**STATE OF NORTH DAKOTA**

**NORTH DAKOTA DEPARTMENT OF ENVIRONMENTAL QUALITY**

**AIR QUALITY DIVISION**

**4201 NORMANDY STREET**

**BISMARCK, ND 58503-1324**

**FY2024 STATE CLEAN DIESEL GRANT PROGRAM**

**APPLICATION AND GUIDELINES**

**ISSUED:** February 20, 2025

The North Dakota Department of Environmental Quality will administer a competitive application process and award funding to eligible entities for the purchase of new/newer, eligible vehicles, including school buses, to reduce diesel emissions in accordance with the Diesel Emissions Reduction Act (DERA).

**APPLICATION DEADLINE**

**March 31, 2025, by 5:00 P.M. C.T.**

**1.0 INTRODUCTION AND BACKGROUND**

The North Dakota Department of Environmental Quality (NDDEQ) is pleased to release the FY2024 State Clean Diesel Grant Program application and guidelines. The NDDEQ, through the US Environmental Protection Agency (EPA), may issue up to $380,000 in rebate awards to be used for the purchase of new/newer eligible vehicles, including school buses, throughout the state of North Dakota. The program allocates funding to reduce diesel emissions under the Diesel Emissions Reduction Act (DERA) of the Energy Policy Act of 2010.

The NDDEQ will administer a competitive application process and award funding to eligible entities for the purchase of new/newer, diesel-powered, zero-emission, hybrid, or alternatively fueled vehicles to reduce the exposure of the public to diesel emissions. Eligible entities are cities, counties, schools, or other government agencies that conduct work for the benefit of the public that requires medium heavy-duty and heavy-duty vehicles. If funds are available after all successful applications have been awarded, the NDDEQ may consider applications submitted by other entities or associations.

The funding targets the replacement of older, diesel-powered school buses, medium heavy-duty and heavy-duty, on-road vehicles that are used in various operations (including, but not limited to, dump trucks, snowplows, emergency response, construction, solid waste management, etc.).

The funding will be used to provide up to 25% of the cost of a new/newer, diesel-powered, zero-emission, hybrid, or alternatively fueled (including gasoline) vehicle having a 2021 or newer model year certified engine.

**2.0 POINT OF CONTACT**

Skye Fasching or Keith Hinnenkamp are the points of contact for all inquiries related to the State Clean Diesel Grant Program. Please direct all questions related to applications to:

**NDDEQ CONTACTS**: Skye Fasching or Keith Hinnenkamp

**EMAIL**: [skye.fasching@nd.gov](mailto:sfasching@nd.gov) or [khinnenk@nd.gov](mailto:khinnenk@nd.gov)

**PHONE**: 701.328.5188

**3.0 APPLICATION CONTENT, SUBMISSION INSTRUCTIONS AND DEADLINE**

The NDDEQ encourages all eligible entities to submit applications for State Clean Diesel Grant Program funding. The goal is to award funding to eligible entities that maximize efforts to preserve and enhance air quality across the state of North Dakota through the reduction of diesel emissions. Applicants must follow instructions carefully and submit all required documentation. Incomplete applications may not be considered for funding. Applications must have appropriate signatures as required on the application form.

Applications may be submitted via mail or email.

**APPLICATIONS MUST BE RECEIVED BY March 31, 2025, by 5:00 P.M. C.T.**

|  |  |
| --- | --- |
| **MAIL** | **EMAIL** |
| North Dakota Department of Environmental Quality  Division of Air Quality  4201 Normandy Street, 2nd Floor  Bismarck, ND 58503-1324 | [airquality@nd.gov](mailto:airquality@nd.gov) |

Applicant is solely responsible for ensuring its application is received by the deadline regardless of method of submission. Applicants assume the risk of the method of submittal chosen. An applicant’s failure to submit its application prior to the deadline will cause the application to be rejected. Late applications or amendments will not be opened or accepted for evaluation.

If submitting via mail, the NDDEQ assumes no responsibility for delays caused by any delivery service. Postmarking by the deadline will not substitute for actual application receipt by the NDDEQ.

If submitting via email, the subject line should read: *FY2025 State Clean Diesel Grant Program Application*. Applicants are encouraged to begin the process well in advance and to allow sufficient time for transmission to meet the deadline. Email messages over 50 MB in size are rejected. An applicant may split the response through multiple emails as needed and indicate the total number of messages intended (e.g., 1 of 3, 2 of 3, and 3 of 3).

In addition, be aware that applicant’s internet service provider may limit the size of attachments to outgoing emails. The NDDEQ takes no responsibility for electronic submissions that are captured, blocked, filtered, quarantined, or otherwise prevented from reaching the proper destination server by any anti-virus or other security software. Encrypted documents or links to documents on an external server are not allowed without prior written approval from the NDDEQ. DO NOT submit documents that are embedded (zip files), movies, wmp, encrypted, or mp3 files.

**4.0 SCHEDULE OF EVENTS**

The following represents the NDDEQ’s estimated schedule of events for program implementation.

|  |  |
| --- | --- |
| Application Deadline | March 31, 2025 by 5:00 P.M. Central Time |
| Application Evaluation Process | April 2025 |
| NDDEQ Notifies Recipients of Award | April 2025-May 2025 |
| Project and Budget Period | May 2025 - September 30, 2026 |
| End Date | September 30, 2026 |

**5.0 STATE CLEAN DIESEL GRANT PROGRAM PRIORITIES**

The principal objective of the State Clean Diesel Grant Program is to achieve reductions in diesel emissions in terms of tons of pollution produced, and reductions in diesel emissions exposure from vehicles operating in areas designated as poor air quality areas.

Priority areas identified for the State Clean Diesel Grant Program include:

1. Nonattainment areas or maintenance areas based on the National Ambient Air Quality Standards.

Note: No counties in North Dakota are categorized as nonattainment or maintenance areas**.**

1. Area of Air Toxics Concern: Counties that contain at least one census tract where the modeled ambient diesel PM concentration from the 2019 National Air Toxics Assessment (NATA) is above the 80th percentile for census tracts nationwide. The 80th percentile is a programmatic cutoff designed to help evaluate those areas that are most likely to have higher concentrations of diesel PM. The level was not chosen based on risk or other health-based criteria or thresholds. NATA is a screening tool and there are limitations and uncertainties associated with it.

The NDDEQ will evaluate the 2019 NATA data to determine if any applicants are located in NATA modeled areas. If any are identified, the NDDEQ will prioritize the project applications submitted within these areas.

1. In addition, priority will be given to projects based on whether the vehicles targeted for diesel emissions reductions are located at, or service, goods movement facilities such as:
2. Ports and airports
3. Rail yards
4. Terminals
5. Distribution centers

**6.0 PROGRAM REQUIREMENTS**

The NDDEQ will administer competitive applications and award funding to eligible entities for the purchase of new/newer diesel-powered, zero-emission, hybrid, or alternatively fueled (including gasoline) vehicles and school buses to reduce the exposure of the public to diesel emissions.

The eligible cost of a vehicle includes the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the vehicle function and resemble the replaced vehicle in form and function.

This program is intended to develop interest in replacing existing older, diesel-powered vehicles with new/newer, cleaner diesel-powered, zero-emission, hybrid, or alternatively fueled vehicles. Applications will be reviewed in order to select awardees.

Awards will be issued to eligible entities which include cities, counties, schools, or other government agencies that conduct work for the benefit of the public. If funds are available after all successful applications have been awarded, the NDDEQ may consider applications submitted by other entities or associations.

Applicants may submit an application for more than one vehicle per agency.

Each applicant must submit their own application on their behalf. To be consistent with the EPA’s acceptance of DERA materials, application submittals consisting of several agencies or schools per singular application will no longer be allowed.

The applicant shall receive approval from their governing body to apply and make use of the funding under this program.

Applications must be complete and follow all instructions contained in the guidelines, or the application may not be considered.

The funds will be used to provide up to 25% of the cost of a new/newer, cleaner diesel-powered, zero-emission, hybrid, or alternatively fueled (including gasoline) vehicle powered by a 2021 or newer model year certified engine.

The recipient agrees that funds under this award cannot be used to replace a school bus, medium-duty, or heavy-duty vehicles with engine model year 2010 and newer. Vehicles and school buses must be currently in operation and have three remaining years of life based on the vehicle owner’s estimate.

Preference points will be awarded to vehicles that are equipped with EPA verified devices which reduce engine idling or other EPA, or CARB verified pollution control devices that reduce diesel emissions.

Preference points will be awarded to those applicants located in a NATA modeled county.

This program requires the replacement of an older diesel-powered vehicle with a new/newer diesel-powered, zero-emission, hybrid, or alternatively fueled (including gasoline) vehicle. The vehicle being replaced must be fully operational and in current regular service. The use of these funds for the expansion of an existing fleet is prohibited. The new vehicle must continue to serve in a similar function as the old vehicle being replaced.

The new/newer replacement vehicle will be of the same type, same job duty, and similar gross weight and horsepower as the old item being replaced. The new/newer, replacement vehicle may not be in a larger weight class than the vehicle/equipment it is replacing. (Class 5, 6, 7, or 8). Also, the new/newer engine’s primary intended class must match the replacement vehicle’s weight class.

The vehicle to be replaced must have at least three years of remaining life at the time of replacement. Applications must include a discussion of the fleet owner’s vehicle retirement schedule. In addition, to be eligible for funding, the following thresholds must be met:

To be eligible for funding, the existing vehicle must have accumulated at least 7,000 miles per year during the two years prior to upgrade. The following are exceptions:

* 1. If a recipient can demonstrate that a vehicle is being used in a predominately nonroad application (e.g., firetrucks that idle for long periods), engine operating hours as defined in the program guidance may be used for application eligibility purposes. To be eligible for funding, this usage is defined as operating at least 500 hours per year during the two years prior to upgrade.

1. The milage of multiple units may be combined to reach the thresholds below where those units will be scrapped and replaced with a single unit.

For specific information on the replacement requirements for vehicles, please see the DERA State Grants Program Guide at: <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P101BLGX.pdf>.

Applicants should submit a minimum of three (3) competitive **estimates** for each item being replaced. If three (3) are not obtainable, a brief written explanation shall be submitted with the application. **Applicants are not required to conduct a formal bidding process to apply.** However, if awarded, applicants are expected to follow their regular, required procurement processes.

Vehicle replacements require that the engine and vehicle being replaced are scrapped and/or rendered permanently disabled.

Scrappage Requirement: Scrappage is defined by the EPA as permanently disabling the engine and chassis so they are no longer suitable for use. The preferred method of scrappage can be completed by shredding, or by permanently disabling the vehicle by at a minimum drilling a 3” by 3” hole in the engine block and cutting the frame rails of the chassis. The NDDEQ recommends disabling the vehicle after driving it to an approved recycling facility.

* To be considered a replacement, the purchase of a new/newer vehicle must be accompanied by the scrappage of an old diesel-powered vehicle.
* The vehicle being replaced must be scrapped with the engine and chassis disabled and documented in writing. Also required is the old vehicle’s identification number (VIN) and engine serial number.
* Successful applicants must complete a Certificate of Engine/Chassis Destruction Form. The form will be provided by the NDDEQ.
* Documentation on how the replaced item was disabled (scrapped) will be required along with photographs of the disabled item prior to receiving reimbursements.

The photos required are as follows:

1. Side profile of vehicle being scrapped
2. VIN plate of the vehicle being scrapped
3. Engine tag of the vehicle being scrapped showing the engine serial number and EPA engine family name
4. Chassis rail cut in half
5. Engine block prior to hole being drilled/destroyed
6. Engine block after hole has been drilled/destroyed

**NEW THIS YEAR: Added emphasis will be placed on the submission of correct photo documentation of the scrappage as follows:**

1. Photos must be submitted as jpeg files.

2. Do not submit black and white photos or pdf scans of the photos.

3. Submit only the requested photos. Do not submit extras.

4. Name the jpeg files with the specified names (sideprofile.jpg, VIN.jpeg, enginetag.jpeg, chassis.jpeg, engineblockprior.jpeg, engineblockafter.jpeg)

The successful applicant will have a number of options in meeting the scrappage requirement:

* **Option 1**: The successful applicant may use a recycling facility when scrapping their old vehicle. A list of known North Dakota scrap metal recycling facilities can be found at <https://deq.nd.gov/Publications/WM/ScrapMetalAndAutoRecyclersList.pdf> Not all the facilities listed accept all items or they may have requirements regarding certain items, so please check with the facility you decide to use prior to taking it there.
* **Option 2**: The successful applicant may use the old vehicle as a trade-in, provided the dealer can provide proof that the requirements in the scrappage section will be followed and applied to the item that is being traded in by the award recipient. A Certificate of Engine/Chassis Destruction Form is required to be signed by the authorized agent, and dealer and returned to the NDDEQ.
* **Option 3**: The successful applicant may use an innovative scrapping method as approved by the NDDEQ. The submittal of the Certificate of Engine/Chassis Destruction Form is still required.
* **Option 4**: The successful applicant may retain possession of the old vehicle provided they provide proof the requirements of the scrappage section were followed. The submittal of the Certificate of Engine/Chassis Destruction Form is still required.

The scrapping is done at the expense of the applicant and any funds received from scrapping are considered program income and must be documented. As funds are considered program income, they may be used to finance the non-Federal share of the project including the mandatory cost-share.

All services or work carried out within the award agreement must be completed within the scope, time frames and funding limitations specified by the award. Upon signature and execution of the award agreement by the NDDEQ, a copy of the executed award will be returned to the applicant, at which time the project will be considered awarded.

Applications selected for funding must meet eligibility requirements. All vehicle and equipment replacements must comply with the Federal and North Dakota standards for on-road use.

Funds spent before the awards are issued are not reimbursable.

Purchase of a vehicle may not occur prior to both parties signing an agreement under this award.

A cost may not be considered incurred until the new/newer, replacement vehicle has been received and accepted by the award recipient.

Any awards in response to this application are subject to the applicable regulatory provisions in 40 CFR Chapter 1, Subchapter B, the terms and conditions of each award, and any attachments from EPA and the U. S. Office of Management and Budget (OMB) with respect to the DERA.

Any optional equipment not required by the State of North Dakota, or any item considered as optional in the minimum specifications, or any auxiliary apparatus not necessary to make the vehicle functional and resemble the replaced vehicle in form and function, must be 100% paid for by the applicant, using their own funds.

The applicant will use the funding under this program for the specific purposes defined in the Program Description.

The applicant will not use funding under this program to purchase vehicles for which the applicant has received, or will receive, payment from another source or under another program.

The applicant should use ultra-low sulfur diesel (ULSD) fuel, or fuel as recommended by the manufacturer, in any new/newer vehicles purchased under this program and shall operate pollution control devices if the vehicles are so equipped.

Where applicable, the applicant will follow North Dakota State Law and procedures to procure the products and services funded under this project. Award recipients agree to follow the good faith efforts in accordance with 40 CFR Part 33 Subpart C, 40 CFR 33.501, and 2 CFR 200.321 whenever procuring equipment.  Records documenting compliance with the good faith efforts shall be retained.

Where applicable, the applicant is in compliance with the Federal Drug-Free Workplace Act of 1988 (41 USC Section 701, et seq.); state ethics laws and conflict of interest laws; and state regulations covering non-discrimination in hiring and affirmative action (ORC 125.111). Successful applicants must follow specific performance criteria to ensure compliance with statutory and audit requirements.

Build America, Buy America

Certain projects under this program are subject to the Buy America Sourcing requirements under the Build America, Buy America provisions of the [Infrastructure Investment and Jobs Act](https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.congress.gov%2Fbill%2F117th-congress%2Fhouse-bill%2F3684%2Ftext&data=05%7C01%7Ckhinnenk%40nd.gov%7Cbc9ddee0dea448a9581a08daab799187%7C2dea0464da514a88bae2b3db94bc0c54%7C0%7C0%7C638010836028667658%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=%2BiOPUkWkBQQrFCOTtGOpJcmuTqwfsxPzAwO%2F%2B395zl4%3D&reserved=0) (IIJA) (P.L. 117-58, §§70911-70917) when using Federal funds for the purchase of goods, products, and materials on any form of construction, alteration, maintenance, or repair of infrastructure in the United States. For legal definitions and sourcing requirements, the recipient must consult [EPA’s Build America, Buy](https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.epa.gov%2Fcwsrf%2Fbuild-america-buy-america-baba&data=05%7C01%7Ckhinnenk%40nd.gov%7Cbc9ddee0dea448a9581a08daab799187%7C2dea0464da514a88bae2b3db94bc0c54%7C0%7C0%7C638010836028667658%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=KiJiZDUy9l577CzJj7fHw7NUol1mDB4gt3SkWVeGzCU%3D&reserved=0) [America website.](https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.epa.gov%2Fcwsrf%2Fbuild-america-buy-america-baba&data=05%7C01%7Ckhinnenk%40nd.gov%7Cbc9ddee0dea448a9581a08daab799187%7C2dea0464da514a88bae2b3db94bc0c54%7C0%7C0%7C638010836028667658%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=KiJiZDUy9l577CzJj7fHw7NUol1mDB4gt3SkWVeGzCU%3D&reserved=0)

Under Build America, Buy America, a Buy America preference only applies to articles, materials, and supplies that are consumed in, incorporated into, or affixed to an infrastructure project. On-highway vehicles/engines funded by this program are **not** considered infrastructure. Structures, facilities, and equipment that generate, transport, and distribute energy (including electric vehicle charging equipment) may be subject to the Build America, Buy America requirements.

All successful applicants must be able to provide status or progress updates regarding achieving the work plan goals to the NDDEQ upon request.

All project “work” i.e., transactions, billings, scrapping of the old vehicle, **AND** delivery of the new/newer vehicle or bus must be completed and have documentation submitted to the NDDEQ no later than September 30, 2026. Final documentation will include: completed Certificate of Engine/Chassis Destruction Form, pictures of old/scrapped item, and a copy of the dealer invoice for the replacement item. Failure to do so may result in termination of the award and/or the NDDEQ not providing reimbursement for the vehicle(s) purchased.

**7.0 RIGHT OF REJECTION**

The NDDEQ reserves the right to reject any application, in whole or in part. The NDDEQ may reject any application that is not responsive to all the material, terms, conditions, and performance requirements of the application.

**8.0 APPLICATION NARRATIVE AND EVALUATION CRITERIA**

**\*\*Applicants MUST provide a narrative response as to how the applicant will accomplish each of the topics provided below.**

**Points will be awarded based on these responses and other information provided in the application.**

**Applications will be evaluated using a 100-point scale.**

**The evaluation criteria and weight are as follows:**

**PLAN FOR PROJECT: 20 POINTS MAXIMUM**

**Discuss how you plan to implement the proposed project. Describe tasks and activities you plan to do to accomplish the objectives of the project.**

Applications will be evaluated on how the project plan will show a successful completion, including a budget, reasonable timeline, and vehicle information.

**FUNDING CONTRIBUTION: 5 POINTS MAXIMUM**

**Describe your agency’s ability and readiness to provide the additional funding that is required.**

The award will be used to provide up to 25% of the cost of a new/newer, cleaner diesel-powered, zero-emission, hybrid, or alternatively fueled (including gasoline) vehicle having a 2021 or newer model year certified engine. The applicant is required to pay the remaining cost of the item.

**PUBLIC HEALTH BENEFITS/AIR QUALITY: 25 POINTS MAXIMUM**

**Applicants must describe how the project will reduce environmental risks and health risks to the public.** Applications will be evaluated on operating practices that positively affect the air quality where the vehicle will be used. Additional points will be given to projects where diesel engine idling reduction practices and policies have been established and are followed.

**DETAIL AND COMPLETENESS: 20 POINTS MAXIMUM**

The project description and proposed activities must be consistent throughout the application. The application must be complete and contain all required information.

**COST EFFECTIVE: 20 POINTS MAXIMUM**

**If possible, describe your agency’s vehicle maintenance and service program.**

Applications will be evaluated to the degree to which the project is cost effective and involves vehicles that have a long expected useful life.

**PREFERENCE POINTS: 10 POINTS MAXIMUM**

Applicants will be awarded preference points if the proposed new/newer vehicles are equipped with EPA-approved devices which reduce engine idling, or other pollution control devices that reduce diesel emissions. (5 points)

Applicants from NATA priority counties will receive preference points to comply with the programmatic priorities of the State Clean Diesel Grant Program. (5 points)

**\*\*APPLICANTS MUST ALSO COMPLETE AND SUBMIT THE FORMS ON THE FOLLOWING PAGES**

**1. CONTACT INFORMATION FOR APPLICANT**

**2. NEW / NEWER VEHICLE INFORMATION**

**3. OLD (SCRAPPED) VEHICLE/ CHASSIS AND ENGINE INFORMATION**

**4. PROJECT SCHEDULE INFORMATION**

5. APPLICANT CERTIFICATION STATEMENT

**NORTH DAKOTA DEPARTMENT OF ENVIRONMENTAL QUALITY**

**STATE CLEAN DIESEL GRANT PROGRAM**

**CONTACT INFORMATION FOR APPLICANT**

INSTRUCTIONS: Please complete the following information and submit with the application.

Provide contact information for the applicant’s *Authorized Agent* (person who is authorized to sign the rebate grant agreement on behalf of the applicant).

|  |  |
| --- | --- |
| **COMPLETE NAME OF APPLICANT** |  |
| **FEDERAL EMPLOYER IDENTIFICATION NUMBER (EIN)** |  |
| **DATA UNIVERSAL NUMBERING SYSTEM (DUNS NUMBER)** |  |
| **MAILING ADDRESS** |  |
| **CITY** |  |
| **STATE** |  |
| **ZIP CODE** |  |
| **COUNTY** |  |
| **AUTHORIZED AGENT** |  |
| **TELEPHONE NUMBER** |  |
| **E-MAIL ADDRESS** |  |

Provide contact information for the applicant’s *Project Director* (person who will oversee the purchase and implementation of the project). The person listed as the *Project Director* will serve as the primary contact between applicant and the NDDEQ.

|  |  |
| --- | --- |
| **PROJECT DIRECTOR (PRIMARY CONTACT)** |  |
| **TITLE** |  |
| **MAILING ADDRESS** |  |
| **CITY** |  |
| **STATE** |  |
| **ZIP CODE** |  |
| **TELEPHONE NUMBER** |  |
| **E-MAIL ADDRESS** |  |
| **ALTERNATIVE OR ADDITIONAL CONTACTS  *(NAME, TITLE, TELEPHONE, EMAIL)*** |  |

Provide contact information for applicant’s *Fiscal Agent* (person who will prepare financial reports of expenditures).

|  |  |
| --- | --- |
| **FISCAL AGENT** |  |
| **TITLE** |  |
| **MAILING ADDRESS** |  |
| **CITY** |  |
| **STATE** |  |
| **ZIP CODE** |  |
| **TELEPHONE NUMBER** |  |
| **E-MAIL ADDRESS** |  |
| **ALTERNATIVE OR ADDITIONAL CONTACTS  *(NAME, TITLE, TELEPHONE, EMAIL)*** |  |

***FOR NDDEQ USE ONLY:***

***APPLICATION NUMBER: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ DATE RECEIVED: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_***

**NORTH DAKOTA DEPARTMENT OF ENVIRONMENTAL QUALITY**

**STATE CLEAN DIESEL GRANT PROGRAM**

**NEW / NEWER VEHICLE INFORMATION**

**INSTRUCTIONS:** Please complete all the requested information in the following table for **EACH NEW/NEWER vehicle** that is being proposed for purchase with funding provided by the State Clean Diesel Grant and submit with the application.

Please note that after the application deadline, any changes to the specifications included in the project **must** be pre-approved by the North Dakota Department of Environmental Quality.

Applicants are not expected to calculate emissions reductions for the proposed project. However, where possible, the vehicle description should include enough information such that the Division of Air Quality can calculate the emissions. The information requested is:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **MANUFACTURER** | **MODEL** | **MODEL YEAR** | **TYPE** | **FUEL** |
|  |  |  |  |  |

**NEW / NEWER VEHICLE INFORMATION**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **GROSS VEHICLE WEIGHT** | **ANNUAL**  **PROPOSED MILES** | **ESTIMATED AVERAGE HRS. IDLING PER YEAR** | **ESTIMATED HRS. OF OPERATION PER YEAR** | **ENGINE FAMILY NAME\*** |
|  |  |  |  |  |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **ENGINE MANUFACTURER** | **ENGINE MODEL AND HORSEPOWER** | **ENGINE MODEL YEAR** | **ESTIMATED PURCHASE**  **ORDER DATE** | **PRICE\*\*** |
|  |  |  |  | **$** |

\*The engine family name will be listed on the engine’s Certificate of Conformity, which should be available from your vendor for new/newer vehicles.

\*\* All applicants: Please attach evidence of the proposed purchase price including a copy of dealers’ cost estimates.

\*\* Award recipients will need to submit a copy of the final dealer invoice for reimbursement.

**NORTH DAKOTA DEPARTMENT OF ENVIRONMENTAL QUALITY**

**STATE CLEAN DIESEL GRANT PROGRAM**

**OLD (SCRAPPED) VEHICLE/ CHASSIS AND ENGINE INFORMATION**

**INSTRUCTIONS:** Please complete all the requested information in the tables below for the **OLD vehicle** that is proposed to be scrapped and submit with the application. Please note that after the application deadline, any changes to the specific items included in the application **MUST** be pre-approved by the NDDEQ.

**OLD VEHICLE / CHASSIS INFORMATION**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **VEHICLE TYPE/MAKE** | **MODEL** | **YEAR** | **VIN #** | **ODOMETER READING** |
|  |  |  |  |  |
| **GROSS VEHICLE WEIGHT** | **EST. HRS. OF OPERATION PER YR.** | **EST. HRS. OF IDLING PER YR.** | **EST. ANNUAL MILES** | **TOTAL MILES PAST TWO YRS.** |
|  |  |  |  |  |

**OLD ENGINE INFORMATION**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **MAKE** | **MODEL** | **YEAR** | **ID OR SERIAL #** | **HORSEPOWER** |
|  |  |  |  |  |

|  |  |  |
| --- | --- | --- |
| **METHOD OF DISPOSAL OF OLD VEHICLE\*** | **SCRAPPING**  **COMPANY/DEALER** | **SCRAPPING COMPANY/DEALER**  **CONTACT PERSON** |
|  | NAME | NAME |
|  | ADDRESS | TELEPHONE NO. |
| CITY/STATE/ZIP | E-MAIL |

\*The vehicle taken out of service must be scrapped. If the item is “traded-in” the dealer is required to follow the EPA scrappage requirements by permanently disabling the engine and chassis. The dealer must provide written certification to the NDDEQ as to method and date of disposal.

**NORTH DAKOTA DEPARTMENT OF ENVIRONMENTAL QUALITY**

**STATE CLEAN DIESEL GRANT PROGRAM**

**PROJECT SCHEDULE INFORMATION**

**INSTRUCTIONS:** The purpose of this section is to provide the schedule for completing all major project milestones during the project period.

Some of the major project milestones are already provided in the *Project Schedule Summary* below. Please identify the expected completion dates for these milestones. As needed, any additional milestones and completion dates may be added using the blank rows provided. Describe any scheduling issues which may prevent the project from being completed on schedule and submit with the application.

PROJECT SCHEDULE

|  |  |
| --- | --- |
| **PROJECT MILESTONE** | **COMPLETION DATE** *(ENTER DATES OR NUMBER OF DAYS FOLLOWING APPROVAL OF THE APPLICATION)* |
| Obtain cost estimates for replacement vehicle and submit application. |  |
|  |  |
| Purchase new/newer vehicle. |  |
|  |  |
| Old vehicle scrappage. |  |
|  |  |
| Submit final documentation to the NDDEQ by September 30, 2026. |  |
|  |  |

NORTH DAKOTA DEPARTMENT OF ENVIRONMENTAL QUALITY

STATE CLEAN DIESEL GRANT PROGRAM

APPLICANT CERTIFICATION STATEMENT

**INSTRUCTIONS**: Applicant’s *Authorized Agent* must read the Statement of Certification below and date and sign. The application **MUST** include the Statement of Certification with an original signature.

#### STATEMENT OF CERTIFICATION

I certify that to the best of my knowledge the information contained in this application and in the supplemental material is correct and complete. I certify that the funding requested satisfies the eligibility requirements for this program as represented in the Program Requirements and related materials. I certify that I understand that the funding under this program is subject to restrictions and other conditions listed in the Program Requirements.

* The applicant will use the funding under this program for the specific purposes defined in the Program Requirements.
* The applicant will not use funding under this program to purchase hardware or services for which the applicant has received, or will receive, payment from another source or under another program.
* The successful applicant shall be able to provide status or progress updates regarding achieving the work plan goals to the NDDEQ upon request.
* The applicant shall not use this funding to expand a current fleet. The vehicle being replaced is owned by the applicant, currently in operation, and has three years of remaining life.
* The applicant has received approval from their governing body to apply and make use of the funding under this program.
* Where applicable, the applicant will follow North Dakota State Law and procedures to procure the products and services funded under this project. Award recipients agree to follow the good faith efforts whenever procuring equipment. Records documenting compliance with the good faith efforts shall be retained.
* Where applicable, the applicant is in compliance with the Federal Drug-Free Workplace Act of 1988 (41 USC Section 701, et seq.); state ethics laws and conflict of interest laws; and state regulations covering non-discrimination in hiring and affirmative action (ORC 125.111).

I authorize the North Dakota Department of Environmental Quality to make any necessary inquiries to verify the information submitted. I acknowledge that the information in this application is not confidential and may be released as required by the program.

APPLICANT CERTIFICATION SIGNATURE

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| --- | --- |
| **AUTHORIZED SIGNATURE** |  |
| **DATE** |  |
| **TYPED/PRINTED NAME** |  |
| **TITLE OR RELATIONSHIP TO APPLICANT ORGANIZATION** |  |
| **CONTACT INFORMATION *(If different than the person identified as the Authorized Agent in the Applicant Contact Information Section of the application)*** |  |