



HAWAII STATE
Energy Office



Program Guide

Diesel Replacement Rebate

Original Program Launch: October 29th, 2021 9am HST

Accepting Applications under the new guidelines: February 7, 2022

Applications may be submitted online via
<http://www.energy.hawaii.gov/DRR> Applicants may email
Sage.A.Lang@hawaii.gov for assistance.

Program updates are shown in blue in Section 2 & Section 4

This program is funded through the United States
Environmental Protection Agency State Clean Diesel Grant and
the Hawaii Volkswagen (VW) Environmental Mitigation Trust



Section 1 – Introduction

The Diesel Replacement Rebate (DRR) provides rebates for the replacement of medium- and heavy-duty diesel vehicles with new, battery electric equivalents. Presented by the Hawaii State Energy Office (HSEO) in partnership with the Hawaii Department of Health (DOH), the DRR is funded by the Volkswagen Environmental Mitigation Trust (VW) and the Diesel Emissions Reduction Act (DERA).

The DRR supports national and local goals to reduce transportation-related greenhouse gas (GHG) emissions and reliance on imported oil. Hawaii relies on imported fossil fuels for more than ninety percent of its total energy needs, making Hawaii the most petroleum-dependent state in the United States¹

Hawaii seeks to decrease dependence on imported fossil fuels by utilizing the State's abundant renewable clean energy sources. In 2015, the State increased its commitment to energy self-reliance to an unprecedented level in the United States: one hundred percent renewable energy in the electric sector by 2045.^{2 3} That same year, the State of Hawaii amended an energy planning objective to explicitly incorporate the decarbonization of the transportation sector, *“Increased energy security and self-sufficiency through the reduction and ultimate elimination of Hawaii’s dependence on imported fuels for electrical generation and ground transportation⁴.”*

In 2020, Hawaii joined with 14 other states and the District of Columbia as signatories to the Multi-State Medium- and Heavy-Duty Zero Emission Vehicle Memorandum of Understanding which, among other things, is an agreement to strive to make sales of all new medium- and heavy-duty vehicles in their jurisdictions zero emission vehicles by no later than 2050. Additionally, Hawaii passed House Bill 552 in 2021, establishing clean ground transportation goals for state agencies to achieve a one hundred per cent light-duty motor vehicles zero-emission fleet by December 31, 2035. In order to ensure adequate progress toward the MOU 2050 goal, the signatory states will strive to make at least 30 percent of all new medium- and heavy-duty vehicle sales in their jurisdictions zero emission vehicles by no later than 2030.

¹ Hawaii Energy Facts and Figures, Hawaii Energy Office, 2020 https://energy.hawaii.gov/wp-content/uploads/2020/11/HSEO_FactsAndFigures-2020.pdf

² Hawaii’s two electric utilities – the Hawaiian Electric Companies and the Kauai Island Utility Cooperative reported a 23.4 percent RPS at the end of 2015, a full 8 percentage points ahead of the 2015 interim RPS target of 15%.

³ Section 269-92, Hawaii Revised Statutes.

⁴ Act 38, 2015, amendment of HRS 226-18 (a) (2)



Section 2 - Eligible Participants

Applicants must utilize the vehicles in the state of Hawaii. Applicants must utilize the vehicles in the State of Hawaii. Public and private organizations within the State of Hawaii with eligible projects are encouraged to apply. State employees, State contractors, or subrecipients of the State are precluded from making decisions on rebates to firms/individuals where there is an obvious conflict of interest. As such, for the purposes of this program, employees and contractors/subrecipients of Hawaii Department of Health – Clean Air Branch and the Hawaii State Energy Office are not deemed eligible. ⁵

Section 3 - Eligible Projects

Eligible Technology

The following vehicles are eligible for a replacement rebate through this program:

This program is funded by the Volkswagen Environmental Mitigation Trust (VW) and the Diesel Emissions Reduction Act (DERA). Information regarding the DERA state grant can be found at <https://www.epa.gov/dera/state>. The information within this program guide contains DERA requirements, an eligible mitigation action under the Volkswagen Settlement Trust, as well as DRR Programmatic requirements.

Projects must at a minimum comply with DERA and DRR guidelines and are subject to funding availability.

HSEO may contact an applicant if additional or clarifying information is required.

School Buses	Includes diesel powered school buses of Type A, B, C and D. To be eligible as a school bus a vehicle should meet the definition of a school bus as defined by the National Highway Transportation Safety Administration. This definition includes but is not limited to: 1) A bus that is used for purposes that included carrying students to and from school
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⁵ per new interpretation of EPA guidance, projects cannot present an obvious conflict of interest



	or related events on a regular basis; 2) Be identified with the words “School Bus”; and 3) Be painted National School Bus Glossy Yellow.
Transit, Shuttle, and Tour Buses	Class 5+ diesel powered medium-duty and heavy-duty buses.
Medium-duty or heavy-duty trucks	Includes diesel powered medium-duty and heavy-duty highway vehicles with gross vehicle weight rating (GVWR) as defined below: Class 5 (16,001 -19,500 lbs GVWR) Class 6 (19,501 -26,000 lbs GVWR) Class 7 (26,001 -33,000 lbs GVWR) Class 8 (33,001 lbs GVWR and over)

- The existing vehicle must be located in the state of Hawaii.
- The existing vehicle must be fully operational. Operational vehicles must be able to start, move, and have all necessary parts to be operational.
- The applicant must currently own and operate the existing vehicle and have owned and operated the vehicle during the two years prior to application
- The existing vehicle must have at least three years of remaining life at the time of replacement. This is a DERA funding requirement.
 - 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 being upgraded or scrapped because of the 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. The remaining life estimate depends on the current age and condition of the vehicle at the time of upgrade, as well as things like usage, maintenance, and climate.

Replacement Requirements

The replacement vehicle must meet the following criteria in order to be considered for a rebate:

- The replacement vehicle must be fully electric with a new battery-electric, zero emission engine;
- The replacement vehicle should resemble the replaced unit in form and function;
- The replacement vehicle should be the most recent model year available;
- The replacement vehicle must *not* be a retrofit;
- The replacement vehicle should be of similar type and similar gross vehicle weight rating or horsepower as the vehicle being replaced



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- The replacement vehicle MUST operate in the state of Hawaii for a minimum of 5 years immediately following deployment.

Charging Station Requirements

- Projects may include the purchase of one new charging unit per vehicle, including the unit and charging cable, mount and/or pedestal.
- These costs will be included in the overall project total, and are subject to the 45% rebate limit.
- If the applicant is also applying for the Hawaii Energy charger rebate, the applicant must disclose the projected rebate amount. The Hawaii Energy rebate will be netted from the project cost and the Diesel Replacement Rebate will be applied to the remaining cost. HSEO reserves the right to check with Hawaii Energy to confirm information prior to paying out the Diesel Replacement Rebate.
- Ineligible costs include power distribution to the pedestal, electrical panels and their installation, upgrades to existing electrical panels or electrical service, transformers and their installation, wiring/conduit and its installation, electricity, operation and maintenance, stationary energy storage systems that power the equipment (e.g. batteries) and their installation, and on-site power generation systems that power the equipment (e.g., solar and wind power generation equipment) and their installation.

Scrappage Requirements

The existing vehicle that is replaced must be scrapped according to the following criteria:

- The vehicle replaced must be scrapped or rendered permanently disabled within ninety (90) days of the replacement being received;
- Evidence of appropriate disposal including digital photos of the VIN tag, side profile of the vehicle, engine tag (showing serial number, engine family number, and engine model year), before and after pictures of the destroyed engine block, and cut frame rails or other cut structural components as applicable.
- The scrapping method must include drilling a three inch hole in the engine block and disabling the chassis;



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- Vehicle components that are not part of the engine or chassis may be salvaged from the unit replaced; and
- If scrapped or salvaged vehicles/parts are sold, the income may be used to meet the cost-sharing or matching requirement of the award. Therefore, the rebate amount will remain the same.
- **Successful project participants must complete a Scrappage Statement and have it signed by the relevant parties in order to receive the final rebate.**

Section 4 - Funding

The DRR will fund up to 45% of selected project. The following section describes the method by which projects will be funded.

- Funds will not be dispersed until the replacement vehicle has been received by the applicant and all final paperwork submitted. See 'Requirements for Reimbursement'.
- This round of the DRR rebate will equal up to 45% of the cost of a battery-electric, zero emissions vehicle. This will include the charger, if applicable.
- Applicants must provide a minimum of 55% cost match. The cost match **cannot** include funding from federal sources, such as other federal grants.
- An estimate of rebate funding will be provided to selected project applicants up to 45% of the quoted purchase price. Final rebate amount will be determined upon submission of final documentation, which will include the exact purchase price of the vehicle.

Final rebate will be 45% of the total project request or the amount of the original rebate estimate, whichever is lower.

- DRR will not issue rebates for vehicles purchased prior to project selection. Project selection occurs when all parties have signed the Participant Agreement. Additionally, expenses incurred prior to project selection are not eligible as a cost share. Rebates will be made on a reimbursement basis for eligible costs incurred and paid by the recipient. Costs will not be considered incurred until the equipment has been received and accepted by the recipient.
- Program funds must only be used to purchase a replacement vehicle that is equipped with essential or standard equipment. Additional features may be added at the awardee's expense.



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- Funds shall not be used for leasing vehicles. If financing is necessary, the purchase must be financed with a conventional purchase loan.
- Funds shall not be used to pay for the costs of emissions reductions that are mandated under federal law.
- If requesting rebates for multiple vehicles, applicants must submit one application per unit.
- **Funding Cap:** The funding cap has been removed for this program update.
- This program combines multiple funding sources. Some projects will be required to receive the replacement vehicle by September 30, 2022, and some will have a deadline of September 30, 2023. Successful applicants will be made aware of the deadline at time of award notification. Extensions may be possible but are not guaranteed. HSEO and DOH have requested an extension for all funds to September 2023, and are awaiting notification of our request.
- Funding may be used towards a battery electric charger to accompany the new battery-electric vehicle. This cost would be added to the vehicle purchase, and the successful applicant would receive a rebate of 45% of the total project cost.

Program Updates: Approximately 2 months after program launch, HSEO will review program structure and incentive level and may update the program. Updates may include but are not limited to, increasing rebate amount and increasing the funding cap. Updates will be announced publicly prior to going into effect.

Section 5 – Total Program Funding

Approximately \$2.1M is available for the rebate program at the time of launch. Please refer to our website at www.energy.hawaii.gov/DRR for up to date funding availability.

Section 6 – Project Awards

Applications will be reviewed in the order they are received. Projects will be selected in accordance with DERA and DRR program requirements and funding availability.

Applicants will be notified individually as decisions are made, and selected projects will be posted publicly on www.energy.hawaii.gov/DRR



Process

1. Applications will be reviewed in the order received and evaluated according to DRR and DERA requirements.
2. Applicants will be notified via email
 - a. Participants will have an estimate of their funding reserved. Funds will be paid when final documentation is received (see requirements below).
 - b. Participants will be required to sign an Eligibility Statement and a Participant Agreement.
3. Participants will be required to show proof of purchase by 4 months post-launch. Extensions are possible but not guaranteed. In the event that a participant cannot show proof of purchase, their funds may be released.
4. Eligible applications in excess of funding availability will be placed in a queue and their applications will be revisited as funding becomes available.
 - a. In the event that funding is unreserved 4 months after launch, funds may be allocated to entities that have reached the funding cap.
5. When a participant has completed their project, they will submit the final documentation, including a Request for Reimbursement form and Scrappage Certification that attest to the project being complete.
6. After the project funds have been paid out, the participant will sign an Award Receipt.

Requirements for Reimbursement

After the replacement vehicle has been received by the participant, a rebate will be issued after the following items are completed and received/approved by HSEO:

- Request for Reimbursement Form;
- Evidence of final vehicle/equipment purchase price. Ex. A receipt from the vendor/manufacturer; and
- Scrappage Certificate with Video or photographic evidence of disposal.

After the rebate is issued, the participant will sign and return an Award Receipt to acknowledge receipt of rebate funds.

Section 7 – Verification

Any applicant that receives DRR funds may be subject to verification of each project funded. The verification may be conducted by a representative of the State of Hawaii and/or EPA. Grant documentation, records, and referenced materials must be made available for review during monitoring visits. Upon the completion of verification, staff will determine if the funds were used for the approved project and make the verification available to the applicant and to the public upon request. If staff determines that the funds were expended in a manner contrary to law or not in accordance with provisions, staff will notify the applicant of the determination,



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and may, at its discretion, seek re-payment of funds misappropriated, spent for non-eligible activities, or otherwise inappropriately expended.

Project information may be shared with all funding parties.

Section 8 –Schedule

The schedule is subject to change. Any changes will be posted on the DRR website at: <https://energy.hawaii.gov/DRR>

Activity	Date
Program opens	October 29 th , 2021
Applicant selection	Selection will occur as applications are reviewed in the order they are received
Program Opens under new update	February 7, 2022
Deadline for receipt of vehicle	September 30, 2022 or September 30, 2023 See Section 4: Funding for additional details



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