

Heavy Duty Diesel Truck Eligibility and Application Information

(More on other projects here:

<http://www.baaqmd.gov/~media/files/strategic-incentives/goods-movement-docs/trucks-101315/appendix-a-pdf.pdf?la=en>)

Heavy Duty Diesel Truck Eligibility Checklist

- Has travelled a minimum of 20,000 miles per year in each of the last 2 years (class 5-6; minimum of 10,000 miles per year).
- Has a manufacturer Gross Vehicle Weight Rating of 16,001 lbs or greater.
- Has operated at least 75% in California for the past 2 years.
- Has been registered with California DMV for the past 2 years.
- Has engine manufacture year 2009 or older.
- Has engine manufacture year 1998-2009 for Class 6 trucks.
- Has engine manufacture year 2000-2009 for Class 5 trucks.
- Has a Medium Heavy Duty or Heavy Heavy Duty Engine.
- Must not be a pick up truck and must be a diesel fueled truck.
- Truck and fleet are currently compliant with California Truck and Bus Regulation at the time of application and duration of project.
- Primarily hauls commercial freight, bulk or goods for sale or for purchase on the major CA trade corridor routes (applicants may be asked to document truck vocation).
- For 2-for-1 replacement, 3-way truck exchange and truck plus charging/fueling infrastructure projects, each existing truck complies with Program and fleet regulation requirements.
- Salvaged trucks are eligible if a minimum of 24 months of ownership and operation can be verified.

Ineligible Equipment Checklist

- Trucks subject to ARB's Public and Utility Fleet Rule.
- Trucks subject to ARB's Solid Waste Collection Vehicle Rule.
- Trucks subject to ARB's Diesel Cargo Handling Equipment Rule.
- Trucks no in compliance with the Statewide Truck and Bus Rule and the Drayage Truck Regulation including Dray-Off.
- Trucks registered outside the State of California, including dual-plated registration, except trucks that carry goods across the California-Mexico border, as they are required to be dual-plated.
- Trucks constructed from a glider kit, unless allowed by the local agency for an old, existing truck to be replaced. Glider kit trucks may not be repowered or utilized as a replacement trucks.
- Repowered trucks when used as a replacement truck.
- Trucks that have an enclosed cab and a cargo area with low sides and a tailgate i.e., pickup trucks.

How to Apply

- Review the application assistance documents in the Additional Information section below
- Determine the eligibility of your existing equipment and fleet
- Select the project type
- Gather information about your truck and engine (and retrofit as applicable) before starting the online application
- Apply for funding online by **June 30, 2017** here:

<http://www.baaqmd.gov/grant-funding/businesses-and-fleets/goods-movement-program-and-vendor-list>

Application Information for Heavy Duty Diesel Trucks

General Information

- Name of applicant (current legal owner of existing truck)
- Business Name
- Truck Regulation Upload, Compliance, and Reporting System Identification Number (TRUCRS ID Number)
- Mailing address
- Primary contact name and phone number
- Person with equipment contract signing authority (owner) for companies and partnerships with multiple employees
- Fleet size
- A Statement signed and dated by the current equipment owner acknowledging all application items are true/correct and all outstanding violations of ARB regulations associated with the equipment or the owner will be corrected

Current Equipment and Activity Information

Truck Data

- Truck make and model year
- Vehicle Identification Number (VIN)
- Original manufacturer's gross vehicle weight (GVWR) as shown on the vehicle door tag
- Vehicle license plate number
- Engine year and serial number
- Engine fuel type
- Current odometer reading (estimate total engine mileage if odometer is missing or broken)
- Date a diesel particulate filter was previously installed on truck and verified control level of that filter (if applicable)

Truck Documentation

- Current ownership (copy of title of truck or registration)
- Vehicle miles travelled (VMT) in California for the past 2 years
 - 2 odometer reading (required) at least 6 months apart including any of the following records or combination of records:
 - Pre-inspection reading
 - Maintenance records
 - Biennial Inspection of Terminals (BIT inspection)
 - International Fuel Tax Agreement (IFTA) records
 - Alternate documentation as approved by the local agency
 - California Registration
 - Eligible registration types include:
 - California base-plated registration, OR
 - California International Registration Plan (California IRP), OR
 - Dual-plated registration (California based-plated. California IRP and Mexico only) for trucks carrying goods across the California-Mexico border, as they are required to be dual-plated
 - Current Registration
 - Registration for the past 2 years

- Current year (1-12 months prior to application date) and prior year (13-24 months prior to application date)
- California Department of Motor Vehicles (DMV) registration cards or California DMV Vehicle Registration Information Record (DMV printout)
 - DMV printout may be obtained by submitting a Request for Driver Record Information form (INF 1125) to the DMV
 - DMV printout or registration card must show registration in both the current year and prior year (as defined above) within a minimum of 6 months of total registration
 - If the DMV printout or registration shows registration in the current year of 8 months and no registration in the prior year, alternative documentation (insurance certificate or BIT inspection) may be used to show operation in the prior year

Vocations(s) – the types of goods typically transported

- Activity data for the past 2 years (unless noted otherwise). Estimated percentage of annual VMT in:
 - Bay Area trade corridor
 - Central Valley trade corridor
 - Los Angeles/Inland Empire trade corridor
 - San Diego/Border trade corridor
- For concrete mixer trucks, dump trucks, bulk blower trucks, and other truck types specifically identified by ARB staff, the owner may provide the Power Take Off (PTO) hours in conjunction with VMT:
 - Documentation from the hour meter unit is required. Include information that verifies whether or not PTO hours are accumulated independently of VMT.
 - PTO hours will be converted to miles based on a factor of 20 miles for every hour. These converted miles may then be combined with VMT in the calculation of emission reductions and cost-effectiveness if the local agency determines PTO hours are accumulated independently of VMT.
 - Where PTO hours and VMT are not accumulated independently, the local agency may use either PTO hours or VMT