**APPLICATION –CLEAN DIESEL REPLACEMENT FUNDING 2025**

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| See Instructions, application page 3. For further information visit [https://metroenergy.org/procurement.](https://metroenergy.org/procurement)Submit completed Application by email to rfa@metroenergy.org. |
| **A. APPLICANT INFORMATION** |
| **1. APPLICANT TYPE (Check one)** |  **Private Company**  |  **Government Organization** |  **Other (Explain)** |  |  |  |
| **LEGAL NAME OF ORGANIZATION** | FEIN: |  |  |  |
| MAILING ADDRESS | CITY | STATE | ZIP CODE |
| RESPONSIBLE DIVISION, DEPARTMENT OR D/B/A APPLYING FOR FUNDING |
| **2. AUTHORIZED OFFICIAL** | TITLE | EMAIL ADDRESS |
| **3. PROJECT MANAGER** | TITLE | EMAIL ADDRESS |
| DIRECT PHONE NUMBER WITH AREA CODE | OTHER PHONE NUMBER (if applicable) |  |
| **B. PROJECT SUMMARY** |
| **4. TOTAL PROJECT BUDGET** (Provide full budget details in Budget Workbook. Include all project costs, both Applicant share and federal share, including equipment, installation, and other costs.) | **5. REQUESTED FEDERAL FUNDING**$ |
| **6. PLANNED MONTH AND YEAR OF PROJECT COMPLETION** | **7. NUMBER OF VEHICLES and NUMBER OF EV CHARGING STATIONS** |
| **8. BRIEF PROJECT DESCRIPTION** |
| **C. APPLICANT AGREEMENT** |
| I hereby certify that:* The information in this application is true and correct.
* The organization that I represent has sufficient resources to conduct this project while awaiting reimbursement from MEC.
* I agree to MEC’s terms and conditions, which include reporting and outreach during the project period.
	+ Reporting will include participating in occasional informational interviews by MEC staff.
	+ Outreach may include peer-to-peer information sharing at conferences and/or presentations to local business leaders in the deployment area.
* I agree to accept the U.S. Environmental Protection Agency’s Programmatic Terms and Conditions.
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| **9. SIGNATURE** | **DATE** |

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| **D. PROJECT DETAILS** |
| Enter details of your project. Additional narrative information is welcome and may be attached in PDF format. |
| **10. Type of Project** | Vehicle Replacement |  |  |  |
| **11. Duty Cycle** | Terminal Truck | Bus (School or Transit) |  Other  |  |
| **12. Location of Operation.**  |
| Preferred deployment markets are Kansas and Missouri, followed by Iowa and Nebraska. List the percentage of operating time the vehicle spends in each county/area listed in this table (add rows if necessary). Operating time should total 100 percent. |
| **County (STATE)/Area** | **Percent of Operating Time** |
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| **13. Outreach**Describe public engagement activities, as well as availability for peer networking and panel presentations to peers and industry in the region and/or nationally. |  |
| **14. Project Sustainability Beyond Project Period**Please briefly discuss ways you plan to maintain or grow your electrification or clean-fuel project after the program ends. |  |

**Instructions:**

Metropolitan Energy Center intends to award approximately $1,7 million for projects that can begin immediately. Preferred markets are Kansas and Missouri, followed by Iowa and Nebraska.

This is a reimbursement program. After MEC approves projects for Award, applicants may begin procurement and proceed to fulfill all program requirements under MEC’s guidance. After MEC staff site visits for destruction of old trucks and the deployment of new units, followed by submission of required documentation, the applicant will receive reimbursement for the amount specified in the Award, less any income received through sale of scrap. Applicants may request federal funding up to the total amount available of approximately $1.7 million.

**This application is for a rolling-deadline RFA and can be used at any time until funds are depleted. Once per month, MEC will collect applications for review. The monthly deadlines for submitting applications to Metropolitan Energy Center are listed in the table below.**

Metropolitan Energy Center (MEC) intends to select up to six (6) projects totaling +/- $1,700,000 in federal dollars funded by the Environmental Protection Agency (EPA) using secured funds. Final deployment deadline: June 30th, 2026.

**Applications must be submitted by email to** **rfa@metroenergy.org**. Please include in the subject line of the email, “Clean Diesel Funding Programs <Applicant Name>”**.**

Applicants may direct all questions pertaining to this application to **rfa@metroenergy.org**; please include in the subject line of the email, “Query for DERA RFA”.

**Section A. Applicant Information**

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| Application Deadlines | Application Deadline 1: June 30, 2025, at 4:00 PM CDTApplication Deadline 2: July 28, 2025, at 4:00 PM CDTApplication Deadline 3: August 29, 2025, at 4:00 PM CDT |
| 1. Type of Applicant | Select an appropriate checkbox to describe your organization. Identify the company division or department intended to implement the project. |
| 2. Authorized Official | Enter the contact information for the person authorized to enter into an agreement with MEC. |
| 3. Project Manager | Provide the contact details for the primary point of contact for the project (this could be the same person as authorized official). |

**Section B. Project Summary**

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| 4. Total Project Budget | Total Project Budget should equal the sum of the cost-share and the requested federal funding for all projects. Copy from Budget Form Summary Sheet. |
| 5. Requested Funding | Enter total federal funds requested. Copy from Budget Form Summary Sheet. |
| 6. Planned Month Project will be Completed | Enter the anticipated month and year when EV charging station(s) and vehicle deployment will be completed. (Completion means, for instance, that the new vehicles are purchased and in service) |
| 7. Number of Vehicles and EVCharging Stations | Enter the total number of vehicles and EV charging stations you are budgeting for in the application. |
| 8. Brief Project Description | Provide a summary of your proposed project, including any important details not covered in the other sections of the application. Briefly outline the planned operations and conditions including a short description of the tasks the vehicles will perform. (examples: Class 8 trucks used for off-road goods movement in suburban setting; or urban transit fleet on short routes; rural school bus fleet running two daily routes). |

**Section C. Applicant Agreement**

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| 9. Signature and Date | Sign and date in the signature field to certify that the statements and information provided in this application are true and accurate. By signing and dating, the Applicant agrees to provide the required documentation and assurance necessary for funding. |

**Section D. Project Details**

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| --- | --- |
| 10. Type of Project | Vehicle replacement is the only option for this RFA. |
| 11. Duty Cycle | Check all that apply. Indicate what duty cycle your project operates. If none of the options applies, enter a short description (example: Class 8 utility/work truck) |
| 12. Location of Operation | Enter the percentage of operating time the vehicle you want to replace or remanufacture spends in each area listed. Operating time should total 100 percent. |
| 13. Outreach | Describe public engagement activities you intend to undertake, as well as availability for networking and panel presentations to peers and industry in the region and/or nationally; also, state limitations on availability. |
| 14. Project Sustainability | Briefly discuss the ways in which you plan to enhance project sustainability. Priority will be given to projects where Applicants can explain and demonstrate their ability to keep reducing emissions after the project ends. Possible approaches: the project’s inclusion in a broader-based environmental or air quality plan; the implementation of idle-reduction policies; plans for additional deployments of electric vehicles, or a documented commitment to continue to identify and address air quality issues in the affected community. |

**Budget/Award Amounts**

Applicants must indicate the full budget for the project, regardless of the amount of requested funds. This will include the actual cost of the new truck, including upfit costs for cab-chassis units, if necessary. . This also includes the cost of the charging infrastructure associated with the new all-electric engine, if required. Please include copies of vehicle and infrastructure quotes.

*Fill out the Fleet Data Sheet to populate the Budget Table in the required excel document attachment.*

Successful applicants are eligible for rebates of up to 25% of total vehicle costs to replace diesel vehicles (including school buses) with new propane or CNG models using EPA-verified engine technologies. If a subawardee opts for the optional CARB near-zero engine for CNG or propane, rebates are up to 35%. For zero emission electric vehicles, the rebate percentages are up to 45%, which can also apply to limited electric charging installation costs necessary for the new EVs.

**Eligible Projects**

The geographic scope of selected projects will be limited to Kansas and western Missouri, with some consideration for projects based in other areas of EPA Region 7 (KS, MO, IA, and NE).

New AFVs must be powered by compressed natural gas (CNG); propane (LPG); or electricity. Old vehicles must be Class 5-8 diesel vehicles.  Eligible categories include school or transit buses, terminal trucks, work trucks, trash haulers, short-haul delivery trucks and long-haul freight tractors.

Other restrictions apply, as follows.

* Applicants cannot use DERA funding to enlarge a fleet or for fueling infrastructure (except for

limited electric charging infrastructure support).

* All vehicles replaced under this program must be destroyed. There are specific requirements for the

scrapping process, including prescribed methods, photographs, site visits, and sales receipts,

* Any income from scrapping old units will be subtracted from Applicant rebates.
* Old units must be scrapped within 90 days of the date that replacement vehicles are placed in service,
* Non-diesel vehicles are not eligible.
* The existing vehicle must be fully operational. It must be able to start, move, and have all necessary parts.
* The participating fleet owner must currently own and operate the existing vehicle and have owned

and operated the vehicle during the two years prior to replacement.

* The existing vehicle must have at least three years of remaining life at the time of replacement. The

remaining life is the fleet owner’s estimate of the number of years until the unit would have been retired from service if the unit were not replaced with grant funding. The remaining life estimate is the number of years of operation remaining even if the unit were to be rebuilt or sold to another fleet and depends on the current age and condition of the vehicle at the time of replacement, as well as things like usage, maintenance, and climate.

* To be eligible for funding, the existing certified highway engine/vehicle must have accumulated at least 7,000 miles/year during the two years prior to replacement. The mileage of two or more units, each with less than 7,000 miles/year over two years, may be combined to meet that minimum and replaced with one new unit.
* To be eligible for funding, non-road units must operate at least 500 hours/year during the two years prior to replacement. The usage hours of two or more units, each with less than 500 hours/year over two years, may be combined to meet that minimum and replaced with one new unit.
* To ensure the planned replacement is certified and eligible for use under these funds, and to

confirm eligibility of old vehicles, search engine family names through the California Air Resources Board (CARB). These are listed by engine model year (EMY), type and original equipment

manufacturer (OEM) at <https://ww2.arb.ca.gov/new-vehicle-and-engine-certification-executive-orders>. To confirm eligibility of trucks slated for scrapping, check Table 3, p. 5 in the May 2025 RFA document.

* New vehicles must perform substantially the same work as the units they replace and have

substantially the same horsepower and displacement. Increases of up to 10% of GVWR within an engine’s intended service class may be allowed for vocational trucks, but the EPA must agree to variances like this before purchase.

**Letter of Commitment**

In a separate attachment, provide a signed and dated letter from the person in your organization authorized to make financial commitments. This letter must state the amount of funding your organization will commit as cost-sharing to the project if this application is successful, along with the number, class and type of vehicles slated for replacement or modification. Your application cannot move forward without this letter.  Voluntary cost-sharing beyond the percentages described here will improve your odds of a successful application but cannot guarantee success.

**Evaluation Criteria**

Complete and eligible applications will be ranked in each of the following categories, weighted by rank, and given a final score.

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| **Category** | **Weight**  |
| Deployment in nonattainment or maintenance area for criteria pollutants | **25** |
| Diesel fuel reduced (fuel volume displaced)  | **25**  |
| Duty Cycle:  School / Transit Buses = Rank 1  Urban Freight/Multimodal Yards = Rank 2  All Others = Rank 3  | **15** |
| Cost Effectiveness (cost sharing percentage) | **15** |
| Operating Geography:  KS/MO = Rank 1  NE/IA = Rank 2  | **10** |
| Other Programs Outreach Participation (5) Workforce Readiness (5) | **10** |
| Total | **100** |

**Summary of Application Documents**

* Application Form (this document)
* Budget Table/Fleet Worksheet
* Copies of Vehicle and Infrastructure quotes
* Letter of Commitment (for Applicant and any cost-sharing partners)
* Optional: Letters of Support (for non-cost-sharing community partners or supporters)