

Clean Diesel Program Drayage Truck Support Cost Guidelines

EPA State DERA 2022

Washington State Department of Ecology
Olympia, Washington

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This document contains federal and state guidelines for administration of the 2021 EPA State Diesel Emission Reduction Act (DERA) Grant Program. (Notice of Funding Opportunity Number EPA-CEP-01 CDFA# 66.040) These guidelines apply to Ecology as the primary applicant for the grant and any sub-applicants requesting Ecology pass-thru any of these funds via an Ecology sub-grant.

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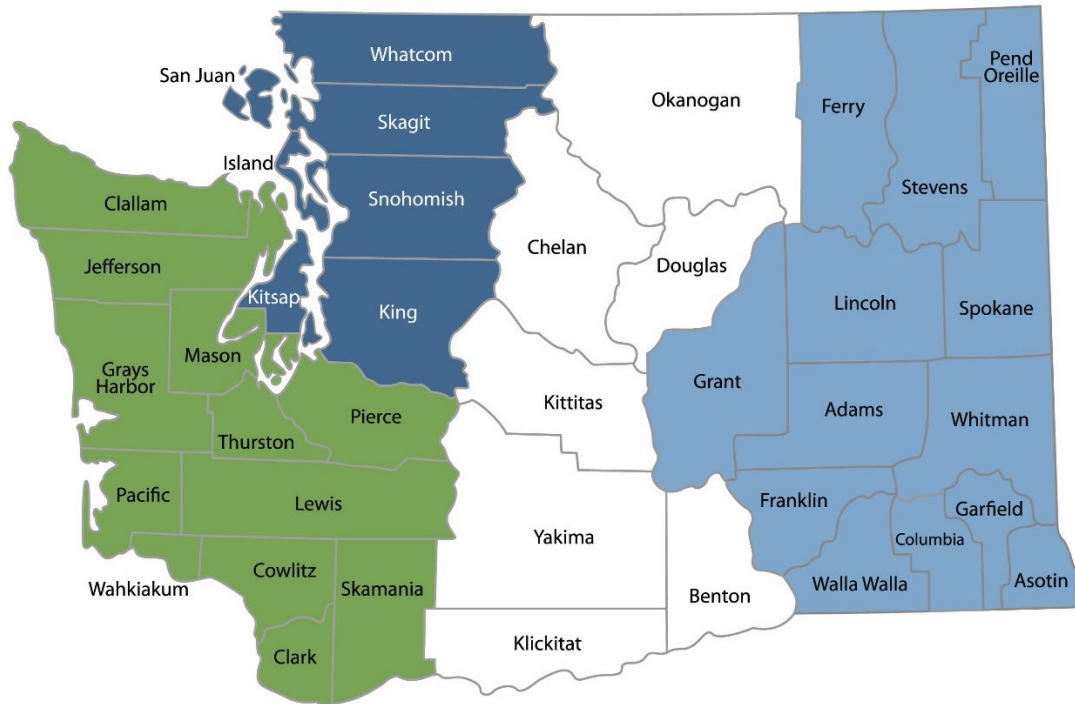
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¹ www.ecology.wa.gov/contact

Department of Ecology's Region Offices

Map of Counties Served



Southwest Region 360-407-6300	Northwest Region 206-594-0000	Central Region 509-575-2490	Eastern Region 509-329-3400
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Region	Counties served	Mailing Address	Phone
Southwest	Clallam, Clark, Cowlitz, Grays Harbor, Jefferson, Mason, Lewis, Pacific, Pierce, Skamania, Thurston, Wahkiakum	P.O. Box 47775 Olympia, WA 98504	360-407-6300
Northwest	Island, King, Kitsap, San Juan, Skagit, Snohomish, Whatcom	P.O. Box 330316 Shoreline, WA 98133	206-594-0000
Central	Benton, Chelan, Douglas, Kittitas, Klickitat, Okanogan, Yakima	1250 West Alder Street Union Gap, WA 98903	509-575-2490
Eastern	Adams, Asotin, Columbia, Ferry, Franklin, Garfield, Grant, Lincoln, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman	4601 North Monroe Spokane, WA 99205	509-329-3400
Headquarters	Statewide	P.O. Box 47600 Olympia, WA 98504	360-407-6000

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DEPARTMENT OF
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State of Washington

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Overview

EPA's Office of Transportation and Air Quality solicited proposals from eligible states and territories for participation in the 2021-2022 Diesel Emission Reduction Act (DERA) State Grants. EPA awarded Ecology DS-01J94501 for diesel reduction projects. Funding can support grant, rebate, and loan programs administered by eligible states or territories that are designed to achieve significant reductions in diesel emissions.

The DERA State Grants program is not a competition; it is an allocation process in which the eligible states and territories submit their interest to participate to EPA, and EPA awards a specific allocation by formula, based on the number of states and territories with approved applications that participate.

Eligible diesel emissions reduction solutions include verified emissions control technologies such as engine retrofits, cleaner fuels, engine upgrades, verified idle reduction technologies, verified aerodynamic technologies and low rolling resistance tires, certified engine replacements, and certified vehicle or equipment replacements.

Eligible diesel vehicles, engines and equipment may include buses, Class 5 – Class 8 heavy-duty highway vehicles, marine engines, locomotives and nonroad engines, equipment or vehicles used in construction, handling of cargo (including at a port or airport), agriculture, mining or energy production (including stationary generators and pumps). All public materials for the DERA State Grants are available at [State Grants: Past Program Documents | US EPA](#).

Rebates, subsidies, and similar one-time, lump-sum payments to program beneficiaries for the purchase of eligible emissions control technologies and vehicle replacements are eligible participant support costs under State DERA awards. Participant support costs for rebates must be supported by guidelines issued by Ecology and approved by EPA's Award Official or Grants Management Officer.

The Northwest Seaport Alliance has been awarded grant funding as a DERA 2022 sub recipient. Under a sub-award from Ecology, the Northwest Seaport Alliance can use some or all of the grant funding to establish a rebate program to scrap and replace eligible diesel powered drayage trucks with cleaner eligible trucks.

The purpose of this document is to establish guidelines defining the rules, restrictions, timelines, programmatic requirements, reporting and transaction documentation requirements, eligibility, and funding levels that rebate beneficiaries must follow.

Participant Support Cost Guidelines

The purpose of this document is to establish guidelines defining the rules, restrictions, timelines, programmatic requirements, reporting and transaction documentation requirements, eligibility, and funding levels that rebate beneficiaries must follow

Rules and Restrictions

To be a beneficiary of a rebate, applicants must submit an application to the Northwest Seaport Alliance. The eligible beneficiaries will complete the following to receive their rebate.

1. Sign an agreement with the Northwest Seaport Alliance based on approved template.
2. Provide Department of Licensing (DoL) registration to Northwest Seaport Alliance to verify application info.
3. Purchase and operate a 2015 and newer drayage truck.
4. Provide Northwest Seaport Alliance a bill of sale to confirm purchase and determine maximum level of rebate.
5. Take eligible diesel-fueled 2009 or older drayage truck to scrapyard dismantler for scrapping
6. Sign and submit an eligibility statement and certification of destruction form to scrapyard dismantler.

Timeline

All drayage truck replacement must be received and deployed by June 30, 2027. All old diesel-fueled cargo-handling equipment must be scrapped by June 30, 2027.

Rebates will be made to truck owner within 30 days after the Northwest Seaport Alliance receives and approves all required documentation.

Copies of all documentation must be submitted to the Ecology by June 30, 2027.

Programmatic Requirements

Eligible beneficiaries may scrap and replace diesel-fueled drayage trucks with engines model year 2009 and older with trucks that have model year 2015 or newer engines.

Existing Drayage trucks must meet the following criteria to qualify for a rebate:

1. It is engine model year is 2009 or older
2. It is operational
3. It has been owned and operated by the applicant/beneficiary for the last two years
4. It has operated more than 7,000 hours during the two years prior to a signed agreement with the Northwest Seaport Alliance.
5. It has an estimate useful remaining useful life of three years

New truck must have an engine model year of 2015 or newer and functionally equivalent to the truck scrapped. Horsepower increases greater than 40 percent must be approved in advance by Ecology and EPA.

Reporting and Transaction Documentation Requirements

Eligible beneficiaries will submit the following documentation to the Northwest Seaport Alliance:

- Truck owner will submit to Northwest Seaport Alliance:
 - o Signed Agreement that
 - Describes the activities supported by the rebate
 - Defines rebate amount
 - Identifies the party that has title to the purchased truck
 - Establishes documentation requirements to ensure proper accounting of EPA funds
 - States that no other federal funds were used.
 - Specifies any reporting requirements for the beneficiaries
 - o Department of Licensing registration docs – (needed to match VIN and plate provided)
 - o Invoice & receipt or/bill of sale, showing cost of replacement truck (will be used to determine 50% max level of scrap bonus)
- Truck owner will submit to scrapyard dismantler:
 - o Signed eligibility statement and certification of destruction including
 - Vehicle make, vehicle model, vehicle model year, VIN, odometer reading or usage meter reading, engine make, engine model, engine model year, engine horsepower, engine ID or serial number, as applicable;
 - Name, address, and signature of dismantler;
 - Date engine and/or vehicle/equipment was scrapped;
 - Statement attesting to scrapping of vehicle/engine as defined above;
 - Signature of participating truck owner.
- Scrapyard dismantler will submit to Northwest Seaport Alliance:
 - o Completed certification of destruction with signed eligibility statement
 - o Required photos including
 - Side profile of the vehicle, prior to disabling
 - VIN tag or equipment serial number
 - Engine label (showing serial number, engine family number, and engine model year)
 - Engine block, prior to hole
 - Engine block, after hole
 - Cut frame rails or other cut structural components, as applicable

- Upon review and approval of submitted documents Northwest Seaport Alliance will provide reimbursement to truck owner.
- Northwest Seaport Alliance will provide quarterly reports to Ecology.
- Ecology will provide quarterly reports to EPA.

Eligibility

Eligible applicants/beneficiaries may be individual owner/operators or private or public fleet owners, however eligible applicants/beneficiaries cannot be employees, contractors or sub-recipients of the DERA grant recipient.

Eligible projects include scrapping and replacing eligible pre-2009 diesel-fueled drayage trucks owned and operated by an eligible applicant with functionally equivalent cleaner vehicle and equipment.

Funding Levels

Funding levels for reimbursement of beneficiaries will not exceed \$30,000 or 50% of eligible project costs.