



## Proposal for Use of 2023 State DERA Funds for Diesel Emissions Reduction Projects

### INSTRUCTIONS:

Complete all sections of this form. Refer to the 2023 Guidance for State DERA Proposals for additional information. Provide a separate form for each project proposed. All proposals must be received by the **deadline of Friday, December 15, 2023, at 4:00 p.m.**, to be considered. Proposals should be submitted to the Connecticut Department of Energy and Environmental Protection (DEEP) via e-mail at [DEEP.MobileSources@ct.gov](mailto:DEEP.MobileSources@ct.gov) with the subject "2023 DERA Grant Application." Questions should also be addressed to [DEEP.MobileSources@ct.gov](mailto:DEEP.MobileSources@ct.gov).

### Part I: Applicant Information

<b>Applicant/Organization Name:</b>					
<b>Address:</b>					
<b>City:</b>		<b>State:</b>		<b>Zip Code:</b>	
<b>Authorized Representative Name:<sup>1</sup></b>					
<b>Authorized Representative Title:</b>					
<b>E-Mail:</b>			<b>Telephone:</b>		
<b>Additional Contact Name:(Optional)<sup>2</sup></b>					
<b>E-Mail:</b>			<b>Telephone:</b>		
<b>Additional Contact Name:(Optional)</b>					
<b>E-Mail:</b>			<b>Telephone:</b>		
<b>Have you previously submitted a proposal to DEEP for clean diesel or electric vehicle (EV) charger funding?</b>					<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Are you submitting additional proposals for this incentive program? If so, how many?</b>					<input type="checkbox"/> Yes: _____ <input type="checkbox"/> No

<sup>1</sup> Provide the name, title and contact information of the authorized representative who will have signatory authority for the proposed project. By providing an e-mail address, an applicant is agreeing to electronically receive official correspondence from the Department concerning the subject application. Please set your security settings to ensure delivery of e-mails from "ct.gov" addresses. Also, please notify the Department if your e-mail address changes. Applicants must promptly notify the Department of any change to submitted contact information (e.g., contact person, physical address, phone number or e-mail address).

<sup>2</sup> Provide contact information for any additional person or persons with whom DEEP will have routine contact regarding the status of the project, if different from the authorized representative.

**Part II: Project Description:**

Use a separate proposal form for each project. **Projects initiated prior to the execution of a contract or similar agreement are not eligible for funding** and submittal of an application is not a guarantee that a proposed project will be funded. Project initiation activities that can disqualify an application include: initiating an RFP; selecting a Vendor; ordering vehicles, equipment, or engines; and hiring a contractor.

**A. Project Summary:**

<b>Proposed Project Title:</b>					
<b>Project Summary:</b> Please briefly describe the proposed project. Provide information on the vehicle(s)/engine(s) to be replaced/upgraded in this proposed project, how they are used and where they operate. You may add more lines if necessary.					
<b>Duration of Project Requested:</b>	Months	<b>Project Start Date:</b>		<b>Project End Date:</b> <i>(no later than 8/31/25)</i>	

**B. Project Category:**

Please identify the category for which your project would qualify. Except for Aerodynamic Technologies, which can only be funded in conjunction with Verified Retrofit Technologies, and Highway Idle Reduction technologies, which have higher





<b>Verified Retrofit Technologies:</b>	<input type="checkbox"/>	Complete Section B
<b>Idle Reduction Technologies:</b>	<input type="checkbox"/>	Complete Section C <i>(and Section B if applicable)</i>
<b>EPA-Certified Aerodynamic Technologies and Low Rolling Resistance Tires:</b>	<input type="checkbox"/>	Complete Section B and Section D

**A. Replacement, Repower, Certified Remanufacture and Clean Alternative Fuel Conversions:**

Replacement/repower may be with new diesel, alternate fueled (e.g., compressed natural gas (CNG), propane, and hybrid), or zero tailpipe emissions equipment; costs of installation of the engine may be included.

No funds awarded under this program shall be used to fund the costs of emissions reductions that are mandated under federal law. The restriction applies when the mandate takes effect (the effective date) for any affected vehicles, engines, or equipment.

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

<b>Vehicle Category</b>	<b>Applicable</b>	<b>QTY</b>
On-Road Vehicles	<input type="checkbox"/>	
Drayage Trucks	<input type="checkbox"/>	
Non-Road Equipment	<input type="checkbox"/>	
Commercial Marine (see A.1)	<input type="checkbox"/>	
Locomotives (See A.2)	<input type="checkbox"/>	

Submit the following supporting documentation for Replacement, Repower, Certified Remanufacture or Clean Fuel Conversion Projects:

<b>For All Replacement, Repower, Remanufacture or Clean Alternative Fuel Conversion Projects:</b> Submit completed Part VII: Fleet Information	<input type="checkbox"/>
<b>For All Replacement, Repower, Remanufacture or Clean Alternative Fuel Conversion Projects:</b> Submit signed Part VIII: EPA Eligibility Statement	<input type="checkbox"/>
<b>For All Replacement, Repower, Remanufacture or Clean Alternative Fuel Conversion Projects:</b> Submit estimates or quotes from vendors and installation contractors	<input type="checkbox"/>



**Clean Alternative Fuel Conversions:** Eligible conversions are limited to those systems that have been certified by EPA and/or the California Air Resources Board (CARB), or those systems that have been approved by EPA for intermediate-age engines.<sup>5</sup>

- EPA or CARB Certified: Applicants must provide evidence that the chosen technology is EPA or CARB certified.
- Eligible for Sale in Connecticut: Applicants must provide evidence that the converted vehicle would be eligible for sale in Connecticut.

### A.1. Replacement, Repower or Certified Remanufacture for Marine Vessels:

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

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

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

Applicant must provide evidence that engines have operated at least 1,000 hours per year during the two years prior to upgrade. <i>(Engine hours may be combined to reach the 1,000-hour threshold where two engines will be scrapped and replaced with a single engine.)</i>	<input type="checkbox"/>
<b>Completed Part VII:</b> Fleet Information	<input type="checkbox"/>
<b>Tier 4 Replacement:</b> Recipients replacing marine engines must demonstrate that their projects commit to using Tier 4 engines, if Tier 4 engines with the appropriate physical and performance characteristics are available. Recipients anticipating the use of Tier 3 engines should provide their rationale for proposing lower tiered engine replacements. <i>(DEEP must submit the plan to EPA for approval prior to funding).</i>	<input type="checkbox"/>
<b>EPA Verified Engine Remanufactures:</b> Applicants must provide evidence that the chosen technology is EPA certified at the time of acquisition. The list of certified remanufacture systems are available at <a href="#">Annual Certification Data for Vehicles, Engines, and Equipment</a> and additional information on remanufacture systems is available at <a href="#">EPA’s Marine Remanufacturing Program: Maintaining Compliance when Rebuilding Category 1 and 2 Marine Diesel Engines</a> .	<input type="checkbox"/>

<sup>5</sup> EPA’s lists of “Certified Conversion Systems for New Vehicles and Engines” and “Conversion Systems for Intermediate-Age Vehicles and Engines” are available at: [www.epa.gov/vehicle-and-engine-certification/lists-epa-compliant-alternative-fuel-conversion-systems](http://www.epa.gov/vehicle-and-engine-certification/lists-epa-compliant-alternative-fuel-conversion-systems); CARB’s list of “Approved Alternate Fuel Retrofit Systems” is available at: [www.arb.ca.gov/msprog/aftermkt/altfuel/altfuel.htm](http://www.arb.ca.gov/msprog/aftermkt/altfuel/altfuel.htm).

<b>MMSI/AIS Identifier:</b> Applicant must provide the Maritime Mobile Service Identity (MMSI) number(s)/Automatic Identification System (AIS) identifier(s) of the marine vessel(s) if available:	<input type="checkbox"/>
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**A.2. Replacement, Repower or Remanufacture of Locomotives:**

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

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

Type of Replacement/Repower/Remanufacture Project:

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

Submit the following supporting documentation for the Locomotives category:

Provide documentation that the locomotive has been operating 1,000 or more hours per year during the two years prior to upgrade.	<input type="checkbox"/>
<b>Completed Part VII:</b> Fleet Information	<input type="checkbox"/>
<b>Tier 4 Replacement:</b> Recipients replacing locomotive engines must demonstrate that their projects commit to using Tier 4 engines if Tier 4 engines with the appropriate physical and performance characteristics are available. Recipients anticipating the use of Tier 3 engines should provide their rationale for proposing lower tiered engine replacements. <i>(DEEP must submit the plan to EPA for approval prior to funding).</i>	<input type="checkbox"/>
<b>EPA Verified Engine Remanufactures:</b> Applicants must provide evidence that the chosen technology is EPA certified at the time of acquisition. The list of certified remanufacture systems are available at <a href="#">Annual Certification Data for Vehicles, Engines, and Equipment</a> .	<input type="checkbox"/>



## B. Verified Retrofit Technologies:

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

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

To be eligible for funding, verified retrofit technologies must be on [EPA's](#) or [CARB's](#) Verified Technologies lists at the time of acquisition, must be used only for the vehicle/engine application specified on the lists, and must meet any applicable verification criteria.

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

<b>For All Verified Retrofit Technologies:</b> Applicants must provide evidence that the chosen technology is EPA or CARB verified at the time of acquisition.	<input type="checkbox"/>
<b>Completed Part VII:</b> Fleet Information	<input type="checkbox"/>

## C. Idle Reduction Technologies

An idle reduction project is generally defined as the installation of a technology or device that reduces unnecessary idling of diesel vehicles or equipment and/or is designed to provide services (such as heat, air conditioning, and/or electricity) to vehicles and equipment that would otherwise require the operation of the main drive or auxiliary engine(s) while the vehicle is temporarily parked or remains stationary. The reduction in idling will conserve diesel fuel and must also lower emissions.

The technology categories include auxiliary power units (APUs) and generator sets, battery air conditioning systems, thermal storage systems, electrified parking spaces (truck stop electrification), fuel-operated heaters, shore connection systems for locomotives, and automatic shutdown/start-up systems for locomotives.<sup>6</sup>

## C.1. Stationary Idle Reduction Technologies

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

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

Address of Proposed Installation: <i>Provide name of facility, street address, street intersection and/or latitude/longitude and city</i>	
Number of existing shore power units at this site:	
Number of new shore power units proposed:	
Marine shore power system will comply with international shore power design standards (IEC/ISO/IEEE 80005-1:2019/ AMD 1:2022 High Voltage Shore Connection Systems or the I IEC/ISO/IEEE 80005-1:2019/AMD 1:2022 Low Voltage Shore Connection Systems) and will be supplied with power sourced from the local utility grid.	<input type="checkbox"/>

Submit the following supporting documentation for the Marine Shore Power Proposal:

Provide documentation demonstrating that applicant has site control <sup>7</sup> over the proposed infrastructure site.	<input type="checkbox"/>
Demonstrate that the proposed system has the capacity, demand, and commitment to be utilized for more than 1,000 megawatt-hours per year. Smaller projects will be considered if the recipient can demonstrate cost effectiveness.	<input type="checkbox"/>
If the project application is selected for funding, submit the final design of the marine shore power connection system for EPA approval prior to purchase and installation. ( <i>Requirements for the final design will be provided.</i> )	<input type="checkbox"/>

<sup>6</sup> To be eligible for funding technologies, must be on [EPA's SmartWay Verified Technologies](#) list at the time of acquisition.

<sup>7</sup> Site control means (1) ownership of, a leasehold interest in, or a right to develop a site for the purpose of constructing the EV charging station; (2) an option to purchase or acquire a leasehold site for such purpose; or (3) an exclusivity or other business relationship between the applicant and the entity having the right to sell, lease or grant the applicant the right to possess or occupy a site for such purpose. Documentation of ownership may be requested for verification.

**C.1.b. Electrified Parking Spaces (EPS):**

Electrified parking spaces (EPS), also known as Truck Stop Electrification (TSE), operates independent of the truck’s engine and allows the truck engine to be turned off as the EPS system supplies heating, cooling, and/or electrical power.

Examples of eligible EPS costs include, but are not limited to, the purchase and installation of electrical infrastructure or equipment (such as electrical panels, upgrades to existing electrical panels or electrical service, transformers, and wiring/conduit) to enable heating, cooling, and the use of cab power for parked trucks, or to enable the use of power for transport refrigeration units (TRUs) and auxiliary power systems at distribution centers, intermodal facilities, and other places where trucks congregate.

Address of Proposed Installation: <i>Provide name of facility, street address, street intersection and/or latitude/longitude and city</i>	
Number of EPS units to be installed	

Submit the following supporting documentation for the Electrified Parking Spaces category:

Provide documentation demonstrating that applicant has site control over the proposed infrastructure site.	<input type="checkbox"/>
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**C.2. Highway Idle Reduction Technologies on Long-Haul Class 8 Trucks and School Buses**

To be eligible for 100% funding, highway idle reduction technologies must be combined on the same vehicle with either the new installation of one or more of the Verified Engine Retrofit Technologies funded under this program, or on a vehicle that has been previously retrofitted.

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

<b>For All Idle Reduction Technology Projects:</b> Applicants must provide evidence that the chosen technology is on <a href="#">EPA’s SmartWay Verified Technologies</a> list at the time of acquisition.	<input type="checkbox"/>
<b>Completed Part VII:</b> Fleet Information	<input type="checkbox"/>
<b>For 100% Funding of Idle Reduction Technology Projects:</b> <ul style="list-style-type: none"> <li>Applicants must include the installation of certified emissions control technology in the proposed project, <b>or</b></li> </ul>	<input type="checkbox"/>

<ul style="list-style-type: none"> <li>Applicants must provide evidence that a vehicle has been previously retrofitted.</li> </ul>	<input type="checkbox"/>
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**C.3. Idle Reduction Systems for Locomotives**

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

Eligible costs include the purchase and installation of certain equipment required for power delivery directly related to the new equipment such as design and engineering, electrical panels, upgrades to existing electrical panels or electrical service, transformers, wiring/conduit, and installation.

Address of Proposed Installation: <i>Provide name of facility, street address, street intersection and/or latitude/longitude and city</i>	
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Submit the following supporting documentation for the Locomotive Shore Power Proposal:

Provide documentation demonstrating that applicant has site control over the proposed infrastructure site.	<input type="checkbox"/>
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**C.3.b Automatic Shutdown/Start-up Systems for Locomotives**

Submit the following supporting documentation for each locomotive:

Provide documentation that the locomotive has been operating 1,000 or more hours per year during the two years prior to upgrade.	<input type="checkbox"/>
Applicants must provide evidence that the chosen technology is on <a href="#">EPA’s SmartWay Verified Technologies</a> list at the time of acquisition.	<input type="checkbox"/>
<b>Completed Part VII:</b> Fleet Information	<input type="checkbox"/>

**D. EPA-Verified Aerodynamic Technologies and Low Rolling Resistance Tires:**

To improve fuel efficiency, long haul Class 8 trucks can be retrofitted with aerodynamic trailer fairings or the fairings can be provided as new equipment options. Certain tire models can provide a reduction in NOx emissions and fuel savings, relative to the “standard” new tires for long haul Class 8 trucks, when used on all axles.

EPA will not fund stand-alone aerodynamic technologies or low rolling resistance tires. However, funding can cover up to 100% of the cost (labor and equipment) for verified aerodynamic technologies or verified low rolling resistance tires installed on long haul Class 8 trucks, if combined on the same vehicle with the new installation of an exhaust

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

<p><b>For All Aerodynamic Technology Projects:</b></p> <ul style="list-style-type: none"> <li>Applicants must provide evidence that the chosen technology is on <a href="#">EPA's verified aerodynamic technologies list</a> and <a href="#">verified list for low rolling resistance new and retread tire technologies list</a> at the time of acquisition, will be used only for the application specified on the lists, and will meet any applicable verification criteria.</li> </ul>	<input type="checkbox"/>
<ul style="list-style-type: none"> <li>Applicants must include the installation of new exhaust after-treatment retrofit technology in the proposed project.</li> </ul>	<input type="checkbox"/>

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

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

Number of EV Charging Stations to be Installed?				
Type	Brand	Model	Number of Chargers	Number of Ports
Level 1				
Level 2				
DC Fast Charger				
Address(es) of Proposed Installation <i>Provide name of facility, street address, street intersection and/or latitude/longitude, and city. If charging stations will be installed at more than one location, indicate the number and type of charger at each location.</i>				
Attach all equipment specification sheets for the EV charging infrastructure.				<input type="checkbox"/>
Attach all estimates for equipment, site preparation, installation, and labor for the EV charging infrastructure.				<input type="checkbox"/>

**Part IV. Proposed Budget:** Please provide a list of the expenses for the proposed project. You may add line items as needed. Attach additional sheets if more line items are required than the space allotted below.

**A. Project Costs**

New Vehicle/Equipment/Engine Description					Cost
Number of Replacement Vehicles/Engines/Equipment	Equipment Type (e.g., Front Loader Refuse Truck)	Make	Model	Year	
Drayage truck maintenance (labor & materials) if applicable and requested <sup>8</sup>					
Installation cost of vehicle, equipment and engine (labor & materials)					
<b>Total Cost of Vehicle, Equipment, Engine:</b>					
<b>EV Charging Infrastructure</b> – Complete only if you are replacing with an electric vehicle <b>and</b> installing associated charging infrastructure.					
Cost of charging station(s) listed in Part III.E of this form					
Site preparation costs for EV charging station(s) (labor & materials)					
Installation costs of EV charging station(s) (labor & materials)					
Other (please specify)					
<b>Total EV Infrastructure Cost:</b>					
<b>Project Total Cost</b> <i>(Total Cost of Vehicle, Equipment, Engine &amp; EV Infrastructure Cost)</i>					
<b>Anticipated Grant Award</b>					
<b>Grantee Cost Share</b>					

<sup>8</sup> For truck replacement projects, EPA will also fund the required/scheduled vehicle maintenance, as specified in the owner’s manual, which is necessary to meet the warranty requirements for diesel particulate filters (DPFs) installed on trucks. Funding for required maintenance is available for the duration of the project period, October 1, 2023, to September 30, 2025.

## B. Balance of Funds

Maximum funding is not guaranteed. Be aware that funding is not guaranteed before awards are made. Note that this is a reimbursement program; applicant is responsible for all project costs prior to reimbursement.

Applicant attests they can secure the funds for replacement of vehicles, equipment or engines and for operation and maintenance.	<input type="checkbox"/> Yes <input type="checkbox"/> No
What is the source of these funds?	
What is the timeline for securing these funds? <i>(For government projects: Budget approval process date)</i>	
How will the vehicle, equipment or engine be procured? <i>(EPA no longer allows funding for leased vehicles.)</i>	<input type="checkbox"/> Purchased <input type="checkbox"/> Financed (Conventional Loan)

### Part V: Evaluation Criteria

Proposed projects should reduce diesel emissions, be cost effective (including consideration of the applicant’s ability to provide matching funds) and have potential for completion by August 31, 2025. Project ideas will be ranked according to the following criteria. The criteria include but are not limited to the list below. It is important to note that the list below is of preferential funding criteria, not eligibility criteria. For any criteria referencing geography, use the geographical area in which the vehicle operates; this may be different from the business address.

**Check all that apply.** Any relevant information may be included below each item. (250-word limit)

<b>Ranking Criteria:</b> Please check those that apply	
Project will result in a significant reduction in emissions of carbon dioxide or other greenhouse gases. If checked, identify the quantifier used and the amount of reduction anticipated.	<input type="checkbox"/>
Vehicles covered by this project operate primarily in one of the environmental justice (EJ) communities listed on the DEEP website <sup>9</sup> as Distressed Municipalities or identified as Defined Census Blocks within Other Affected Towns. <b>If checked, identify the community and specify the amount of time the vehicles spend there on a regular basis.</b> Vehicle(s) will operate primarily in a listed EJ community.	<input type="checkbox"/>
Is your project located in or does the vehicle operate in one the following counties: Fairfield, New Haven or Middlesex?	<input type="checkbox"/> Fairfield <input type="checkbox"/> New Haven <input type="checkbox"/> Middlesex
Project is within 5 miles of a transportation hub or corridor. <i>If checked, please describe below.</i>	<input type="checkbox"/>
Project is in an area that receives a disproportionate quantity of air pollution from diesel fleets, including ports, rail yards, terminals, construction sites, school bus depots/yards, and distribution centers. <i>If checked, please describe below.</i>	<input type="checkbox"/>
Project demonstrates a plan to prepare the workforce for the project, such as conducting robust workforce planning to ensure current drivers, mechanics, electricians, and other essential personnel receive training to safely operate and maintain the new buses and infrastructure, as well as clarifying protections to ensure existing workers are not replaced or displaced because of new technologies.	<input type="checkbox"/>

<sup>9</sup> CT environmental justice (EJ) communities can be found at: <https://portal.ct.gov/DEEP/Environmental-Justice/Environmental-Justice-Communities>.



Applicant has, or project includes, a motor-vehicle anti-idling education and outreach program. <i>If checked, please summarize plan, and submit documentation proving existence of an anti-idling program.</i>	<input type="checkbox"/>
Project is consistent with the transportation section of the 2018 Comprehensive Energy Strategy for Connecticut <sup>10</sup> and the State's EV Roadmap. <sup>11</sup> <i>If checked, please identify elements of the project that are consistent with these initiatives.</i>	<input type="checkbox"/>
Applicant can demonstrate experience and existing administrative and programmatic structure in place for implementing diesel reduction projects. <i>If checked, describe the applicant's experience.</i>	<input type="checkbox"/>
Project has verified funding or leveraged funding that exceeds the <b>minimum cost share</b> . <i>If checked, explain sources of leveraged funding, amount of leveraged funding, and if funding is already secured.</i>	<input type="checkbox"/>
Applicant is an active participant in EPA's SmartWay program. <sup>12</sup> <i>If checked, provide year in which applicant became active.</i>	<input type="checkbox"/>

<sup>10</sup> See Connecticut's 2018 Comprehensive Energy Strategy at: <https://portal.ct.gov/-/media/DEEP/energy/CES/2018ComprehensiveEnergyStrategypdf.pdf>.

<sup>11</sup> Electric Vehicle Roadmap for Connecticut: A Policy Framework to Accelerate Electric Vehicle Adoption (EV Roadmap), released in April of 2020, can be found on the DEEP website at <https://portal.ct.gov/DEEP/Climate-Change/EV-Roadmap>.

<sup>12</sup> For information regarding EPA's SmartWay program or to enroll, go to <https://www.epa.gov/smartway>.

## Part VI: Terms & Conditions

Applicant is aware of the reimbursement options within [EPA's 2023-2024 State DERA Program Guide](#).

Applicant must be in Good Standing.

- i. Connecticut corporations and limited liability entities must submit a Status Letter/Certificate of Good Standing from the State of Connecticut Department of Revenue Services:

Department of Revenue Services  
Collection and Enforcement Division-Lien Unit  
Request for a Status Letter  
25 Sigourney Street  
Hartford, CT 06106  
[Revenue Services](#)

- i. Applicant corporations not chartered in Connecticut must submit an equivalent Status Letter/Certificate of Good Standing.
- ii. Tax Certification. All Applicants, in order for their proposals to be considered, must not be delinquent with respect to any state or federal governmental obligation, including, but not limited to any personal or corporate income tax, property tax or fee issued by the State of Connecticut or any political subdivision thereof, or from the State wherein the Applicant's principal place of business is located. Applicants shall certify that neither they nor any business or corporation fully or partially owned by the Applicant is not delinquent on their State property taxes or fees.

The Applicant must disclose any active or pending litigation within the past three years, or any other dispute or known state or federal civil or criminal investigations related to prior grant awards, government funded projects implemented by the Applicant or other projects owned or managed by the Applicant or any of its affiliates in the United States. The Applicant shall disclose any preliminary or pending claims, complaints or matter before any federal agency, or any state's legislature or regulatory agency. Applicant must disclose if the resolution of such claim or complaint could affect the feasibility of the proposed project or the ability of the Applicant to obtain required matching funding or ability to obtain any required permits for the proposed project identified in this application.

Participating fleet owners will be required to attest to the accuracy of the vehicle data, including ownership, usage, and remaining life requirements, in a signed eligibility statement submitted in conjunction with the application process. This documentation will be submitted to EPA to verify the eligible use of grant funds.

Non-Government Vehicle/Equipment Owners must enter into a contract with the State of Connecticut and comply with state and federal contracting requirements.

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

If the proposal includes the replacement of a vehicle or engine, Vehicle/Equipment Owners must provide documentation that the old vehicle or engine has been rendered permanently disabled before funds are released for final payment.

If the proposal is for the replacement of a 2010 or newer EMY vehicle with scrappage of a pre-2009 EMY vehicle, applicant must provide a scrappage plan for EPA approval.<sup>13</sup>

If the proposal is for a project requiring a mandatory cost share (i.e., eligible for less than 100% in grant funds), Owners must provide a statement that they can secure the balance of funds and will ensure that the balance of funds comes from a source eligible to supplement this grant.

This is a reimbursement program; award recipients will be required to demonstrate payment for the project before receiving awarded funds.

Project must be completed and paperwork submitted no later than August 31, 2025. DEEP cannot guarantee reimbursement payments for submissions after that date.

*I hereby affirm, under penalty of law, that the information provided here is true and correct to the best of my knowledge. I further affirm that I have read, understand, and agree to all of the terms and conditions stated above. I understand that if it is determined that any funds were awarded to me as a result of false statements, I will be required to reimburse said funds to DEEP. I further understand that any false statement made in the submitted information may be punishable as a criminal offense under section 22a-175 of the Connecticut General Statutes, under section 53a-157b of the Connecticut General Statutes, and in accordance with any applicable statute.*

**Signature** \_\_\_\_\_

**Typed Name**

\_\_\_\_\_ **Date**

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<sup>13</sup> See page 28 of the [2023-2024 Diesel Emissions Reduction Act \(DERA\) State Grants Program Guide \(EPA-420-B-23-031, July 2023\)](#).





Part VIII: EPA Eligibility Statement  
 2023 DERA State Grants  
 Eligibility Statement

EPA Grant ID#: DS 00A00773-1

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

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

- The existing vehicle, engine, or equipment is fully operational.
- I have owned and operated the vehicle during the two years prior to upgrade.
- The existing vehicle, engine, or equipment has at least three years of remaining life at the time of upgrade.
- Please check which applies with regard to use of existing equipment:
  - The existing highway vehicle has accumulated at least 7,000 miles/year during the two years prior to upgrade.
  - The existing marine vessel or locomotive has accumulated at least 1,000 hours/year during the two years prior to upgrade.
  - The existing agricultural pump has operated at least 250 hours/year during the two years prior to upgrade.
  - The existing nonroad engine has operated at least 500 hours/year during the two years prior to upgrade.

**Vehicle Owner's Name** \_\_\_\_\_

**Signature** \_\_\_\_\_

**Date**

**Address** \_\_\_\_\_