Star 4900SB Dump Truck	\$200,000
Project 2: Two Donaldson DOCs	\$3,700
Installation of DOCs	\$1,750
Total Project Cost:	\$205,450

*Please provide estimates as accurate as possible. Financial assistance awards will be based on the estimate that you provide.

10. Funding

This is a reimbursement opportunity; therefore, the applicant is responsible for all project costs prior to reimbursement. Be aware that maximum funding is not guaranteed, nor is funding guaranteed before awards are made.

Applicant attests they can secure all of the funds for the project including any operation and maintenance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
What is the source of the funds?	Doe Construction Business Line of Credit from ABC Bank
What is the timeline for securing these funds?	Available within 2 weeks

11. Applicant Representations and Signature

The applicant, by signing and submitting this application, makes the following representations with the understanding that the Department of Environmental Conservation (DEC) will rely on these representations for the purpose of evaluating this application. The applicant understands and acknowledges that should any of these representations be untrue, the Department may rescind any award of assistance and, in the Department's sole discretion, pursue any other appropriate remedy or relief:

1. The applicant certifies that they have personally examined and are familiar with the information submitted herein. Based on information and belief formed after reasonable inquiry, the submitted information is true, accurate, and complete. The applicant is aware that there are significant penalties for submitting false information, including the possibility of fine or imprisonment;
2. The applicant is authorized to submit this application;
3. The applicant has read and understands the financial assistance background and guidelines and financial assistance terms and conditions and agrees to comply with them; and,
4. If financial assistance is awarded to the applicant, the applicant agrees to comply with all applicable statutory provisions, and with the applicable terms, conditions, procedures and reporting requirements of the DEC financial assistance regulations and of the financial assistance agreement.

Signature: John Doe

Authorized Signatory

Date: February 28, 2025