

New Mexico
Volkswagen Environmental Mitigation Trust Program

2025 Funding Cycle
Guidelines and Application



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General Disclaimer

Applicants submitting proposals under this Program are required to understand and abide by the Terms of the Environmental Mitigation Trust Agreement. Applications that do not meet the requirements of the Trust Agreement will not be accepted.

Applicants submitting proposals under this Program are required to meet the requirements of the New Mexico Procurement Code Regulations found at www.generalservices.state.nm.us/statepurchasing/.

New Mexico Volkswagen Environmental Mitigation Trust Program

The New Mexico Environment Department (NMED) is offering this round of funding for diesel emission reduction replacement projects throughout New Mexico, specifically Class 8 local freight trucks and drayage trucks; Class 4 – 8 school buses, shuttle buses, or transit buses; freight switcher locomotives; and Class 4 – 7 local freight trucks.

The primary goal of the New Mexico Volkswagen Environmental Mitigation Trust Program (Program) is to offset excess emissions of nitrogen oxides (NO_x) emitted by affected Volkswagen light-duty vehicles registered within New Mexico. On January 4, 2016, the Department of Justice, on behalf of EPA, filed a civil enforcement case against Volkswagen. Through a Partial Consent Decree with the United States District Court for the Northern District of California, the EPA resolved allegations that Volkswagen violated the Clean Air Act (“CAA”) by selling, introducing into commerce, or importing into the United States, approximately 590,000 model year 2009 to 2016 diesel motor vehicles equipped with “defeat devices.” The EPA alleged that these vehicles were equipped with defeat devices in the form of computer software designed to cheat on federal emissions tests. Specifically, the U.S. complaint alleged that each of these vehicles contained, as part of the engine control module, certain computer algorithms and calibrations that cause the emissions control system of those vehicles to perform differently during normal vehicle operation and use than during emissions testing (e.g. engaging the exhaust aftertreatment system (NO_x catalyst)). The U.S. complaint alleged that these computer algorithms and calibrations were prohibited defeat devices under the CAA, and that during normal vehicle operation and use, the cars emitted levels of NO_x significantly in excess of EPA’s tailpipe emissions standards. NO_x emissions are responsible for increased nitrogen dioxide and ozone concentrations, which cause adverse effects to human health and the environment and contribute to regional haze.

NMED will consider applications for projects as listed in the Eligible Mitigation Actions found in [Appendix D-2](#) in the [State Mitigation Trust](#) agreement.

While projects from the entire state will be accepted, special consideration will be given to projects located in or adjacent to those counties with levels of ozone at or above 95% of the National Ambient Air Quality Standard (NAAQS) for ozone (i.e. Bernalillo, Doña Ana, Eddy, Lea, Sandoval, San Juan, and adjacent counties).

Applications for VW funding will be accepted starting on October 16, 2025. For best consideration, applications should be received by January 13, 2026. On this day, the first evaluation period will commence, and received applications will be assessed for eligibility and suitability. Based on this review, funding recommendations will be made. If funding is completely allocated after this first period, NMED will announce the closure of formal application window, but will accept letters of interest from that time forward. These will be

kept on file if additional funding becomes available. Completed applications should be sent to neal.butt@env.nm.gov.

Available Funding

Under the Consent Decree, New Mexico was allocated approximately \$18,000,000 to mitigate NO_x emissions from affected Volkswagen (VW) vehicles. This application package shall be used to apply for the New Mexico Volkswagen Environmental Mitigation Trust Program funding for diesel NO_x emission reduction projects within New Mexico.

The submission of an application does not constitute an award. Projects ***shall not*** begin until a final Project Agreement (contract) has been approved and signed by the Department, and signed by the applicant. NMED reserves the right to accept, reject, or negotiate any or all applications received, and the terms therein. The final decision to award funds will be determined by NMED and the VW Trust Steering Committee.

Submittal Requirements

- Only complete applications submitted by the deadline will be considered.
- Project applications may be e-mailed, mailed, or hand delivered.
- **For best consideration, an electronic copy or one original hard copy (which includes one electronic copy) must be received by NMED no later than 5:00 p.m. on January 13, 2026.** On this day, the first evaluation period will commence, and received applications will be assessed for eligibility and suitability. Based on this review, funding recommendations will be made. If funding is completely allocated after this first period, NMED will announce the closure of the formal application window, but will accept letters of interest from that time forward. These will be kept on file if additional funding becomes available.
- Postmark dates will not be taken into consideration.
- Applications must be signed by the Responsible Official, (either electronic or wet-signed and scanned) as described on page 15 of this guideline.
- Incomplete proposals will not be considered. Incomplete proposals include applications submitted with limited or incomplete information.
- Hard copy submittals should be mailed, or hand delivered to:

Planning Section Chief
New Mexico Environment Department Air Quality Bureau
525 Camino de los Marquez, Suite 1
Santa Fe, NM 87505

- Electronic submittals should be sent to: neal.butt@env.nm.gov

General Eligibility Criteria

Eligible Applicants

Any organization that operates a diesel-powered fleet within New Mexico may apply for funding under this Program. Eligible applicants will include, but are not limited to:

- Businesses, corporations, partnerships, sole proprietorships, limited liability companies, business trusts or other legal business registered to do business in New Mexico.
- Nonprofit Corporations – incorporated nonprofit.
- Municipal Authorities, School Districts, and other State Agencies.
- Political Subdivisions, New Mexico municipalities or counties.

Eligible Mitigation Actions

Applicants must review the Eligible Mitigation Actions found in [Appendix D-2](#) of the [State Mitigation Trust](#) agreement. Appendix D-2 specifies the maximum funding allowed for eligible mitigation actions. The eligible mitigation actions for this application consist of the following:

- Class 8 local freight trucks and drayage trucks.
- Class 4-8 school/shuttle/transit buses.
- Freight switcher locomotives.
- Class 4-7 local freight trucks.

General Limitations and Conditions

The awarding of project funding is subject to the following limitations and conditions:

- Project area(s) must be physically located in New Mexico;
- Vehicle replacement or engine replacement projects must include scrapping old vehicle(s) or engine(s) (see definition for Scrappage);
- Vehicles that are being replaced or re-powered **must be operational with a valid state registration**;
- New vehicles must be of the same class and perform the same duties as the vehicles being replaced; and
- Funding recipients must comply with all requirements in the implementation of the project.

Other Pertinent Information for Applicants

The New Mexico VW Environmental Mitigation Trust Program's approved projects are public documents and subject to disclosure to the public upon request.

Application Review and Selection Process

The NMED will conduct a comprehensive review of the program applications and supporting documentation that shall include: the VW Vehicle Information Sheet, cost information (e.g., price quotes from vendors), and a screen print(s) of demographic data. The NMED will not be responsible for an application that is rejected due to incomplete or inaccurate information. All complete applications will be evaluated and scored by a panel of air quality experts using the criteria defined below. Qualifying applications will be sent to the VW Trust Steering Committee for final selection.

Application Evaluation Criteria

Special consideration will be given to projects located in or adjacent to those counties with levels of ozone at or above 95% of the NAAQS for ozone. (i.e. Bernalillo, Doña Ana, Eddy, Lea, Sandoval, San Juan, and adjacent counties). All applications will be evaluated based on the following criteria:

- Alternate Fuel Type
- Quantity of NO_x reduced
- Environmental Justice
- Sensitive Populations
- National Ambient Air Quality Standards
- High Impact Areas
- Populations Impacted
- Cost Effectiveness
- Cost Share

General Program Award and Contract Conditions

1. Applicants for projects selected for funding will receive a Notice of Selection letter from the NMED Cabinet Secretary, or the Cabinet Secretary's designee, addressed to the Responsible Official specified in the application.
2. Awardees will be assigned to an NMED project advisor that will be available to review contract requirements and answer questions upon request.
3. Projects selected by NMED and the Steering Committee will be forwarded to the Trustee (Wilmington Trust, N.A.). The Trustee shall approve any funding request that meets the requirements of the Trust.
4. Projects shall not begin until the project agreement has been fully executed and the funding request has been approved by the Trustee.
5. Projects will be reimbursed after the project has been completed, and only for costs expended by the awardee and approved by NMED and the Trustee. All invoices must be accompanied by documentation demonstrating that the invoices have been paid by the awardee.

The New Mexico Volkswagen Environmental Mitigation Trust Program is a competitive program. An application may fail to receive funding or may be deemed unacceptable due to application inadequacies or due to the receipt of more qualified applications. NMED will notify applicants in writing whether funding has been approved for the current application cycle. NMED is not obligated to provide detailed explanations why specific projects do not receive funding.

Completion of Project

The project must be completed as described in the application and Project Agreement to the extent practicable. Modifications that result in a substantive change to the project must be approved by the Steering Committee. NMED encourages communication with the project advisor at all stages of the application, award, Project Agreement, and reimbursement process.

Scrapping Vehicle(s)

Any vehicle and/or engine being replaced must be scrapped within ninety (90) days of the replacement. The applicant shall:

- Contact NMED to schedule the scrapping of any vehicle and/or engine so that an NMED representative can witness and photographically document the vehicle(s) and/or engines being scrapped. If a request is made by the applicant in advance, NMED may waive the requirement for a NMED representative to be present during the scrapping in lieu of the applicant providing photographic documentation.
- Follow the scrapping procedures outlined in the Definitions/Glossary of Terms section of this Application.

- Provide a Certificate of Vehicle / Engine Scrappage (supplied by the Department), listing the scrapped vehicle's information (e.g. make, model, year, vehicle identification number, odometer reading, name of dismantler and signature, and signature of applicant).
- Ensure that the vehicle ultimately scrapped meets eligibility requirements.

Reimbursement

After project completion and vehicle and/or engine scrapping, the applicant shall submit a reimbursement request to NMED. Reimbursement requests shall be approved by NMED prior to forwarding the request to the Trustee authorizing disbursement of funds to the applicant. The applicant must provide NMED the following documents for funding reimbursement approval:

- Copies of invoices from vendors for equipment or vehicles as listed in the application;
- A copy of proof of payment (e.g. check(s), wire, etc.), issued solely for the project(s) listed in the application; and
- Any other supporting documentation requested by NMED.

Application Instructions

Part A – Organization Information	
For fleets with different project areas, a separate application shall be submitted for each project area. For projects of different types, a separate application shall be submitted for each project type.	
Project Title	Enter the name of the project (try to include both the Organization Name and Fleet(s)), e.g., Windy City Solid Waste Vehicle Replacement Project.
Number of Vehicles	Enter the number of vehicles per fleet location. If an applicant has fleets statewide, the Applicant shall only include the vehicles for the project area as described in this application.
Funding Requested	Enter the amount of VW Funding the Applicant is requesting.
Total Project Cost	Enter the total project cost. This can be the same amount as funding requested.
Organization Name	Enter the name of the entity overseeing the project.
Responsible Official	Enter the full name of the person responsible for the funding. This will be the person with signatory authority and oversight for the project.
Responsible Official Job Title	Provide the title of the Responsible Official.
Responsible Official Contact Information	Enter the mailing address, telephone and/or cell phone number, and email address for the organization or Responsible Official.
Contact Person	Enter the name of the person who will be the Department’s primary contact. The Contact Person may be the Responsible Official. If so, note “Same” as Responsible Official.
Contact Person Title	Enter the title of the Contact Person.
Contact Person Phone Number and Email	Enter the phone number and email address of the Contact Person.
Organization Type	Select the appropriate box indicating the organization type.

Fleet Address	Enter the address where the fleet resides. This can be a location other than the organization/Responsible Official's address or project area. Select the appropriate box indicating whether the vehicle(s) will permanently reside in the state and whether the vehicle(s) will permanently reside at the project address. If "No" is selected for either selection above, provide a detailed explanation why the vehicle(s) will not remain within the state or at the project address. Include the estimated time the vehicles will remain at the project address, where the vehicles will be relocated to, and why the vehicles may be relocated.
Part B – Project Category	
Project Area	Provide a summary of the proposed project area.
Project Type	Select the project type for this application.
Number of years the vehicle(s) will remain in the fleet	Provide the number of years the vehicle(s) will remain in the fleet.
NO _x Reductions from Project	Provide the total lifetime NO _x emission reductions for the entire project in tons.
Cost Effectiveness	Provide the cost effectiveness for the entire project. See definition.
Cost Share	If the Applicant is planning to share part of the project cost, select the appropriate percentage. Otherwise, select 0%.
Summary	The NMED requires that all applicants for on-road projects use the Argonne National Laboratory's Heavy-Duty Vehicle Emissions Calculator found at: https://afleet.esia.anl.gov/hdv-emissions-calculator/ Applicants for non-road projects shall use the U.S. EPA Diesel Emission Quantifier.

Sensitive Populations	Select the sensitive populations located within the project area. Provide the percentage minority and percentage poverty levels within the project area. The applicant can use United States Census Bureau data for demographic data (e.g. minority populations and low-income data). [https://data.census.gov/]. Attach a screen print of each webpage that displays the required demographic data. The applicant must provide a detailed description/summary of the project area as it relates to the sensitive populations, percent minority, and percent below poverty levels. The applicant must also indicate in the summary whether the data provided is tract, census, city, county, or state data.
Air Quality Impacts	
Attainment Status for Ozone	Select the appropriate box indicating whether the project is located in the same county as any non-attainment area for ozone (currently Doña Ana County); or located in or adjacent to those counties with levels of ozone at or above 95% of the National Ambient Air Quality Standard (NAAQS) for ozone (i.e. Bernalillo, Doña Ana, Eddy, Lea, Sandoval, San Juan, and adjacent counties). Provide a summary discussing the project area as it pertains to the ozone standards and the areas mentioned above.
High Impact Areas	The term “Project Area” as used in this application refers to the primary area where the affected vehicles/engines operate, or the primary area where the emissions benefits of the project will be realized. Is the project located in an area that is disproportionately affected by exposure to diesel-fueled vehicles? Check all boxes that apply to the project area. One or all boxes may be selected. Provide a detailed summary that describes what sources of diesel emissions are located within the project area and how they are impacting the project area, including the proximity of the sources in the project area. For example: <i>The project area is centrally located within Dry City, NM. There are two major interstate highways located within the center of the project area and one U.S. highway adjacent to</i>

	<i>the west of the project area. There are several distribution centers, a school bus fleet yard, and a major truck stop located within the project area.</i>
Population	Select the population range in the project area and select the appropriate area for the population. Provide a brief summary for the population as it relates to the project area. For example: <i>The project area is centrally located within the Town of Dusty. The Town has a population of 35,000, U.S. Census Bureau (2020) and is rurally located in Dry County, NM. Using the United States Census Bureau, the project is located within county/city/tract area (e.g. STCNTR: 35001004501), with a population of 3,522.</i>
Alternate Fuel Type	Select all Alternate Fuel type(s) that apply to the proposal. Projects are not limited to using one fuel type; projects can use multiple fuel types such as CNG and EV.
Ability to be deployed in a timely manner	Provide a summary that outlines the project's timeline, including estimated delivery time for replacement vehicles, engine replacements, equipment and associated equipment installation time.
Are additional fueling infrastructure developments/ improvements needed for this project?	The VW Funding will only fund fueling infrastructure for the implementation of electric vehicle projects. If "Yes" is selected, provide a summary of the needed infrastructure or improvements needed for the project as proposed.
Summary of the applicant's purchasing procedures- vendors must be selected in accordance with state laws.	The applicant must follow state purchasing procedures found at: www.generalservices.state.nm.us/statepurchasing/ Provide a detailed summary of the applicant's purchasing procedures. This must include price agreements in place, bidding processes, or other purchasing procedures.
Signatures	The Responsible Official must provide their printed name, official title, signature and date.

DEFINITIONS/GLOSSARY OF TERMS

Definitions include those found in [Appendix D-2](#) of the *Environmental Mitigation Trust Agreement for State Beneficiaries*.

“Airport Ground Support Equipment” shall mean vehicles and equipment used at an airport to service aircraft between flights.

“All-Electric” shall mean powered exclusively by electricity provided by a battery, fuel cell, or the grid.

“Alternate Fueled” shall mean an engine, a vehicle, or piece of equipment that is powered by an engine which uses a fuel different from or in addition to gasoline fuel or diesel fuel (e.g., CNG, propane, diesel-electric Hybrid, hydrogen).

“Certified Remanufacture System or Verified Engine Upgrade” shall mean engine upgrades certified or verified by the U.S. Environmental Protection Agency (EPA) or the California Air Resources Board (CARB) to achieve a reduction in emissions.

“Class 4-7 Local Freight Trucks (Medium Trucks)” shall mean trucks, including commercial trucks, used to deliver cargo and freight (e.g., courier services, delivery trucks, box trucks moving freight, waste haulers, dump trucks, concrete mixers) with a Gross Vehicle Weight Rating (GVWR) between 14,001 and 33,000 lbs.

“Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Buses)” shall mean vehicles with a Gross Vehicle Weight Rating (GVWR) greater than 14,001 lbs. used for transporting people. See definition for School Bus below.

“Class 8 Local Freight, and Port Drayage Trucks (Eligible Large Trucks)” shall mean trucks with a Gross Vehicle Weight Rating (GVWR) greater than 33,000 lbs. used for port drayage and/or freight/cargo delivery (including waste haulers, dump trucks, concrete mixers).

“CNG” shall mean Compressed Natural Gas.

“Cost Effectiveness” shall mean the dollars per ton of NO_x emissions reduced. This equals the total project cost divided by the total tons of NO_x emissions reduced.

“Drayage Trucks” shall mean trucks hauling cargo to and from ports and intermodal rail yards.

“EPA” shall mean the U.S. Environmental Protection Agency.

“Forklift” shall mean nonroad equipment used to lift and move materials short distances, and generally, includes tines to lift objects. Eligible types of forklifts include reach stackers, side loaders, and top loaders.

“Freight Switcher” shall mean a locomotive that moves rail cars around a rail yard as compared to a line-haul engine that moves freight long distances.

“Generator Set” shall mean a switcher locomotive equipped with multiple engines that can turn off one or more engines to reduce emissions and save fuel depending on the load it is moving.

“Government” shall mean a State or local government agency (including a school district, municipality, city, county, special district, transit district, joint powers authority, or port authority, owning fleets purchased with government funds), or a tribal government or native village.

“Gross Vehicle Weight Rating (GVWR)” shall mean the maximum weight of the vehicle, as specified by the manufacturer. GVWR includes total vehicle weight plus fluids, passengers, and cargo.

Class 1: < 6000 lb.

Class 2: 6001-10,000 lb.

Class 3: 10,001-14,000 lb.

Class 4: 14,001-16,000 lb.

Class 5: 16,001-19,500 lb.

Class 6: 19,501-26,000 lb.

Class 7: 26,001-33,000 lb.

Class 8: > 33,001 lb.

“High impact Area” shall mean an area that is disproportionately impacted from heavy-duty diesel-fueled on- and non-road sources of diesel emissions.

“Hybrid” shall mean a vehicle that combines an internal combustion engine with a battery and electric motor.

“Infrastructure” shall mean the equipment used to enable the use of electric powered vehicles (e.g., electric vehicle charging station).

“Intermodal Rail Yard” shall mean a rail facility in which cargo is transferred from drayage trucks to trains, or vice-versa.

“National Ambient Air Quality Standards (NAAQS)” refers to the ambient air quality standards set by the EPA, to protect public health and welfare, for six principal air pollutants—carbon monoxide, lead, ground-level ozone, particulate matter, nitrogen dioxide, and sulfur dioxide.

“Port Cargo Handling Equipment” shall mean rubber-tired gantry cranes, straddle carriers, shuttle carriers, and terminal tractors, including yard hostlers and yard tractors that operate within ports.

“Plug-in Hybrid Electric Vehicle (PHEV)” shall mean a vehicle that is similar to a Hybrid but is equipped with a larger, more advanced battery that allows the vehicle to be plugged in and recharged in addition to refueling with gasoline. This larger battery allows the car to be driven on a combination of electric and gasoline fuels.

“Repower” shall mean to replace an existing engine with a newer, cleaner engine or power source that is certified by EPA and, if applicable, the California Air Resources Board (CARB), to meet a more stringent set of engine emission standards. Repower includes, but is not limited to, diesel engine replacement with an engine certified for use with diesel or a clean Alternate Fuel; diesel engine replacement with an electric power source (e.g., grid, battery); diesel engine replacement with a fuel cell; diesel engine replacement with an electric generator(s) (genset); diesel engine upgrades in Ferries/Tugs with an EPA Certified Remanufacture System; and/or diesel engine upgrades in Ferries/Tugs with an EPA Verified Engine Upgrade. All-Electric and fuel cell Repowers do not require EPA or CARB certification.

“Responsible Official” shall mean one of the following:

1. For a corporation: a president, secretary, treasurer, or vice-president of the corporation in charge of a principal business function, or any other person who performs similar policy or decision-making functions for the corporation, or a duly authorized representative of such person if the representative is responsible for the overall operation of one or more manufacturing, production, or operating facilities;
2. For a partnership or sole proprietorship: a general partner or the proprietor, respectively; or
3. For a municipality, State, Federal, or other public agency: either a principal executive officer or ranking elected official. A principal executive officer of a government agency includes the chief executive officer having responsibility for the overall operations of a principal geographic unit of the agency.

“School Bus” shall mean a Class 4-8 bus sold or introduced into interstate commerce for purposes that include carrying students to and from school or related events. A School Bus may be Type A-D.

“Scrapped” shall mean to render inoperable and available for recycle, and at a minimum, to specifically cut a 3-inch hole in the engine block for all engines. If any Eligible Vehicle will be replaced as part of an eligible project, ‘scrapped’ shall also include the disabling of the chassis by cutting the vehicle’s frame rails completely in half.

“Tier 0, 1, 2, 3, 4” shall refer to corresponding EPA engine emission classifications for nonroad, locomotive, and marine engines.

“Tugs” shall mean dedicated vessels that push or pull other vessels in ports, harbors, and inland waterways (e.g., tugboats and towboats).

“Zero Emission Vehicle (ZEV)” shall mean a vehicle that produces no emissions from the on-board source of power (e.g., all-electric or hydrogen fuel cell vehicles).

New Mexico Volkswagen Environmental Mitigation Trust

Program Application for the 2025 Funding Cycle

For each application, applicants must complete each of the following. By checking the following, the applicant is acknowledging that these requirements have been met:

☐ The Vehicle Information Sheet is accompanied with this application.				
☐ I have attended a pre-application meeting with the NMED Air Quality Bureau. Attending a virtual workshop presented by NMED satisfies this requirement.				
☐ This application meets the requirements of the New Mexico Procurement Code of Regulations.				
☐ This application meets the requirements of the VW Environmental Mitigation Trust Agreement.				
PART A – ORGANIZATION INFORMATION				
Project Title				
Number of Vehicles				
Funding Amount Requested			Total Project Cost	
Organization Name				
Responsible Official				Title
Mailing Address				
City, State, Zip		Phone Number		
Cell Number		Email		
Contact Person				Title
Phone Number		Email		
Organization Type		☐ State ☐ City ☐ County ☐ School District ☐ Non-Government ☐ Other If other, list:		
Fleet Address				
City		County		Zip Code
Will the vehicle(s) permanently reside within New Mexico? ☐ Yes ☐ No Will the vehicle(s) permanently reside at the project address? ☐ Yes ☐ No If "No" to either of the questions above, provide a detailed explanation in accordance with the application instructions.				

PART B – PROJECT CATEGORY		
Project Area: Provide a summary of the project area below.		
Project Type	Select one: ☐ Engine replacement ☐ Vehicle replacement	
Number of years new vehicle(s) will remain in fleet		Years
Total lifetime NO _x reductions from the entire project		Tons
Cost Effectiveness		
Cost Share ☐ 0% ☐ 25% ☐ 50% ☐ 75%		
Provide a detailed summary detailing the source of the emission reduction data used, and the calculated cost effectiveness.		

Sensitive Populations
Will the project be in or adjacent to an area identified as a priority area due to demographic and/or health factors that are impacted disproportionately? (e.g., elderly, young, low income, minority, evidence of morbidity or other health effects associated with diesel exhaust exposure). Check all that apply.
☐ Elderly ☐ Hospital/medical ☐ School(s), including daycare _____ Percent Minority _____ Percent below poverty level
Provide a detailed description of the project area as it relates to the criteria above using Census Bureau data. Attach a screen print of each webpage that displays the required demographic data.
Air Quality Impacts
Is the project located in a county that is in non-attainment of the current National Ambient Air Quality Standard for ozone (i.e., Doña Ana County)? ☐ Yes ☐ No
Is the project located in or adjacent to an area or county that is equal to or greater than 95% of the current National Ambient Air Quality Standard for ozone? (i.e., Bernalillo, Doña Ana, Eddy, Lea, Sandoval, San Juan, and adjacent counties). ☐ Yes ☐ No
If yes, provide a summary on the project area as it applies to the ozone standard.

High Impact Areas
Is the project located in an area that is disproportionately affected by exposure to diesel-fueled vehicles? Select all that apply. The term “project area” as used in this Program Application refers to the primary area where the affected vehicles/engines operate, or the primary area where the emissions benefits of the project will be realized.
☐ Airport ☐ Distribution Center ☐ Fleet yard ☐ Interstate highway ☐ Multimodal center ☐ Port ☐ Bus terminal ☐ Rail terminal ☐ Truck stop ☐ US highway ☐ Other
Provide a description of the type of fleet(s) and the impacts on the project area. Include the proximity to any of the selections above. If “Other” was selected include a summary that describes the “other” source(s).
Population: ☐ 0-49,999 ☐ 50,000-99,999 ☐ 100,000-149,999 ☐ 150,000-199,999 ☐ 200,000-249,999 ☐ 250,000-299,999 ☐ 300,000-349,999 ☐ ≥350,000
Provide a summary of the population as it relates to the project area.
Alternate Fuel Type of Proposed Vehicles: ☐ CNG/LNG ☐ Propane ☐ Electric ☐ Hydrogen
Ability to be deployed in a timely manner: Provide a detailed description, including estimated time of delivery and the procurement process.

Are additional fueling infrastructure developments or improvements needed for this project? If yes, describe below.	☐ Yes ☐ No
Provide a detailed summary of the applicant's purchasing procedures ensuring that all vendors will be selected in accordance with state public contracting and procurement regulations, as applicable.	

Signature	
I, _____, hereby certify that the information and data submitted in this application are true and as accurate as possible, to the best of my knowledge.	
Printed Name	Title
Responsible Official Signature	Date