
Nevada Clean Diesel Program Application

Nevada Division of Environmental Protection



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Program Information

Background

The Nevada Clean Diesel Program (NCDP) is a grant administered by the Nevada Division of Environmental Protection (NDEP) and is designed to reduce diesel emissions, and thus exposure, from fleets operating in areas designated as having poor air quality. The program is funded by the Diesel Emission Reduction Act (DERA). The U.S Environmental Protection Agency (EPA) is responsible for administering DERA funding to states, who then use the funding to establish diesel emissions reduction programs (the NCDP) for EPA-approved diesel emissions reduction projects including replacing or retrofitting existing diesel engines, vehicles, and other equipment. This program is referred to as both the NCDP and the DERA State Grant and may be used interchangeably through this document. The NCDP follows all guidelines found in the [2025-2026 DERA State Grants Program Guide](#) (or the [2026 DERA National Program Guide](#) if applicable). The total awarded by the NDEP for any project may not exceed the EPA funding limit (see Mandatory Cost-Share Requirements).

Eligible Entities

Funding may be awarded to public and private entities that meet all EPA-designated criteria including but not limited to cities, school districts, businesses, and government agencies.

How to Apply

This application must be electronically submitted in either a Word document or PDF. Fleet description information must be electronically completed using the provided Excel-based template. Eligibility information must be electronically completed using the provided Word-based template. Appendices A, B, and C must be submitted electronically as well and can be found on the [Nevada Clean Diesel Program website](#). While there is no template for Appendix C, the vendor quotes or estimates must be electronically submitted in a PDF document. The NDEP may contact you or your organization for clarification and/or supplemental information so make sure that the contact information you provide is accurate.

For the Nevada Clean Diesel Program (DERA State Grants) Applicants: This is an open application process, so funds are first-come first-serve until all funds are utilized. If no more funds are available by the time you apply, your application can be considered for next year's funding cycle.

For the DERA National Grant Applicants: This is a competitive application, with projects selected based on EPA's priorities as listed in the DERA National Program Guide.

To be considered for funding, completed applications must be received and approved **prior** to ordering new vehicles or equipment. If you have any questions about this application, please contact NDEP prior to submitting your application to ndep.dera@ndep.nv.gov. Please submit completed applications to ndep.dera@ndep.nv.gov.

Additional Information

Applicants selected for funding shall have approximately two years to complete their project, unless an amendment is requested by NDEP to the U.S. EPA whom these funds originate from. Prior to submitting an application for funding, it is recommended that all applicants also review the Scope of Work from the

EPA FY25-26 DERA State Program Guide or FY26 DERA National Program Guide ¹. Many projects require the existing vehicle, equipment, and/or engine to be rendered permanently inoperable within ninety (90) days of receiving the new unit. From the State Program Guide Section X.D.15, the expected strategy is to:

1. Cut a 3x3 inch hole in the engine block.
2. Cut through the frame/frame rails on each side at a point located between the front and rear axles.
3. Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced. If anything in this process is to be sold, program income requirements apply.

Alternative scrapping options and other acceptable methods may be considered and require prior approval by the EPA.

1 The 2025-2026 DERA State Grant Program Guide can be found at: <https://www.epa.gov/dera/state#docs> and the 2026 DERA National Program Guide can be found at: <https://www.epa.gov/system/files/documents/2026-09/420b26034.pdf>

Eligible Project Criteria²

2025-2026 DERA State Program Guide

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Table 4: Medium and Heavy-Duty Truck, Transit Bus, and School Bus Project Eligibility

Current Engine Model Year (EMY)	Verified Retrofit Technologies			Verified Idle Reduction, Tires, or Aero-dynamics	Vehicle or Engine Replacement: EMY 2024+ (2019+ for Drayage)	Zero-emission ¹ or Low-NO _x ² Vehicle or Engine Replacement: EMY 2024+	Clean Alternative Fuel Conversion
	DOC +/- CCV	DPF	SCR				
Older – 2006	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2007 – 2009	No	No	Yes	Yes ³	Yes	Yes	Yes
2010 - newer	No	No	No	Yes ³	No	Yes	Yes

Acronyms: DOC = Diesel Oxidation Catalyst; CCV = Closed Crankcase Ventilation; DPF = Diesel Particulate Filter; EMY = Engine Model Year; SCR = Selective Catalytic Reduction

Table 5. Nonroad Engine Project Eligibility

Current Engine Tier	Nonroad Equipment Replacement					Verified Retrofit
	Compression Ignition			Spark Ignition	Zero-Emission ⁴	
	Tier 0-2	Tier 3-4i	Tier 4	Tier 2		
Unregulated – Tier 2	No	No	Yes	Yes	Yes	Yes
Tier 3	No	No	Yes	Yes	Yes	Yes
Tier 4	No	No	No	No	Yes	No
Current Engine Tier	Nonroad Engine Replacement					Verified Engine Upgrade
	Compression Ignition			Spark Ignition	Zero-Emission ⁵	
	Tier 0-2	Tier 3-4i	Tier 4	Tier 2		
Unregulated – Tier 2	No	Yes ⁶	Yes	Yes	Yes	Yes
Tier 3	No	No	Yes	Yes	Yes	Yes
Tier 4	No	No	No	No	Yes	No

¹ Eligible zero emission projects utilizing fuel cell technology are limited to vehicle replacement projects for eligible transit buses, shuttle buses, and drayage trucks.

² Engines are Low-NO_x if they are certified to 0.10 NO_x/bhp-hr or lower. Refer to the Low-NO_x guidance document on the [DERA State](#) website.

³ Auxiliary power units and generators are not eligible technologies for vehicles with EMY 2007 or newer.

⁴ Eligible zero-emission projects utilizing fuel cell technology are limited to nonroad equipment replacements for eligible terminal tractors/yard hostlers, stationary generators, and forklifts.

⁵ Engine replacement with a fuel cell technology is not eligible.

⁶ Tier 3 and Tier 4i engines may be used for engine replacement projects only with an approved best achievable technology analysis.

Table 6: Marine Engine Project Eligibility

Engine Category	Engine Horsepower	Current Engine Tier	Engine & Vessel Replacement					Certified Re-manufacture System ⁷	Verified Engine Upgrade
			Compression Ignition			Spark Ignition	Zero-Emissions		
			Tier 1-2	Tier 3	Tier 4				
C1, C2	<803	Un-regulated – Tier 2	No	Yes	No ⁹	Yes	Yes	Yes	Yes
C1, C2	≥804	Un-regulated – Tier 2	No	Yes ¹⁰	Yes	Yes	Yes	Yes	Yes
C1, C2	<803	Tier 3	No	No	No ⁹	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 ⁹	No	No	No	No
C3	All	Tier 3	No	No	No ⁹	No	No	No	No

Table 7: Locomotive Engine Project Eligibility

Current Locomotive Tier	Engine & Locomotive Replacement				Verified Retrofit	Idle-Reduction Technology ¹¹	Certified Remanufacture System ¹²
	Tier 0-2+	Tier 3	Tier 4	Zero-Emission ¹³			
Unregulated – Tier 2+	No	Yes ¹⁴	Yes	Yes	Yes	Yes	Yes
Tier 3	No	No	Yes	Yes	Yes	Yes	Yes
Tier 4	No	No	No	No	No	Yes	No

⁷ Some marine engine projects may be subject to the restriction on mandated measures, refer to Section X.D.24 below.

⁸ Zero emission projects utilizing fuel cell engine and vessel replacements are ineligible.

⁹ Tier 4 engines are not available for this type of engine.

¹⁰ Tier 3 engines may be used for engine replacement projects with an approved best achievable technology analysis. Over 803 horsepower (HP), Tier 3 engines are not eligible technologies for full vessel replacement projects.

¹¹ Automatic engine start-stop technologies are only eligible to be installed on locomotives currently unregulated or certified to Tier 0, subject to the restriction on mandated measures.

¹² Some locomotive engine projects may be subject to the restriction on mandated measures.

¹³ Zero-emission projects utilizing fuel cell engine replacement are ineligible. However, zero-emission fuel cell locomotive replacement projects are eligible for funding.

¹⁴ Tier 3 engines may only be used for an engine replacement project if Tier 4 engines are demonstrated to not be available or feasible through an approved best achievable technology analysis as defined in Section X.B., below. Full locomotive replacement projects with Tier 3 locomotives are ineligible for funding.

Mandatory Cost-share Requirements

2025-2026 DERA State Program Guide

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Table 8: Cost Share Requirements

Eligible Technologies	EPA Funding Limit	Recipient Cost Share Requirement
Highway Vehicle Replacement with certified engine meeting:		
0.20-0.11 g NO _x /bhp-hr emission limit ¹⁵	25%	75%
0.10-0.036 g NO _x /bhp-hr emission limit ¹⁶	35%	65%
0.035 g NO _x /bhp-hr or lower emission limit ¹⁷	45%	55%
Highway Engine Replacement with certified engine meeting:		
0.20-0.11 g NO _x /bhp-hr emission limit	40%	60%
0.10-0.036 g NO _x /bhp-hr emission limit	50%	50%
0.035 g NO _x /bhp-hr or lower emission limit	60%	40%
Nonroad/Locomotive/Marine Replacement		
Nonroad equipment, locomotive or vessel replacement with certified engine	25%	75%
Engine replacement with certified engine or zero-emission power source	35%	65%
Nonroad, with unregulated or Tier 1 engine, equipment replacement with current (Tier 4) certified engine or zero-emission power source	40%	60%
EPA certified remanufacture systems	80%	20%
Idle Reduction		
EPA Verified Highway Vehicle Idle Reduction Technologies when combined with new or previously installed exhaust after-treatment retrofit	100%	0%
EPA Verified Locomotive Idle Reduction Technologies	40%	60%
EPA Verified Electrified Parking Space Technologies	30%	70%
EPA Verified Highway Idle Reduction Technologies without new exhaust after-treatment retrofit	25%	75%
EPA Verified Marine shore connection systems	25%	75%
Verified Retrofit Technologies		
EPA or CARB Verified Exhaust After-treatment Retrofits	100%	0%
EPA Verified Engine Upgrade Retrofits	100%	0%
EPA Verified Aerodynamics and Low Rolling Resistance Tires when combined with new exhaust after-treatment retrofit	100%	0%
EPA Verified Hybrid Retrofit Systems	60%	40%
Alternative Fuel Conversion	40%	60%
EPA Verified Fuel and Additive Retrofits when combined with new retrofit, upgrade, or replacement	Cost differential between conventional diesel fuel	0%

¹⁵ 0.20 g NO_x/bhp-hr is from the EPA's heavy-duty engines standard at [40 CFR 86.007-11\(a\)\(1\)\(i\)\(A\)](#).

¹⁶ 0.10 g NO_x/bhp-hr is the highest of three NO_x emission limits an original equipment manufacturer (OEM) could certify an engine to under CARB's Optional Low NO_x rule. These rules have essentially been superseded since model year 2024.

¹⁷ 0.035 g NO_x/bhp-hr is from the EPA's heavy-duty 2027 rule ("HD27") at [40 CFR 1036.104\(a\)\(1\)](#).

Organization Information					
Project Title					
Number of Vehicles					
Organization Name					
Responsible Official		Title			
Mailing Address					
City, State, Zip					
Phone Number		Email			
Contact Person		Title			
Phone Number		Email			
Organization Type	☐ State ☐ City ☐ County ☐ School District ☐ Non-Government ☐ Other, list:				
Fleet Address					
City		County		Zip Code	
Description of Project					
Provide a short narrative description of the proposed project. Please include details such as type of project (repower, replacement, etc.), number and type of vehicles, and where in Nevada the vehicles are located/general routes taken. If the proposed vehicle(s) operate outside of the State, provide the percentage of time your organization will operate the affected equipment in Nevada. Include other information, such as number of hours and/or miles traveled in the State, as applicable.					
Project Funding					
Mandatory cost- share is the percent cost that will be paid by the applicant. The minimum requirement can be determined from the EPA 2025-2026 DERA State Grant Program Guide, pages 31-32, or see the mandatory cost share table located in the instructions of this application.					
Funding Requested	\$				
Cost Share	\$				
		%			
Total Project Cost	\$				
Separately as attachments provide detailed information relating to the total cost of your project. Include estimates and/or initial invoices from selected or potential vendors for the project and specify what portions you are seeking funding for. Please submit your estimates in PDF format.					

Project Feasibility	
Provide a brief proposed schedule detailing the steps necessary for executing the project and a description of how you as the applicant have the necessary technical, managerial, procurement, and financial capability and experience to execute on your proposed project.	
Fuel Type	
Is additional fueling infrastructure development needed for this project? If yes, describe below. Please note, infrastructure is not an eligible expense this funding year.	☐ Yes ☐ No
Signatures	
I, _____, hereby certify that the information submitted in this application are true and as accurate as possible, to the best of my knowledge.	
_____	_____
Printed Name	Title
_____	_____
Responsible Official Signature	Date

Required Appendices:

- 1) **Appendix A- Eligibility Statement for Highway Engines**
- 2) **Appendix B- Vehicle Information Sheet**
- 3) **Appendix C -Vendor Quotes/Estimates for Vehicle/Equipment (please submit initial estimates for the vehicles/equipment requesting funds in PDF format)**