

2. Project Categories Available for Funding

(Please check all that apply)

A. On-Road Local Freight Trucks and School, Shuttle and Transit Buses

Electric replacement and repower projects may be funded.

- The following **Class 4-7 local diesel freight truck** (having a Gross Vehicle Weight Rating [GVWR] of 14,001 – 33,000 lbs.) replacements or repowers may be funded:
 - replacement with a new, all-electric vehicle (including associated charging infrastructure)
 - replacing a diesel engine with an electric motor or electric power source (including associated charging infrastructure)
- The following **Class 8 local diesel freight truck** (having a GVWR of 33,001 lbs. or greater) replacements or repowers may be funded:
 - replacement with a new, all-electric vehicle (including associated charging infrastructure)
 - replacing a diesel engine with an electric motor or electric power source (including associated charging infrastructure)
- The following **Class 4-8 diesel school, shuttle, or transit bus** (having a minimum GVWR of 14,001 lbs.) replacements or repowers may be funded:
 - replacement with a new, all-electric vehicle (including associated charging infrastructure)
 - replacing a diesel engine with an electric motor or electric power source (including associated charging infrastructure)

"Local diesel freight truck" refers to trucks that are used to deliver cargo and freight, such as courier services, delivery trucks, box trucks moving freight, waste haulers, dump trucks, concrete mixers, etc.

To be eligible, existing highway vehicles must be engine model year **1992-2009**, fully operational and in regular active use, and registered and inspected* in Vermont.

* Exceptions to the vehicle registration and inspection requirements may be made on a case-by-case basis for unregistered vehicles operating exclusively as farm trucks as defined by 23 V.S.A. § 370 or for yard trucks equipped with engines certified to EPA's highway vehicle emissions standards that are used solely on-premises.

B. Locomotive Freight Switchers

Electric replacement and repower projects may be funded.

- Eligible freight switchers include pre-Tier 4, diesel powered switcher locomotives that operate 1,000 or more hours per year may qualify for funding for the following project types:
 - replacement with a new, all-electric switcher (including associated charging infrastructure)
 - replacing a diesel engine with an electric motor or electric power source (including associated charging infrastructure)

C. Ferries/Tugs

Only electric repower projects may be funded.

- **Ferries** with unregulated, Tier 1, or Tier 2 diesel powered marine engines may qualify for funding for the following project type:
 - replacing a diesel engine(s) with an electric motor(s) or electric power source (including associated charging infrastructure).
- **Tugs** with unregulated, Tier 1, or Tier 2 diesel powered marine engines may qualify for funding for the following project type:
 - replacing a diesel engine(s) with an electric motor(s) or electric power source (including associated charging infrastructure).

D. Non-Road Equipment

Electric replacement and repower projects may be funded.

- **Airport ground support equipment** replacements or repowers may qualify for funding for the following project types:
 - replacement with a new, all-electric piece of equipment (including associated charging infrastructure)
 - replacing a diesel engine with an electric motor or electric power source (including associated charging infrastructure)

To be eligible, airport ground support equipment must be pre-Tier 3, diesel powered equipment or spark ignition engine powered equipment that is uncertified or certified to 3 grams per brake horsepower hour (g/bhp-hr) or higher emissions.

- **Forklift** replacements and repowers may qualify for funding for the following project types:
 - replacement with a new, all-electric forklift (including associated charging infrastructure)
 - replacing a diesel engine with an electric motor or electric power source (including associated charging infrastructure)

To be eligible, diesel-powered forklifts must have a lift capacity of more than 8,000 pounds and can include reach stackers, side loaders, and top loaders.

3. Project Summary and Approach

Project Description: Please describe the proposed project in detail, including the usage of the old vehicle(s) or equipment, geographical area of vehicle/equipment operation, and any benefits the project will provide. If applicable, include a summary of prior experience with completing similar projects. Attach additional sheets if needed.

Anticipated Project Start Date: _____	Anticipated Project End Date: _____
Primary Town(s) of Operation: Provide the town, towns, county, or counties in which the operates. If operations are statewide, indicate "statewide":	

4. Electric Vehicle and Equipment Charging Infrastructure

Please provide charging infrastructure details below.

Type	Make	Model	Number of Chargers	Number of Plug Connectors
Level 2				
DC Fast Charger*				
Hydrogen Station:				
Address of Proposed Charging Equipment:				

* Additional justification for proposals seeking inclusion of DC Fast Charging must be provided (see Appendix 2).

6. Funding

This is a reimbursement grant 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?		

7. Project Sustainability

Idling of vehicles and equipment 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 (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 and equipment 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 grant 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, 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

8. Required Documentation

Please submit the required documentation listed below with your application.

1. Vermont's Volkswagen Environmental Mitigation Trust: Eligible Mitigation Actions Application form (Attachment I)	<input type="checkbox"/>
2. Completed Fleet Description Worksheet (Attachment J)	<input type="checkbox"/>
3. DC Fast Charging Justification (Attachment K) – as applicable	<input type="checkbox"/>
4. Commitment and Support Form (Attachment L)	<input type="checkbox"/>
5. All estimates for vehicles, engines, charging infrastructure, and labor for the project.	<input type="checkbox"/>
6. Mileage and/or fuel records for the past 12 months, if available	<input type="checkbox"/>

9. 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. All information contained in this application (including attached documentation) is true and complete to the best of the applicant's knowledge and belief;
2. The applicant is authorized to submit this application;
3. The applicant has read and understands the eligible options within the Environmental Mitigation Trust Agreement for State Beneficiaries (see Appendix D-2 here: https://dec.vermont.gov/sites/dec/files/aqc/mobile-sources/documents/Mitigation_Trust_Agreement.pdf#page=146), the grant background and guidelines and grant terms and conditions and agrees to comply with them; and,
4. If a grant 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 grant regulations and of the grant agreement.

Signature: _____ Date: _____
Authorized Signatory