

## FY2024 Vermont Diesel Emissions Reduction Financial Assistance Application Checklist

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

<input type="checkbox"/>	My proposed project is not yet underway (i.e., ordered, purchased, financed, installed, etc.).
<input type="checkbox"/>	My proposed project meets the minimum Ownership and Use <sup>1</sup> requirements described in the Request for Proposals. <ul style="list-style-type: none"> <li>- The vehicle/equipment/engine has been owned and operated by the applicant for at least two years.</li> <li>- The vehicle/equipment/engine is operational and in normal, active use.</li> <li>- Highway vehicles/engines must have operated at least 7,000 miles/year during each of the last two years.</li> <li>- 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.</li> </ul>
<input 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. <sup>2</sup>
<input type="checkbox"/>	The vehicle/equipment/engine associated with my proposed project meets the minimum requirement of three years for Remaining Useful Life <sup>3</sup> as described in the Request for Proposals.
<input type="checkbox"/>	My proposed project will be complete by August 30, 2026. <sup>4</sup>
<input 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 type="checkbox"/>	For projects involving highway vehicles or onroad vehicle engines, the vehicle is registered in and has a current valid Vermont inspection.
<input 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 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 <a href="#">Infrastructure Investment and Jobs Act (IIJA)</a> .

<sup>1</sup> 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.

<sup>2</sup> If fuel records and/or usage records are not available, please provide a basis for the numerical estimates included in your application.

<sup>3</sup> 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.

<sup>4</sup> Extensions may be approved on a case-by-case basis.

**Vermont Diesel Emissions Reduction  
Financial Assistance Application**



**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](mailto: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](mailto:jean.nicolai@vermont.gov)

**1. Applicant Information**

Applicant Name: \_\_\_\_\_

Organization Name: \_\_\_\_\_

Address: \_\_\_\_\_  
 Street Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP Code \_\_\_\_\_

Authorized Signatory	Staff Contact
Name: _____	Name: _____
Title: _____	Title: _____
Phone: _____	Phone: _____
Email: _____	Email: _____

**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://nepis.epa.gov/Exe/ZyPDF.cgi/P10119PZ.PDF?Dockkey=P10119PZ.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.**<sup>1</sup>

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.**<sup>2</sup>

- 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**<sup>3</sup>: 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.

<sup>1</sup> 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 CARB Optional Low-NOx or all-electric vehicles.

<sup>2</sup> 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.

<sup>3</sup> 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.

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

- 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>
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**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.

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**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>

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**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.

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**Engine Replacement** – EPA or CARB certified engine replacements may be funded.<sup>4</sup>

- 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://www.epa.gov/sites/production/files/2020-02/documents/420f20010\\_0.pdf](https://www.epa.gov/sites/production/files/2020-02/documents/420f20010_0.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.**<sup>5</sup>
  - 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.
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**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](http://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](http://www.arb.ca.gov/msprog/aftermkt/altfuel/altfuel.htm).

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<sup>4</sup> 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. Note that the new engine may include additional exhaust controls that the original engine did not, which can lead to a series of challenges.

<sup>5</sup> 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 Description

**Project Description:** Please describe the proposed project.

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**Remaining Useful Life<sup>6</sup>:** 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.

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**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".

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

Anticipated Project Start  
Date: \_\_\_\_\_

Anticipated Project  
End Date: \_\_\_\_\_

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<sup>6</sup> 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 <sup>1</sup> and Type <sup>2</sup>	Vehicle Identification Number (VIN)	Engine Make	Engine Model	Engine Model Year	Fuel Type	Annual Fuel Usage (gallons) <sup>3</sup>	Current Odometer Reading (miles)	Annual Miles <sup>3,4</sup>	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	2007	Diesel (ULSD), 15 ppm	5,000	347,552	20,540	200	25%	VT

### 5. New Replacement Vehicle or Upgrade Description

#### Highway Vehicles

Vehicle Weight Class <sup>1</sup> and Type <sup>2</sup>	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 <b>example</b>

1. 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).

2. Vehicle type examples: tractor, dump truck, refuse hauler, school bus, transit bus, etc.

3. 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.

4. 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 <sup>1</sup>	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) <sup>2</sup>	Annual Hours <sup>2,3</sup>	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%

**7. New Replacement Vehicle / Equipment or Upgrade Description**

**Nonroad, Locomotive, and Marine**

Equipment Type <sup>1</sup>	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 <b>example</b>

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.

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*
<b>Total Project Cost:</b>	

*\*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 financial assistance program; 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 type="checkbox"/> Yes <input type="checkbox"/> No
What is the source of the funds?	
What is the timeline for securing these funds?	

### 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 program background and guidelines and financial assistance program 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 program agreement.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
*Authorized Signatory*