

---

# Nevada Clean Diesel Program Application

---

*Nevada Division of Environmental Protection*



## Contents

Program Information.....	2
Background.....	2
Eligible Entities.....	2
How to Apply.....	2
Additional Information .....	2
Eligible Project Criteria.....	3
Mandatory Cost-share Requirements.....	4
Organization Information.....	5
Description of Project .....	5
Project Funding.....	5
Project Feasibility .....	5
Fuel Type .....	6
Signatures.....	6
Required Appendices.....	6

# 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](#). 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, 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](mailto:ndep.dera@ndep.nv.gov). Please submit completed applications to [ndep.dera@ndep.nv.gov](mailto: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 FY23-24 Program Guide<sup>1</sup>. 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 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.

---

<sup>1</sup> The 2023-2024 DERA State Grant Program Guide can be found at: <https://www.epa.gov/dera/state#docs>

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 Criteria

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

Current Engine Model Year (EMY)	DOC +/- CCV	DPF	SCR	Verified Idle Reduction, Tires, or Aero-dynamics	Vehicle or Engine Replacement: EMY 2021+ (2017+ for Drayage)	Vehicle or Engine Replacement: EMY 2021+ Zero Emission <sup>2</sup> or Low-NO <sub>x</sub> <sup>3</sup>	Clean Alternative Fuel Conversion
older - 2006	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2007 - 2009	No	No	Yes	Yes <sup>1</sup>	Yes	Yes	Yes
2010 - newer	No	No	No	Yes <sup>1</sup>	No	Yes	Yes

<sup>1</sup>Auxiliary power units and generators are not eligible on vehicles with EMY 2007 or newer.

<sup>2</sup>Eligible fuel cell projects are limited to hydrogen fuel cell engine replacements for eligible urban transit buses, shuttle buses and drayage trucks, and hydrogen fuel cell vehicle replacements for eligible urban transit buses, shuttle buses, and drayage trucks.

<sup>3</sup> Please see the Low-NO<sub>x</sub> Engine Factsheet found on the [DERA website](#) for guidance on identifying engines certified to meet CARB's Optional Low NO<sub>x</sub> Standards.

**Table 5. Nonroad Engine Project Eligibility**

Current Engine Tier	Vehicle/Equipment Replacement					Verified Retrofit	
	Compression Ignition			Spark Ignition	Zero Emission <sup>3</sup>		
	Tier 0-2	Tier 3-4i	Tier 4	Tier 2			
Unregulated – Tier 2	No	Yes <sup>1</sup>	Yes	Yes	Yes	Yes	
Tier 3	No	No	Yes	Yes	Yes	Yes	
Tier 4	No	No	No	No	Yes	No	
Current Engine Tier	Engine Replacement					Verified Engine Upgrade	
	Compression Ignition			Spark Ignition	Zero Emission <sup>4</sup>		
	Tier 0-2	Tier 3-4i	Tier 4	Tier 2			
Unregulated – Tier 2	No	Yes <sup>2</sup>	Yes	Yes	Yes	Yes	
Tier 3	No	No	Yes	Yes	Yes	Yes	
Tier 4	No	No	No	No	Yes	No	

<sup>1</sup>Tier 3 and Tier 4 interim (4i) allowed for vehicle/equipment replacement only when Tier 4 final is not yet available from OEM for 2021 model year equipment under the Transition Program for Equipment Manufacturers (TPEM).

<sup>2</sup>Tier 3 and Tier 4i engines may be used for engine replacement only if Tier 4 is demonstrated to not be available or feasible through a best achievable technology analysis as defined in Section X.B., below.

<sup>3</sup>Eligible fuel cell projects are limited to hydrogen fuel cell equipment replacements for eligible terminal tractors/yard hostlers, stationary generators, and forklifts.

<sup>4</sup>Fuel cell engine replacement is not eligible.

Tables 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 Tires when combined with new exhaust after-treatment retrofit	100%	0%
Alternative Fuel Conversion	40%	60%

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	<input type="checkbox"/> State <input type="checkbox"/> City <input type="checkbox"/> County <input type="checkbox"/> School District <input type="checkbox"/> Non-Government <input type="checkbox"/> Other, list:		
Fleet Address			
City		County	Zip Code
Description of Project			
<p>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.</p>			
Project Funding			
<p>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.</p>			
Funding Requested	\$		
Cost Share	\$	%	
Total Project Cost	\$		
<p>Separately as attachments provide detailed information relating to the total cost of your project. <b>Include estimates and/or initial invoices</b> from selected or potential vendors for the project and specify what portions you are seeking funding for.</p>			
Project Feasibility			
<p>Provide a brief <b>proposed schedule</b> 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.</p>			

<b>Fuel Type</b>	
Are additional fueling infrastructure development <b>funds</b> needed for this project? If yes, describe below. Please note, infrastructure funding is subject to the same mandatory cost share percentage found above.	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Signatures</b>	
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**