

Diesel Emissions Mitigation Grant Program User Guide

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Document information

This document was prepared by Oregon Department of Environmental Quality

Diesel Emissions Mitigation Grants

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Executive summary

About the grant program

The Oregon Department of Environmental Quality Diesel Emissions Mitigation Grant Program has provided more than \$40 million, or approximately \$8 million per year, in funding to support businesses, governments and equipment owners in retrofitting, repowering or replacing older, more polluting diesel engines with new, cleaner alternative technologies.

This user guide provides detailed information for grant applicants to better understand the program, determine which types of diesel equipment are eligible for funding to reduce emissions, and how to complete the online application.

The Diesel Emissions Mitigation Grant Program intends to address some of the air quality challenges facing Oregon and meet the following program goals:

- Maximize benefits for vulnerable populations, e.g., low income, people of color, elderly, and youth.
- Prioritize pollution reductions in areas of the state with the highest emissions of nitrogen oxides and particulate matter from diesel engines.
- Maximize pollution reduction cost effectiveness.

As a reimbursement program, the percentage of funding varies from 25-100%, depending on the project type, equipment and owner. See the EPA's detailed comparison document for eligible projects and percentages that apply.

Eligible projects

To reduce diesel emissions, older, more polluting vehicles, equipment and engines must be permanently and verifiably removed from service or fitted with exhaust control technology. The following descriptions of eligible project types provide guidelines regarding potential activities that the grant program can fund:

- **Replacement:** These projects exchange diesel engine motor vehicles with an equivalent motor vehicle or substitute a piece of equipment powered by a non- road diesel engine with equivalent equipment.
- **Repower:** The projects must replace an existing diesel engine with a newer, cleaner engine or power source that is certified by the Environmental Protection Agency and, if applicable, meet a more stringent set of engine emission standards.
- **Retrofit:** The projects must equip a diesel engine with new emissions-reducing parts or convert the diesel engine into an engine capable of being powered by alternative fuel.

Application

Applicants will submit required documents (fleet information and vendor quotes) in addition to the completed online application form, which can be found [on the DEQ Grant webpage](#).

The application can be saved and multiple individuals in an organization may work on it if needed. DEQ recommends applicants plan to give themselves plenty of time to complete the application. Applicants will need to follow these steps to complete the application process:

- Register with [DEQ Grants](#).
- Identify vehicle's vehicle identification number.
- [Identify Engine Family Name](#).
- Submit required documents.
- Complete and submit an online application [through DEQ Grants](#).

Detailed information on completing the application process is available in our [Diesel Emissions Mitigation Grants – DEQ Webgrants User Guide](#).

DEQ staff will apply the following project award criteria to evaluate proposed projects according to a point system (out of 55 total points):

- Project summary and approach (5 points)
- Project eligibility and type (15 points)
- Project cost and air quality benefits (5 points)
- Project locations (10 points)
- Applicant and fleet profile (20 points)

For program related questions and technical assistance, applicants may [contact DEQ DEM staff](#).

DEQ can provide documents in an alternate format or in a language other than English upon request. Call DEQ at 800-452-4011 or [email](#).

1 About diesel emissions mitigation grants

In 2019, the Oregon Legislature authorized the creation of a grant program supporting businesses, governments and equipment owners in replacing older and more polluting diesel engines with new, cleaner technologies and exhaust control retrofits.

This user guide provides detailed information for grant applicants to determine which types of diesel equipment are eligible for funding to reduce emissions. It includes timelines, application process and reporting requirements for program participants. Limited technical assistance is also available from [DEQ DEM staff](#).

1.1 Background

Since 2009, the Volkswagen Group of America—under the Volkswagen, Audi, and Porsche nameplates—sold diesel passenger cars in the United States with emission control defeat devices that violated federal motor vehicle emission standards. Litigation against VW resulted in the creation of the Environmental Mitigation Trust Agreement that requires VW to provide more than \$2.9 billion nationwide to mitigate previous and current excess emissions of nitrogen oxides from noncompliant vehicles.

The initial allocation to the state of Oregon (based on registration share of VW diesels by state) is approximately \$73 million, which must be spent in 10 years, by the deadline of Oct. 2, 2027. These funds must be used to upgrade diesel equipment from older and more polluting engines to newer, cleaner technology. The court settlement agreement establishes the types of projects that can be funded, and the amounts of funding available for different projects, by equipment model year, type, and owner.

1.2 Program overview

The Oregon DEQ Diesel Emissions Mitigation Grant Program is designed to allow a broad range of diesel equipment owners in Oregon to apply for funding for emission reduction projects such as retrofit, repower or replacement of older, more polluting diesel equipment in favor of newer, cleaner alternative technologies. Public, private, and tribal entities are allowed to apply for funding for projects that measurably reduce diesel emissions in Oregon. Each complete and timely application for funding for an eligible project will be evaluated based on criteria included in Section 5 of this user guide.

Each project must address diesel emissions from equipment that is currently operating in Oregon. DEQ plans to award approximately \$8 million per year to disburse the total available funding beginning in 2021 and ending when the funds have been depleted. This schedule will allow for certainty among diesel equipment owners regarding funding availability and will ease implementation, allowing for continuous processing of grant projects.

1.2.1 Oregon's plan

The goal of the Environmental Mitigation Trust Fund is to reduce nitrogen oxide (NOx) emissions from mobile sources, with court approved eligible mitigation actions focusing primarily on medium and heavy-duty diesel engines. The overall pollution resulting from diesel engines is a complex mixture of gases and particles, each having distinct health and environmental impacts. Diesel particulate is also an important climate change pollutant as well as a priority air toxic in Oregon.

1.2.2 Health benefits

This program recognizes the suite of air contaminants and effects produced by diesel engines (NOx, PM, ozone, air toxics and climate) and is designed to achieve the multi-pollutant benefits of reducing diesel pollution. In 2015, DEQ published a comprehensive review of peer-reviewed science examining the health effects of diesel engine exhaust. In summary, that report found exposure to diesel engine exhaust is associated with a variety of effects, including:

- Increased risk of certain cancers, including lung and bladder cancers
- Cardiovascular effects, including an increased risk of heart attacks

- Pulmonary effects, such as upper respiratory system irritation and decreased lung functions
- Neurodevelopmental effects including decreased cognitive function and birthweight

1.2.3 Program goals

Diesel equipment owners can use the Environmental Mitigation Trust Funds as grants to mitigate the adverse impacts from emissions. Targeted use of the funds will help Oregon meet the following program goals and address some of the air quality challenges facing Oregon.

- Maximize benefits for vulnerable populations, e.g., low income, minority, elderly, and youth
- Prioritize pollution reductions in areas of the state with the highest emissions of nitrogen oxides and particulate matter from diesel engines
- Maximize pollution reduction cost effectiveness

2 Eligibility and available funding

2.1 Project types

To reduce diesel emissions, older, more polluting vehicles, equipment, and engines must be permanently and verifiably removed from service or fitted with exhaust control technology. The following descriptions of eligible project types provide guidelines regarding potential activities that the grant program can fund.

Replacement



The replacement of medium- and heavy-duty vehicles or nonroad equipment are eligible projects under this program. Replacement means to scrap a motor vehicle powered by a diesel engine and replace it with an equivalent motor vehicle, or to scrap a piece of equipment powered by a nonroad diesel engine and replace it with equivalent equipment. Replacement does not include ordinary maintenance, repair, or replacement of a diesel engine.

To qualify for funding, the replacement project must:

- Use an equivalent vehicle or equipment that performs the same function
- Be in the same weight class
- Have the equivalent horsepower to the replacement vehicle or piece of equipment

Applicants must provide all required details for old and replacement equipment on applications.

Repower



For program applicants that choose to repower their existing diesel equipment, specific requirements apply. An eligible repower project must replace an existing diesel engine with a newer, cleaner engine or power source that is certified by the Environmental Protection Agency and, if applicable, the California Air Resources Board (CARB), to meet a more stringent set of engine emission standards.

Retrofit



Diesel exhaust control retrofit devices qualify for funding under the federal Diesel Emissions Reduction Act (DERA) program; Therefore, under OAR 340-255-0030(2)(b), Oregon can use DERA program authorization for retrofits and other specific types of vehicle/equipment replacements that do not qualify under Oregon DEQ Diesel Emissions Mitigation Grant Program eligibility requirements.

A retrofit project must equip a diesel engine with new emissions-reducing parts or technology or convert the diesel engine into an engine capable of being powered by alternative fuel. A retrofit must use the greatest degree of emissions reduction available for the application of the equipment to be retrofitted. See section 6.21 for additional DERA Option Grant Requirements.

If the retrofit project is for an on-road medium- or heavy-duty vehicle intended for a DEQ certification in accordance with the Oregon Department of Transportation registration and titling prohibitions (ORS 803.591), the retrofit technology must meet the criteria of DEQ Approved Retrofit Technology. To participate in the program, the vehicle owner will need to agree to the program requirements and submit an application that includes approved retrofit installation and vehicle information to DEQ. DEQ will review the application to confirm that the retrofit technology is on the EPA and/or California Air Resource Board's list of currently verified diesel retrofit technologies for on-road diesel engines, proven to achieve at least an 85% reduction in diesel particulate matter. These currently verified EPA or CARB retrofit technologies, otherwise known as diesel particulate filter or DPF systems, must be installed according to the manufacturer requirements, by an authorized installer, to qualify as Approved Retrofit Technology for Oregon's Diesel Retrofit Compliance Program. Please visit the [Diesel Retrofit Compliance program website](#) to learn about the requirements.

2.2 Maximum potential funding availability by project type

We have summarized below potential funding availability by equipment type and age of the vehicle based on the requirements of the Environmental Mitigation Trust Fund. Funding is available for electric vehicles for up to 100% of costs for public entities and up to 75% for private businesses and individuals. There are variable reimbursement rates for fossil fuel and DERA projects. A full breakdown of the mitigation actions and funding levels is [available on the EPA's website](#).

DEQ will use these requirements to help determine eligibility and maximum amount of grant awards. Additional requirements are based on Oregon Administrative Rules 340-255-0010 through 0070 regarding the Diesel Emission Mitigation Grant Program and included in this document. DEQ staff will consider timely and complete applications it receives for partial funding of eligible diesel emission reduction projects.

2.3 Qualifying Engine Types/Tiers

- Class 8 Local Freight and Port Drayage Trucks (Eligible Large Trucks), 1992-2009
- Class 4 – 7 Local Freight Trucks (Eligible Medium Trucks), 1992-2009
- DERA Option: Class 5-8 Medium and Heavy-Duty Highway Vehicles (including Drayage Trucks), 1996 or newer
- Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses), 2009 or older
- DERA Option: Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses), 1996 or newer
- Freight Switchers, Pre-Tier 4
- Ferries/Tugs, Pre-Tier 3
- DERA Option: Line Haul (freight and passenger) and Switcher Locomotives, Tier 2+
- Marine Engines, Pre-Tier 3
- Ocean Going Vessels (OGV) Shore Power
- Airport Ground Support Equipment, Pre-Tier 3
- Forklifts and Port Cargo Handling Equipment, Pre-Tier 3
- DERA Option: Marine Shore Power Connection System

- DERA Option: Nonroad Diesel Engines (DERA Program [Engine Tier Restrictions](#))

3 Technical Assistance Funding

Grant funding may be available to provide technical assistance for a project in support of eligible Disadvantaged, Minority, Women, or Emerging Small Business) or Service-Disabled Veteran-Owned Small Business applicants as registered and certified by the State of Oregon [Certification Office for Business Inclusion and Diversity](#), based on a request and a statement of need. However, such an award will not exceed 15% of total maximum reimbursement amount available for project costs and may be less, at DEQ's discretion, subject to overall program administrative expenditure limits.

In addition to potential funding for specific businesses, DEQ will also provide all applicants with technical assistance based on the volume of requests and amount of staff time available. DEQ staff will be able to provide support and answer questions about pre-application work, developing a fleet inventory, recording diesel engine family names of equipment, grant administration, grant closeout activities and tracking program requirements. This user guide is designed to provide all the information applicants need to participate in DEQ's diesel emissions mitigation grant program. Please send additional program related questions to the [Diesel Emissions Mitigation Grants team](#).

4 Diesel emissions mitigation grant program application

The Diesel Emissions Mitigation Grant Program application is a web-based application that users may fill out online. The application can be saved and multiple individuals in an organization may work on it, if needed.

The form includes areas with check boxes, yes or no questions, text boxes and buttons for uploading documents and adding information. All application fields are to be completed unless otherwise noted. DEQ will work on flagging incomplete applications for resubmittal prior to the deadline. Incomplete applications submitted by the deadline will be reviewed according to the information provided.

The online application form is available on the [DEQ Grants webpage](#). All desktop web browsers and mobile devices will work in accessing the application.

The application requires an internet connection to complete. If you do not have access to a stable internet connection, need assistance accessing the application, have technical problems using the form, or need answers to specific program or process questions please contact the [Diesel Emissions Mitigation Grants team](#).

4.1 About the application process

The Diesel Emissions Mitigation Grant Program application requires a submitted web-based application that includes all project information, related fleet information, and vendor quotes; attachments supporting this information can be uploaded in designated areas within the application. DEQ staff will review the application and supporting materials for grant eligibility using the criteria listed in Table 4: Project award criteria.

4.1.1 Vehicle identification number

A vehicle's vehicle identification number (VIN) is the identifying code for a specific vehicle. A VIN is composed of 17 characters (digits and capital letters) that act as a unique identifier for the vehicle. DEQ will review and verify the VINs, and vehicle model years listed in the fleet information spreadsheet for eligibility by utilizing the [National Highway Traffic Safety Administration VIN Decoder](#). If any errors exist, DEQ will contact you for further information.

4.1.2 Engine family name

Your vehicle's engine family name is located under your hood on the Vehicle Emissions Control Information label. Depending on your make and model, the VECI label can be mounted in several possible locations. Typically, the label can be found on the actual underside of the hood or on the fender well.

A family name is a 12-character code that identifies all parts of that engine. For detailed examples of engine family name labels and how to locate them please go to our [Identifying Engine Family Names guide](#).

4.1.3 Statement of remaining useful life

The old diesel equipment that will be retrofitted, repowered or replaced must have at least three years of remaining useful life. The application will include a qualifying question to verify acknowledgement of this requirement. The project will not qualify for eligibility and be further reviewed if this question is not marked.

4.1.4 Application review process

DEQ staff will review application materials and evaluate proposed projects relative to the following criteria. DEQ will respond to applicants approximately 60 days after grant deadlines.

Table 4: Project award criteria

Project award criteria		
DEQ will apply the following criteria to all timely and complete applications received for eligible diesel emission mitigation projects in Oregon pursuant to the OAR 340, Division 255, Diesel Emissions Mitigation Grant Program Application Review Process .	Points available	Points awarded
Project summary and approach		
(5 points) Application includes a detailed project description, including information on vehicles and technologies, roles and responsibilities and timeline. Application includes a well-conceived strategy for achieving the anticipated results associated with the project. Application sets forth a reasonable time schedule for the execution of the tasks associated with the project and for achieving the project goals and objectives by project end.	5	
Project eligibility and type		

Project award criteria		
DEQ will apply the following criteria to all timely and complete applications received for eligible diesel emission mitigation projects in Oregon pursuant to the OAR 340, Division 255, Diesel Emissions Mitigation Grant Program Application Review Process .	Points available	Points awarded
(5 points) Project reduces diesel emissions from equipment with at least three years of remaining useful life. Vehicle engine model years 2005 and 2006 will score the highest, with decreasing scores for older engine model years and cleaner-burning 2007-2009 engines. (5 points) Project replacement vehicles and equipment use fuel that is eligible to produce credits in the Clean Fuels Program. (5 points) Project addresses construction equipment regulations from clean diesel contracting standards.	15	
Project cost and air quality benefits		
(5 points) Project's lifetime total cost effectiveness for PM2.5 and NOx reductions, and the lifetime capital cost effectiveness for PM2.5 and NOx reductions in Oregon. This criterion will also be measured as \$/ton.	5	
Project location		
(5 points) Project will reduce emissions in a location with elevated diesel emissions and benefit dense, vulnerable populations. (5 points) Project is located in Multnomah, Washington or Clackamas County and equipment is subject to HB 2007 vehicle phase out deadlines.	10	
Applicant and fleet profile		
(5 points) Applicant is a Disadvantaged, Minority, Women or Emerging Small Business or Service-Disabled Veteran-Owned Business as certified by the State of Oregon Certification Office for Business Inclusion & Diversity. (5 points) Applicant owns a small fleet and proposes diesel emissions reduction project for this piece of qualified equipment. (5 points) Applicant owns a concrete mixer truck or truck that is used for the transportation of aggregate and proposes a retrofit project for this qualified equipment. (5 points) Applicant owns a single heavy-duty truck registered in Multnomah, Washington or Clackamas and proposes diesel emissions mitigation project for this piece of qualified equipment.	20	
Total points	55	

5 Diesel emissions mitigation grant award process

5.1 Successful grants

Successful applicants will receive notification from DEQ approximately 60 days after the grant application deadline. Once award decisions are made Oregon will request necessary funding from the Environmental Mitigation Settlement Agreement, which will require 60 to 75 days for processing. During this time DEQ staff will work with project partners to ensure all required documentation is prepared in advance of signing grant agreements and beginning work on the project.

5.2 Unsuccessful grants

Unsuccessful applicants will receive notification from DEQ approximately 60 days after the grant application deadline. If your project was not awarded funding, you can request a copy of the scoring sheet DEQ used to evaluate the application. This score will provide an opportunity to understand strengths and weaknesses of a specific application. DEQ encourages unsuccessful applicants to reapply in future grant cycles if the project remains eligible for funding.

You may email the [Diesel Emissions Mitigation Grants team](#) with questions regarding this process.

6 Grant administration

6.1.1 Grant requirements

Once the Notice to Proceed has been delivered, DEQ will send an onboarding email to the grant recipient, and all required forms and other proof of project completion items needed. The forms will include Exhibit B (payment request); quarterly report; and final report.

Once the project has been completed, DEQ will schedule a yearly report for the following 3 years to verify the annual total miles or hours used; annual amount of fuel used (if available); and annual miles traveled in Oregon for each piece of equipment purchased under the grant agreement.

6.1.2 Grant Agreement Exhibit A

This exhibit includes a list of the vehicles or equipment being funded for replacement, retrofit or replacement along with specific project requirements.

In this document, DEQ includes the fleet information submitted by the grant recipient.

6.1.3 Payment Request (Grant Agreement Exhibit B)

The **Payment Request and Certification** form (also labeled **Exhibit B**) is provided in the grant agreement and includes the recipient's name, contract administrator, amount of grant award and a place to include the total amount of the request and a signature. Grantee signs the **Payment Request and Certification form** and submits it to the grant administrator.

6.1.4 Proof of payment documentation

Grantee submits copies of checks or fund transfers used to pay for their project and copies of the paid invoices for the new equipment.

6.1.5 Proof of financing documentation

To issue a reimbursement request for financed equipment, there must be invoice for the purchase, copy of down payment checks, and the entire financing documentation for the equipment.

6.1.6 Grant amendments

If there have been delays in completing your project, changes in equipment types, or costs, notify DEQ at least 30 days in advance of project completion date to request an amendment to your grant agreement.

6.1.7 Grant reporting

6.1.7.1 Quarterly reports

Quarterly project status reports are due Jan. 10, April 10, July 10, and Oct. 10 of each year during the project period. For each due date, please fill out the **Diesel Emissions Mitigation Grant Quarterly Report Form** and email to the [Diesel Emissions Mitigation Grants team](#).

These status reports must include the progress made towards the project goals, including a description of the vehicles purchased, retrofitted, or scrapped, the successes and lessons learned from the project to date, and the planned activities for the next quarter.

6.1.7.2 Final report

Grantees must complete a final project status report that is due at the project completion date.

The project's final report must include summary information on technical progress (outputs and outcomes), the successes and lessons learned from the project to date, income from vehicle scrapping and any additional comments to provide input on the project process.

The final report includes the engine model year, engine tier, engine horsepower, engine duty cycle, engine cylinder displacement, engine number of cylinders, engine family name, engine fuel type, annual idling hours reduced, annual hoteling hours reduced, and annual diesel gallons reduced for each piece of equipment purchased under the grant agreement.

6.1.7.3 Annual reports

Annual reports are due **NO LATER** than June 30 of each year for three years following completion of the grant agreement. DEQ requests vehicle fleet information updates including VIN number; total annual vehicle miles and hours traveled; annual miles traveled in Oregon (must be at least 50%) for each piece of equipment purchased under the grant agreement; and any additional comments regarding the vehicle or grant program. Submit annual reports to the [Diesel Emissions Mitigation Grants team](#).

6.1.8 Scrapping vehicle - Certificate of Destruction

Please fill out the [DEQ Certificate of Destruction](#) with required photo documentation for all vehicles identified in **Exhibit A** of your grant agreement to be scrapped and destroyed. These forms and photos must be sent to DEQ by the invoice deadline.

- Proof of scrappage requirements:
- Photo: Side profile of vehicle
- Photo: VIN
- Photo: Engine label
- Photo: Chassis rail cut in half
- Photo: Engine block, prior to cutting the 3-inch hole
- Photo: Engine block, after cutting the 3-inch hole

Upon review, DEQ may request additional photos as needed.

7 DERA option grant administration requirements

DERA Option funding includes projects that are retrofits and other types of vehicle/equipment replacements that qualify under federal standards with Diesel Emissions Mitigation Grant eligibility. Due to the federal standards applied, the submitted paperwork for project closeout and reimbursement request to DEQ will include federal exhibits (see *Section 7.27 to Section 7.3*).

Exhibit E must be submitted within 30 days of entering into a grant agreement. Complete all the other exhibits and submit with the completed exhibit B.

A retrofit project is equipping the engine with emissions reducing parts. The engine requirements for Diesel Particulate Filter exhaust control technologies are vehicle engines 2006 or older (not vehicle models). Retrofit projects must also result in Mitigation of diesel particulate matter emissions by at least 85% when compared with the baseline emissions for the relevant engine year and application. The grant reimbursement amount offered for a retrofit project will be up to 100% of the cost to purchase and install exhaust controls.

Vehicle/equipment replacement projects that are eligible for DERA Option funding include Class 5-8 medium and heavy-duty highway vehicles (including drayage trucks), line haul (freight and passenger) and switcher locomotives, marine engines, nonroad diesel engines and electrified parking spaces. A school bus replacement project that is non-diesel or non-alternative fuel (i.e., propane, natural gas, electric or diesel electric hybrid) such as gasoline may be considered for DERA Option funding. Class 3 and Class 4 school bus replacements may also be considered for this specific funding.

DEQ will review and verify project information, activity, vehicle, and equipment eligibility and DERA funding percentage, if applicable. The DERA funding limits are specific to the project type and engine model year; details are listed at [EPA's Office of Transportation and Air Quality website](#). The grant reimbursement amount offered for vehicle/equipment replacement projects will be a minimum of 25% of the cost of the new vehicle or equipment.

7.1 Proof of retrofit

Proof of retrofit equipment installation must be submitted to process your payment. DEQ requires:

- Copies of the Equipment Warranty(ies)
- Installer's invoices

- Photo(s) of installed equipment
- A copy of the check used to pay for the equipment

7.2 Exhibit C – State of Oregon DEQ Lobbying and Litigation Certificate

Exhibit C is a lobbying and litigation form that's required at project closeout. The purpose of this form is to confirm grant funds cannot be used to engage in lobbying the Federal Government or in litigation against the US. Information will be auto populated from an approved and finalized grant agreement in this document for **PCA #, Recipient Name, Recipient Address** and **Project Name**. The authorized signer will include their signature, date, name, and title at the bottom of the form.

Exhibit D – ODEQ Eligibility Statement, Ownership, Usage and Remaining Life Attestation

7.3 Exhibit D – Eligibility Statement; Ownership, Usage, and Remaining Useful Life Attestation

Exhibit D is a form that's required for any DERA Option funded replacement, repower or retrofit project. The purpose of this form is to attest that the motor vehicles or pieces of equipment included in the project have at least three years of remaining useful life at the time that the grant agreement is executed. Information will be auto populated from an approved and finalized grant agreement in this document for **PCA #, Recipient Name, Recipient Address** and **Project Name**. The authorized signer will include their signature, date, name, and title at the bottom of this form.

7.4 Exhibit E – ODEQ Federal Funding Accountability and Transparency Act

Exhibit E is a Federal Funding Accountability and Transportation Act form that's required within 30 days of entering a grant agreement. Information will be auto populated from an approved and finalized grant agreement in this document for **PCA #, Recipient Name, Recipient Address** and **Project Name**. The authorized signer will select the appropriate boxes and complete the signature fields. This form must be submitted within 30 days of entering into a grant agreement.