



## Utah Clean Diesel Grant Application Vehicle/Equipment/Engine Replacement Projects

<b>Entity Name:</b>			
<b>Contact Person:</b>	<b>Title:</b>		
<b>Phone Number:</b>	<b>Office:</b>	<b>Cell:</b>	
<b>Address:</b>	<b>Street:</b>		
	<b>City:</b>	<b>State:</b>	<b>Zip Code:</b>
<b>Email:</b>			
<b>Requested Grant Amount:</b>	\$		
<b>Date Submitted:</b>			

### INTRODUCTION

The Utah Division of Air Quality (DAQ), a division within the Utah Department of Environmental Quality (DEQ), is soliciting proposals from fleet owners for Class 5-8 (gross vehicle weight rating between 16,001 and 33,001+) diesel vehicle and engine replacement projects in an effort to reduce diesel emissions in the State of Utah’s nonattainment areas.<sup>1</sup>

### HOW TO APPLY

Applicants must complete and submit the following information via email to [cleandiesel@utah.gov](mailto:cleandiesel@utah.gov):

- 1) Utah Clean Diesel grant application with authorized signature

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<sup>1</sup> Nonattainment designation is determined by the EPA when an area or areas within a state persistently exceed the National Ambient Air Quality Standards. The EPA has designated "nonattainment areas" for Particulate Matter having an aerodynamic diameter of 2.5 microns (µm) or less (PM2.5) and ozone. The nonattainment areas in the State of Utah are Cache, portions of Box Elder, Davis, Duchesne, Salt Lake, portions of Tooele, Uintah, Utah, and portions of Weber counties.

- 2) A clear, legible photo of the engine label that captures the engine make, model, year, horsepower, displacement, serial number, and engine family name
- 3) A clear, legible photo of the **vehicle identification number (VIN) plate** that includes VIN and gross vehicle weight rating (GVWR) for **each** vehicle proposed for replacement or engine replacement
- 4) Fleet Description Form completely filled out for each vehicle

Incomplete applications and/or applications without required attachments may not be considered.

## **ELIGIBILITY**

**Entities:** Heavy-duty diesel vehicle and nonroad diesel equipment fleet owners.

### **Eligible Equipment<sup>2</sup>:**

- Vehicle/equipment or engine replacements of local Class 5-8 heavy-duty diesel vehicles/equipment, engine model years (EMY) 1996-2006
- Nonroad diesel equipment and engine replacements
  - 0-50 horsepower, EMY 2006 and newer (Unregulated - Tier 2 emissions certification)
  - 51-300 horsepower, EMY 1996 and newer (Tier 0 – Tier 3 emissions certification)
  - 301+ horsepower, EMY 1986 and newer (Tier 0 – Tier 3 emissions certification)
- Nonroad engine only replacement with horsepower >300
  - 301-750 horsepower, EMY 1986 and newer (Tier 0-Tier 3 emissions certification)
  - 751+ horsepower, EMY 1986 and newer (Tier 0-Tier 2 emissions certification)

### **Eligible Funding:**

- Vehicle/equipment replacements
  - Up to 25% of the cost for new vehicles/equipment
  - Up to 35% for new Class 5-8 vehicles powered by engines certified to the California Air Resources Board's (CARB) Optional Low-NO<sub>x</sub> Standards
  - Up to 45% for new all-electric replacement vehicles/equipment. Charging Infrastructure may be included
- Certified engine replacements
  - Up to 40% for replacing diesel engines with new engines certified to the most stringent Environmental Protection Agency (EPA) Exhaust Emissions Standards
  - Up to 50% for replacing diesel engines with CARB's Optional Low-NO<sub>x</sub> Standards
  - Up to 60% for replacing diesel engines with an electric motor or electric power source. Charging infrastructure may be included.

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<sup>2</sup> Additional diesel emissions reduction activities may be eligible, such as exhaust controls or idle-reduction technologies.

If the activity being considered does not fit any of the listed Eligible Equipment guidelines, [click here to learn more.](#)

## **MINIMUM REQUIREMENTS**

- Vehicles must be currently registered in the State of Utah.
- Vehicles/equipment/engines must be operable and have a minimum of three years remaining in their useful life at the time of replacement. Funding must be used to retire vehicles/equipment/engines sooner than they are regularly scheduled.
- Vehicles/equipment/engines being replaced must be scrapped or permanently disabled within 90 days of being replaced by drilling a three-inch-by-three-inch hole in the engine block and cutting the chassis rails on both sides.
- Replacement vehicles/equipment/engines must be of the same type and similar GVWR or horsepower and perform the same function and operation as the vehicle/equipment/engine being replaced.
- New vehicles/equipment/engines must meet the most stringent emissions standards.

## **ADDITIONAL INFORMATION**

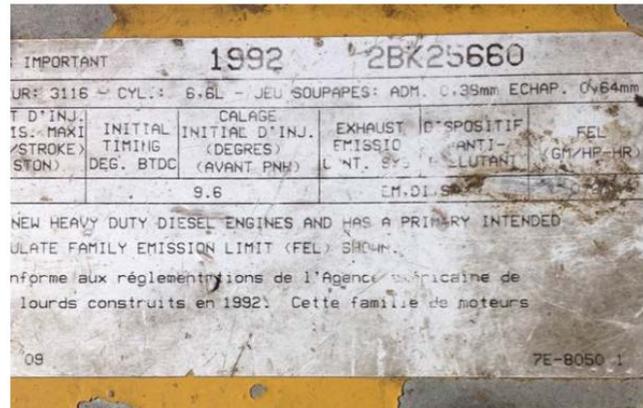
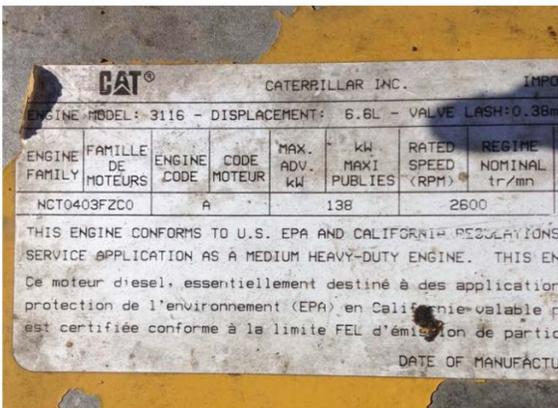
- The DAQ may elect to partially fund projects.
- Successful applicants must agree to the terms of a separately executed grant agreement.
- Successful applicants will have up to two years after a grant agreement is executed to complete projects.

## Engine and VIN plate photo submissions:

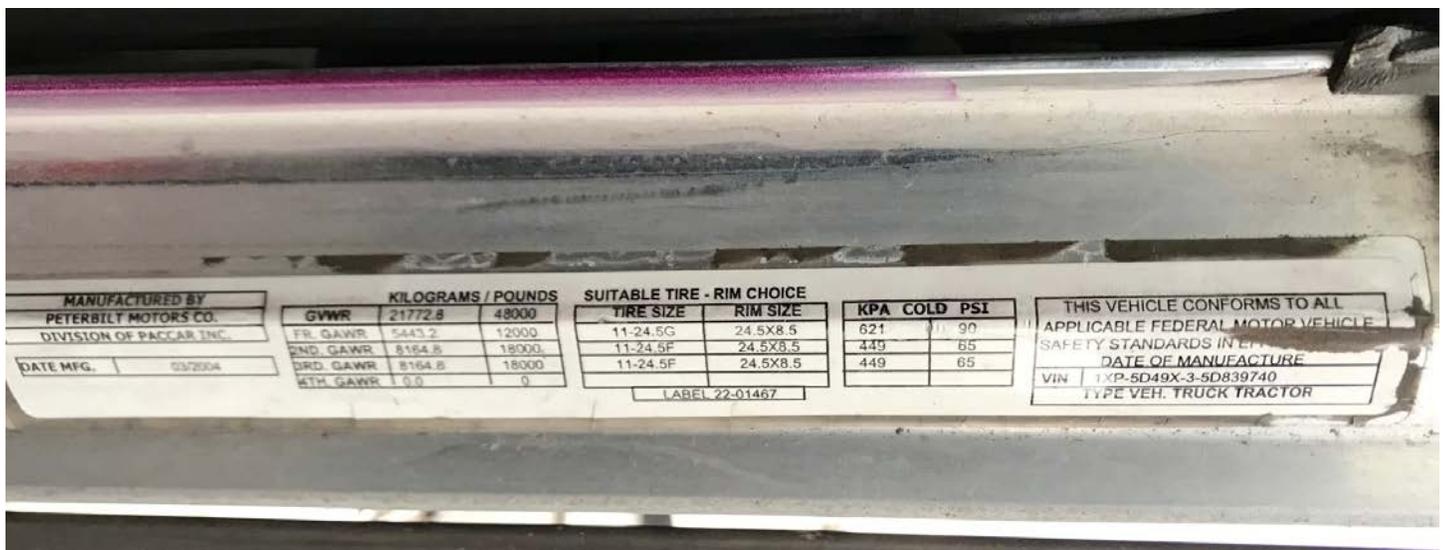
In addition to the Fleet Description Form, photos of the engine's emissions label, VIN plate, and manufacturer plate showing the GVWR (if not captured on VIN plate) are required as attachments to the application submittal. The photo(s) must be clear, legible, and capture the full label. This may require two to three photos of the left, center, and right sides of the engine label.

File attachments of the photos must be named as **the last 4 digits of the VIN along with description of the photo** (e.g. "VIN 7684 engine label left side," "VIN 7684 engine label" or "VIN 7684 VIN plate"). Applications that include multiple vehicles/equipment/engines must compress files into a zipped folder and attach in the application submittal email.

### Examples of engine label photos:



### Example of VIN plate:



## **CRITERIA**

Projects will be awarded on a first-come, first-served basis, upon verification of eligibility, until funding runs out. Priority will be given to projects based on the following criteria:

### **Cost-Per-Ton of Emissions Reductions:**

Using the EPA's Diesel Emissions Quantifier tool, the DAQ will quantify the project's emissions reductions and cost-per-ton of emissions reduced, using the vehicle specifications provided by the applicant in the fleet description form and budget information provided in the application.

The original vehicle's classification, type, engine model year, annual fuel usage and mileage, remaining useful life, and the amount of Clean Diesel funding being requested will be factors in these calculations.

### **Location:**

Projects will be evaluated based on the location where the vehicle(s)/engine(s) operate. Higher priority will be given for projects that operate in Utah's nonattainment areas.<sup>3</sup>

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<sup>3</sup> Nonattainment designation is determined by the EPA when an area or areas within a state persistently exceed the National Ambient Air Quality Standards. The EPA has designated "nonattainment areas" for Particulate Matter having an aerodynamic diameter of 2.5 microns ( $\mu\text{m}$ ) or less (PM<sub>2.5</sub>) and ozone. The nonattainment areas in the State of Utah are Cache, portions of Box Elder, Davis, Duchesne, Salt Lake, portions of Tooele, Uintah, Utah, and portions of Weber counties.

In addition to providing responses to the following questions, please fill out the fleet description form, which is downloadable from [cleandiesel.utah.gov](http://cleandiesel.utah.gov).

**Cost/Ton Emissions:**

1) Provide a brief summary of your project.

2) Using the following list and categories, please describe the fleet types, class, and quantity for each that are included in the proposed project:

**Class 5**

- Long-haul combination or long-haul, single-unit
- Refuse hauler
- Short-haul combination
- Short-haul, single-unit
- School bus
- Shuttle bus
- Transit bus

**Class 6-7**

- Long-haul combination or long-haul, single-unit
- Refuse hauler
- Short-haul combination
- Short-haul, single-unit
- School bus
- Shuttle bus
- Transit bus

**Class 8**

- Long-haul combination or long-haul, single-unit
- Refuse hauler
- Short-haul combination
- Short-haul, single-unit
- School bus
- Shuttle bus
- Transit bus

**Nonroad Equipment**

- Agriculture
- Construction
- Railyard
- Stationary
- Ports and airports

**Locomotive**

- Line-haul locomotive
- Passenger locomotive
- Switch locomotive

*Example: Five Class 8 short-haul, combination-unit trucks, three Class 6 shuttle buses, and two Class 5 short-haul, single unit trucks.*

3) From the following list, and corresponding to the quantity and type in the previous question, specify the type of upgrade(s) being proposed:

- Diesel vehicle/equipment replacement to diesel
- Diesel vehicle/equipment replacement to natural gas
- Diesel vehicle/equipment replacement to propane
- Diesel vehicle/equipment replacement to electricity
- Diesel vehicle/equipment replacement to low NO<sub>x</sub>
- Diesel vehicle/equipment replacement to other alternative fuel (please specify)
- Diesel engine replacement to diesel
- Diesel engine replacement to natural gas
- Diesel engine replacement to propane
- Diesel engine replacement to electricity
- Diesel engine replacement to low NO<sub>x</sub>
- Diesel engine replacement to other alternative fuel (please specify)

*Example: Five Class 8 short-haul, combination-unit engine replacements from diesel to diesel; three Class 6 shuttle bus replacements from diesel to propane and two Class 5 short-haul single-unit truck replacements from diesel to diesel.*

4) Please describe your fleet's normal attrition cycle and demonstrate that the proposed vehicle(s)/equipment/engine(s) replacement projects would be going through an early retirement due to the availability of the Utah Clean Diesel Grant funds. Explain how the replacement activities would not have occurred otherwise. On average, what is the remaining useful life of the vehicle(s)/equipment/engine(s) included in this application?

**Note:** Vehicle(s)/equipment/engine(s) must have a minimum of 3 years remaining in their useful life at the time of replacement.

*Example: Whoville City typically retires its refuse/snow removal trucks every 20 years, depending on mileage, condition, and operating expenses. The vehicle(s)/equipment/engine(s) in this application are currently operational and have, on average, four years remaining in their useful life. Without the Utah Clean Diesel Funds, Whoville City would normally operate the vehicle(s)/equipment/engine(s) in their regular capacity until 2027.*

5) Successful applicants will be reimbursed after the project has been completed. This includes the disabling of the vehicle(s)/equipment/engine(s) by drilling a three-inch-by-three-inch hole in the engine block (the part of the engine containing the cylinders) and if applicable, cutting through both sides of the frame/frame rails on each side at a point located between the front and rear axles, and submitting sufficient evidence to the Utah Division of Air Quality.

Considering that DAQ will review applications quarterly (October 1, January 1, April 1, and July 1), and it may take two to three months to execute grant agreements/contracts, provide a timeline of milestones for specific activities, such as obtaining bids, placing orders for new vehicles/equipment, engine installations, placing new vehicles/equipment/engines into service, scrapping old vehicles/equipment/engines, etc. Include the month(s) and year(s) that you estimate these activities to occur. Successful projects may take up to two years to complete.

### Location:

6) Describe the purpose, routes (if applicable), primary location(s), and daily/weekly/seasonal operation schedule for each vehicle, piece of equipment or engine.

*Example: The five Class 8 short-haul, combination-unit trucks are city maintenance trucks that are used to remove snow in the winter and haul green waste in the summer. The vehicles operates primarily in Whoville County, Monday through Friday from 8 a.m. - 5 p.m. weekly, throughout the year.*

7) Provide the addresses where each vehicle(s)/equipment/engine(s) is/are based. Include street address, city, and zip code.

8) Provide the travel radius from the base location (in miles) of each vehicle(s)/equipment/engine(s).

9) Detail the percentage of time the vehicle(s)/equipment/engine(s) operates in the following counties: Box Elder, Cache, Davis, Duchesne, Salt Lake, Tooele, Uintah, Utah, and Weber.

*Example: Salt Lake: 50%, Davis: 25%, Tooele: 0%, Weber: 10%, Box Elder: 0%, Utah: 15%, and Cache: 0%*

**Additional information:**

10) Describe the process by which your organization will purchase new vehicle(s)/equipment/engine(s) replacements to ensure low-cost purchases are made.

11) Using the budget table on the following page, please provide a detailed budget for your proposed project. Include vehicle/equipment/engine costs, quantity, components necessary for the new vehicle/equipment/engine to operate in the same capacity as the original vehicle/equipment/engine<sup>4</sup>, and if applicable, electric vehicle charging infrastructure for any new electric vehicle purchases. For engine replacement projects, provide estimated costs for labor. Each section should include a breakout of total costs for each funding source.

**Note:** Leases are not an eligible means for meeting the cost-share requirements and administrative costs are not eligible for reimbursement.

**Eligible Projects and Funding Limits:**

- Vehicle/equipment replacements
  - Up to 25% of the cost for new vehicles/equipment
  - Up to 35% for new Class 5-8 vehicles powered by engines certified to the California Air Resources Board's (CARB) Optional Low-NO<sub>x</sub> Standards
  - Up to 45% for new all-electric replacement vehicles
    - Charging infrastructure may be included
- Certified engine replacements
  - Up to 40% for replacing diesel engines with new engines certified to the most stringent Environmental Protection Agency (EPA) Exhaust Emissions Standards
  - Up to 50% for replacing diesel engines with CARB's Optional Low-NO<sub>x</sub> Standards
  - Up to 60% for replacing diesel engines with an electric motor or electric power source
    - Charging infrastructure may be included

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<sup>4</sup> Eligible expenses include necessary components for the replacement vehicle(s)/equipment/engine(s) to operate in the same function, operation, and capacity as the vehicle(s)/equipment/engine(s) being replaced.

Utah Clean Diesel Vehicle/Equipment/Engine Replacement Projects Budget Form				Funding Sources		
Equipment (Vehicle/Engine/Other/EV Charging)	Cost/Unit	QTY	Total	Clean Diesel Grant Requested Funding \$ Amount:	Applicant's Cost-Share \$ Amount:	Other Sources Funding \$ Amount:
Vehicle/Engine/Equipment						
Total Vehicle/Equipment/Engine Costs:				Divide total "Vehicle/Equipment/Engine" costs into appropriate funding source		
Other (If applicable, itemize necessary components for the replacement vehicle(s)/equipment/engine(s) to operate in the same function, operation, and capacity as the vehicle(s)/equipment/engine(s) being replaced)						
Total Other Costs:				Divide total "Other" costs into appropriate funding source		
EV Charging Equipment (if applicable)						
Total EV Charging Equipment Costs:				Divide total "EV Charging Equipment" costs into appropriate funding source		
<b>TOTAL EQUIPMENT:</b>						
Description of Labor (if applicable)	Labor rate (\$/hour):	Labor Hours Required:	Labor \$ Amount			
<b>TOTAL LABOR \$ AMOUNT:</b>				Divide total "Labor" costs into appropriate funding source		
<b>TOTALS (Equipment Costs + Labor Costs):</b>						
<b>TOTAL PROJECT COST:</b>				<b>% of Total Cost For Each Category</b>		

NOTE:  
**TOTALS (Equipment Costs + Labor Costs) and  
TOTAL PROJECT COST should equal each other.**

12) Applicants must include the following required documents for their project to be considered for funding. If any required documents are not included, please identify the reason why below.

**Required Application Documents**

A clear, legible image file of the full engine plate for every vehicle/equipment/engine replacement<sup>5</sup>

A clear, legible image file of the VIN plate for every vehicle/engine replacement

Rename the aforementioned image files “VIN XXXX Engine Plate” or “VIN XXX VIN Plate”

Complete, sign, and attach the application form

Complete and attach the Fleet Description Form

Complete and attach the Vehicle/Equipment/Engine Projects Budget Form

Comments:

**13) Certification:**

**I certify as if I signed my name that under penalty of perjury:**

- i. I am duly authorized to request Utah Clean Diesel funding, as described in this application, on behalf of the named entity and to submit all necessary information and documentation requested;
- ii. that the information I provided in this application and accompanying documents is true and correct, to the best of my knowledge;
- iii. I acknowledge, on behalf of the named entity, the requirements and conditions specified in this application;
- iv. I acknowledge on behalf of the named entity that approved projects must meet all eligibility requirements listed in a separately executed Grant Agreement;
- v. I acknowledge, on behalf of the named entity, that in order for the requested vehicle, equipment, or engine replacement to be funded, the named entity must provide all required information about each proposed new vehicle, equipment, or engine, each proposed vehicle, equipment, or engine must meet all eligibility requirements and pre-approved projects are not guaranteed reimbursement unless the entity complies with all terms specified in a separately executed Grant Agreement, including timely reporting and that prior to reimbursement, any replaced vehicle or equipment must be taken off the road and permanently disabled by cutting a 3 inch by 3 inch hole in the engine block and, if applicable, cutting through the frame rails;
- vi. I acknowledge on behalf of the named entity that any and all costs to complete this application and to meet the terms of a separately executed Grant Agreement are the responsibility of the named entity;

<sup>5</sup> If multiple vehicle(s)/engine(s) are included in the application, please compress image files into a zipped folder and submit as attachments to the application submission email.

- vii. I acknowledge on behalf of the named entity that upon notification of award, an individual authorized to execute a Grant Agreement must sign and return the agreement within thirty (30) calendar days upon notification of an award and if the Agreement is not signed and timely returned, the DEQ may terminate the award; and
- viii. that approved projects must be completed within two years after executing the Grant Agreement in order to be reimbursed.

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**Applicant Name (print)**

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**Applicant Signature**

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**Date**

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**Applicant Title**

**Questions about application submittals should be directed to:**

State of Utah Clean Diesel Grant Program

cleandiesel@utah.gov

Lisa Burr, 801-536-4019, or Courtney Ehrlich, 801-536-4430