Nevada Clean Diesel Program
FY2023-2024 Application

*Nevada Division of Environmental Protection*



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# Acronyms and Abbreviations

|  |  |
| --- | --- |
| CNG | Compressed Natural Gas |
| CO | Carbon Monoxide |
| CO2 | Carbon Dioxide |
| DEQ | Diesel Emission Quantifier |
| DERA | Diesel Emission Reduction Act, also NCDP |
| U.S EPA | United States Environmental Protection Agency |
| EPS | Electrified Parking Spaces |
| FY | Fiscal Year |
| GOE | Nevada Governor’s Office of Energy |
| GSE | Airport ground support equipment |
| GVWR | Gross Vehicle Weight Rating |
| LNG | Liquid Natural Gas |
| LPG | Liquid Propane Gas or Liquefied Petroleum Gas |
| NCDP | Nevada Clean Diesel Program, also DERA |
| NDEP | Nevada Division of Environmental Protection |
| NOx | Oxides of nitrogen |
| OGV | Ocean going vessels |
| PM2.5 | Particulate matter 2.5 micrometers and smaller in diameter |

# 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 [2023-2024 DERA State Grants Program Guide](https://www.epa.gov/system/files/documents/2023-07/420b23031.pdf). Additionally, DERA funding can be matched with Volkswagen Mitigation Funds under the Category 10 – DERA Option. When this option is used, the total program funds for that federal fiscal year increase 150% due to matching incentives by the EPA. 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 using either Microsoft Word or Adobe Acrobat. 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, C, and D must be submitted electronically as well and can be found on the Nevada Clean Diesel Program website. 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.

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. 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.

## Quantifying Emissions Reductions

NDEP will quantify the emission reductions resulting from the project by using the information included in a complete application. Generally, emission reductions will be quantified by the Diesel Emission Quantifier (DEQ)[[1]](#footnote-2). There are other tools for quantifying emission reductions, but the above tool is what NDEP is generally planning to use. If you are having trouble gathering all the required information for this application, please contact NDEP as we may be able to provide some assistance.

## Additional Information

Applicants selected for funding shall have approximately two years to complete their project. The project period will end September 30, 2026, 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 FY23-24 Program Guide[[2]](#footnote-3). All 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 Program Guide Section X.D.16, 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.

## Eligible Project Criteria1



*1.*Tables taken from the 2023-2024 DERA State Grant Program Guide found at <https://www.epa.gov/dera/state#docs>

## Mandatory Cost-share Requirements

|  |  |  |
| --- | --- | --- |
| **Eligible Technologies** | **EPA Funding Limit** | **Mandatory Cost Share** |
| Drayage Truck Replacement | 50% | 50% |
| Vehicle or Equipment Replacement with EPA Certified Engine | 25% | 75% |
| Vehicle or Equipment Replacement with CARB Certified Low NOx Engine | 35% | 65% |
| Vehicle or Equipment Replacement with Zero-tailpipe Emission Power Source | 45% | 55% |
| Engine Replacement with EPA Certified Engine | 40% | 60% |
| Engine Replacement with CARB Certified Low NOx Engine | 50% | 50% |
| Engine Replacement with Zero-tailpipe Emission Power Source | 60% | 40% |
| EPA Certified Remanufacture Systems | 100% | 0% |
| EPA Verified Highway Idle Reduction Technologies when combined with new or previously installed exhaust after-treatment retrofit | 100% | 0% |
| EPA Verified Highway Idle Reduction Technologies without new exhaust after-treatment retrofit | 25% | 75% |
| EPA Verified Locomotive Idle Reduction Technologies | 40% | 60% |
| EPA Verified Marine Shore Connection Systems | 25% | 75% |
| EPA Verified Electrified Parking Space Technologies | 30% | 70% |
| EPA Verified Exhaust After-treatment Retrofits | 100% | 0% |
| EPA Verified Engine Upgrade Retrofits | 100% | 0% |
| EPA Verified Hybrid Retrofit Systems | 60% | 40% |
| EPA Verified Fuel and Additive Retrofits when combined with new retrofit, upgrade, or replacement | Cost differential between conventional diesel fuel | Cost of conventional diesel fuel |
| EPA Verified Aerodynamics and Low Rolling Resistance Tired when combined with new exhaust after-treatment retrofit | 100% | 0% |
| Alternative Fuel Conversion | 40% | 60% |

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| 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 Applicant’s Organization  |
| Describe your organization’s size and type of work performed. If the proposed vehicle(s) operate outside of the State***1***, 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. Also include any environmental measures utilized by the organization, such as anti-idling policies that reduce emissions. |
|  |
| ***1.*** Vehicles/equipment must operate within the State at least 75% of the time. The applicant **MUST** provide documentation verifying the operating time in the state as Appendix A. |
| 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 2023-2024 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, and in the space below, 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 specifically you are seeking funding for. In order to determine the amount of funds being requested, detailed cost estimates from selected or potential vendors are required for both the diesel-powered replacement/repower as well as the alternative fuel or zero tailpipe emission replacement/repower. This is to determine the incremental cost of your project. |
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| Use of Funding Restrictions |
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| Please acknowledge acceptance of conditions by checking the box. |
| [ ]  | Useful Life: Recipient agrees that funds under this award cannot be used for emission reductions that result from vehicle/equipment replacement or repowers that would have occurred through normal fleet turnover and vehicle retirement requirements within three years of the project start date |
| [ ]  | Fleet Expansion: Recipient agrees that funds under this award cannot be used for the purchase of vehicles or equipment to expand a fleet. The recipient agrees that:* The replacement vehicle, engine, or equipment will perform the same functions

and operation as the vehicle, engine, or equipment that is being replaced (e.g., an excavator used to dig pipelines would be replaced by an excavator that continues to dig pipelines);* The replacement vehicle, engine, or equipment will be of the same type and similar

gross vehicle weight rating or horsepower as the vehicle, engine, or equipment being replaced (e.g., a 300-horsepower bulldozer is replaced by a bulldozer of similar horsepower). |
| [ ]  | The vehicle/equipment being replaced will be scrapped or rendered permanently disabled within ninety (90) days of the replacement. Disabling engine may be completed by:* Drilling a three by three-inch hole in the engine block; and
* Disabling the chassis by completed by cutting both frame rails in half in between the

 front and rear axles. * Other forms of disabling must have prior approval.

Vehicle components that are not part of the engine or chassis may be salvaged (e.g., plow blades, shovels, seats, etc.). If scrapped vehicles/equipment are to be sold, funds must be reverted back into the program. |

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| Project Location  |
| Will the vehicle(s) reside within Nevada? [ ]  Yes [ ]  No  |
| If “No” to the question above, provide a detailed explanation in the Project Location Summary below. |
| Details to address in the Project Location summary shall include:* a detailed description of the primary area(s) where the affected vehicle/engine operates, or the primary area where the emissions benefits of the project will be realized;
* a description of the routes and estimated miles traveled; and
* a summary of whether the project will be sited in an area where all or part of the population is exposed to diesel emissions.

For those fleets that travel statewide, provide a percentage of time spent in the various locations. A map of the project location is required to be included as Appendix B.  |
|  |
| Fleet/Equipment Description |
| Provide a completed Vehicle Information Sheet as Appendix C. The applicant must provide a detailed summary of the old equipment, including the make, model and model year. Summarize the expected remaining useful lifetime*1* of the project-funded vehicle(s)/equipment and how it will be used by your organization, including a description of how the applicant’s vehicle replacement procedures meet the useful life requirements below. Describe why this project would not have occurred without these funds. Provide a completed Eligibility Statement for the appropriate vehicle type as Appendix D. |
|  |
| *1****.*** 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 grant funding. 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. The existing vehicle, engine, or equipment must have at least three years of remaining life at the time of upgrade. |
| Project Feasibility |
| Provide a **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. |
|  |
| Expected Environmental Outputs from Project |
| Provide a detailed summary of expected environmental outputs associated with this project; additional project outputs to be included in the summary (Include the number of years that the technology will remain in the fleet). Explain how your organization will continue efforts to reduce emissions after the project has ended (i.e. company policies/commitments to reducing idling or transition to cleaner fleets). Explain if you have or plan to have a publicly available inventory that outlines your fleet’s emissions or if you have or plan to have a publicly availably plan to reduce mobile source emissions. Provide a summary of how this project will implement adaptation considerations to protect projects from climate impacts. |

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| Public Health Benefits  |
| Describe how this project will meet the requirements of the Diesel Emission Reduction Act by reducing environmental risks to the public and sensitive populations. Include how this project will reduce environmental risks to economically disadvantaged and other populations with disproportionately high and adverse human health or environmental impacts. Are there any “sensitive” populations including, but not limited to asthmatics, children, or the elderly that are likely to be directly benefitted by the project? While it isn’t necessary, if you are using a tool to identify “sensitive” populations that would likely be impacted by your project (one such example being the EPA’s EJSCREEN, available at <https://www.epa.gov/ejscreen>) include the data/analysis from the tool in your application. School districts and transit authorities do not need to use a tool to demonstrate the societal co-benefits of their project. |
|  |
| Air Quality in the Project Location  |
| Describe any special air quality concerns within or within close proximity to, the project area (located in an ozone nonattainment area, nearby Federal Class I areas, and EPA designated priority counties) and a qualitative description of the area’s diesel emissions due to high impact features (e.g., truck stops, railroad yards, distribution centers, interstates, etc.). Clark and Washoe counties have been identified as high priority areas, as well as Carson City, Douglas County, and urban centers in the counties adjacent to Clark and Washoe. |
|  |
| Community Engagement and Partnership |
|  Explain how your project/organization will engage with the affected communities and/or populations to ensure their meaningful participation with respect to the design, planning, and performance of the project. Do you have a clear point of contact in a public platform for community issues or complaints? Is there a publicly documented process to engage communities and receive input on projects that impact air quality? |
|  |
| Fuel Type  |
| Are additional fueling infrastructure developments or improvements needed for this project? If yes, describe below. | [ ]  Yes [ ]  No |
|  |
| Purchasing Procedures |
| Provide a detailed summary of the applicant’s purchasing procedures ensuring that all vendors will be selected in accordance with state public contracting and procurement regulations and federal procurement regulations. Explain how your purchases will align with the Build America Buy America Act (i.e. will the steel, iron, and other manufactured products used to manufacture any **infrastructure (**i.e. charging equipment, etc., **not** on-road vehicles)funded by this project be produced in the United States?). |
|  |
| Previous Grant Experience |
| Provide a brief summary of previous grant experience, including the year awarded, the funding organization, and the purpose of the grant funding. Also indicate whether any funded projects were not completed and provide an explanation of why these projects were not completed. |
|  |
| 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 Appendices1:**

1. **Appendix A-** **Documentation Verifying the Operating Time in Nevada**
2. **Appendix B- Map of the Project Locations (for fleets that travel statewide)**
3. **Appendix C-** [**Vehicle Information Sheet**](https://nv.sharepoint.com/sites/NDEPBAQPGHGandMobileBranch/Shared%20Documents/General/Mobile/DERA/DERA%20website/2024/fy23-24-dera-state-grant-program-fleet-descript-2023-06.xlsx)
4. **Appendix D- Eligibility Statement for Highway Engines OR Eligibility Statement for Nonroad Engines OR Eligibility Statement for Locomotives**

1. Required appendices can be located on NDEP’s [Clean Diesel Program](https://ndep.nv.gov/air/air-pollutants/clean-diesel-program#Apply) website under Apply.

1. The DEQ is available at <https://cfpub.epa.gov/quantifier/index.cfm?action=main.home> [↑](#footnote-ref-2)
2. The 2023-2024 DERA State Grant Program Guide can be found at: <https://www.epa.gov/dera/state#docs> [↑](#footnote-ref-3)