APPENDIX A Heavy Duty Diesel Trucks

A. Equipment Project Specifications

Eligible Equipment	Heavy duty diesel trucks used to move goods (a majority of the time) for the past 2 years, with an original manufacturer's gross vehicle weight rating (GVWR) of 16,001 lbs or greater listed on the application and verified at pre-inspection. Trucks that are salvaged vehicles will be eligible if a minimum of 24 months of ownership and operation can be verified.
	
	Equipment owner must demonstrate:
	• Fleet compliance with the Statewide Truck and Bus Rule.
	• California operation:
	  ○ At least 75% operation within California for the past 2 years.
	  ○ Annual vehicle miles traveled (VMT) in California each year for the past 2 years:
	  ▪ At least 20,000 miles for Class 8 trucks (33,001 lbs GVWR or greater).
	  ▪ At least 20,000 miles for Class 7 trucks (26,001 - 33,000 lbs GVWR).
	  ▪ At least 10,000 miles for Class 6 trucks (19,501 - 26,000 lbs GVWR).
	  ▪ At least 10,000 miles for Class 5 trucks (16,001 - 19,500 lbs GVWR).
	• California registration:
	  ○ Current registration and prior registration for the past 2 years[1]. 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.

	[1]Note: The past 2 years means the current year (1-12 months prior to application date) and prior year (13-24 months prior to application date).
Ineligible Equipment	• 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 not 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 for trucks that carry goods across the California-Mexico border, as they are required to be dual-plated, as described above. • Trucks that are a salvage vehicle (see Chapter I, Table I.4) for which a minimum of 24 months of ownership and operation cannot be verified. • 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 truck. • 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.

Heavy Duty Diesel Trucks (cont.)

General Requirements Applicable to All Truck and Truck Stop Electrification Infrastructure Project Options	Equipment owner shall: • Commit to the project life specified with the applicable equipment project option. • Sign a legally binding contract with the local agency including project milestones and completion deadlines. • Demonstrate proof of equipment warranty on the Program-funded equipment. For the duration of the project life, the equipment owner shall: • Adhere to all Program requirements. • Agree to equipment inspections. • Comply with record-keeping, reporting, and Program review or fiscal audit requirements. • Properly maintain new or upgraded equipment in good operating condition and according to manufacturer's recommendations.
General Requirements Applicable to All Truck Project Options	The equipment owner shall: • Certify that there are no outstanding ARB violations or non-compliance with ARB regulations associated with the equipment or the owner and provide a copy of the ARB compliance certificate from TRUCRS. • Maintain fleet compliance with the Statewide Truck and Bus Rule without utilizing Program-funded equipment until the specified timeframe. ARB will post and update information on the Program website describing operational deadlines and when the Program-funded vehicle will become eligible to be included in the equipment owner's fleet compliance strategy for the applicable project option. For the duration of the project life, the equipment owner shall: • Commit to move goods a majority of the time. • Maintain California base-plated registration or California IRP, except as described in Eligible Equipment previously listed including no out-of-state and non-California IRP registration. • Commit to 100% California-only operation (or 90% California operation as selected by the equipment owner). • Commit to at least 50% of travel within the four California trade corridors. • Agree to accept an on-board electronic monitoring device at any time. • Maintain collision/comprehensive insurance on the replacement truck for replacement projects.
General Requirements Applicable to All Engines for Repower, or Replacement Project Options	Program requirements for **engines** for repower or replacement projects must be certified/verified/approved (as applicable) by an ARB Executive Order or ARB Approval Letter for on-road use with the following: • Alternative fuel engines must meet the 2010 emissions level of 0.20 grams per brake-horsepower hour (g/bhp-hr) or less NOx (FEL and CERT values) and 0.01 g/bhp-hr or less PM (CERT value). • Hybrid and zero emission engines must be 2016 or newer and certified/verified/approved (as applicable) by ARB. • Low NOx-Natural Gas engines must meet the optional low NOx standard of 0.02 g/bhp-hr or less NOx and be certified/verified (as applicable) by ARB. • Class 8 truck - intended service of Heavy Heavy Duty (HHD) for diesel engines or Heavy Duty Otto (HDO) for applicable alternative fuel vehicles. • Class 7 truck - intended service of Medium Heavy Duty (MHD) or HHD for diesel engines or HDO for applicable alternative fuel vehicles. • Class 5 and 6 trucks - intended service of MHD for diesel engines or HDO for applicable alternative fuel vehicles. • Class 5-8 trucks - all heavy duty hybrid or electric vehicles shall follow ARB's Heavy Duty Hybrid Electric Vehicle Certification Procedure.

Heavy Duty Diesel Trucks (cont.)

General Requirements Applicable to All Truck Replacement Project Options	Program requirements for trucks purchased for replacement projects must meet the following:
	• Original manufacturer's GVWR:
	  ○ Class 8 (33,001 lbs or greater).
	  ○ Class 7 (26,001 - 33,000 lbs).
	  ○ Class 6 (19,501 - 26,000 lbs).
	  ○ Class 5 (16,001 – 19,500 lbs).
	• The existing truck must have a MHD or HHD engine.
	• Same weight classification range (Class 8, Class 7, Class 6, or Class 5) and configuration (HHD or MHD) as the existing truck, except under the following conditions:
	  ○ Replacement of 2 eligible trucks for 1 new truck under Option (2):
	  ▪ The funding amount is based on the highest weight classification of the two existing trucks, or the weight classification of the new truck, whichever is less.
	  ○ Replacement required by the equipment owner in order to meet a vocational need, as approved by the local agency
	  ▪ The funding amount is based on the weight classification of the existing or new truck, whichever is less.
	  ○ Replacement of a Class 7 truck with a Class 8 truck, or a Class 8 truck with a Class 7 truck, as long as both trucks have a HHD engine.
	  ▪ The funding amount is based on the weight classification of the existing or new truck, whichever is less.
	  ○ Replacement of a Class 7 truck with a Class 6 truck or a Class 6 truck with a Class 5 truck as long as both trucks have a MHD engine.
	  ▪ The funding amount is based on the weight classification of the existing or new truck, whichever is less.
	  ○ ARB will post information on the program website on applicable project options.
	• Original equipment manufacturer engine installed in a chassis of the same model year, make, and configuration as was originally provided from the truck manufacturer when the chassis and engine were both new.

Modifying an Application (applicable to truck projects only)	Equipment owners may change the equipment project option (replacement, repower or three-way truck transaction) or lease-to-own program participation after the local agency solicitation period has closed if permitted by the local agency and subject to the following requirements: • The change must result in a funding amount equal to or less than the amount that was requested in the original application. • The change must result in a calculated project cost-effectiveness equal to or greater than the project listed in the original application. • The change must result in the project remaining above the funding line on the ranked list. Notes: Unless specifically allowed in these Guidelines, equipment owners cannot substitute a different vehicle or change the ownership of the existing vehicle identified on the application after the local agency solicitation period has closed.

Heavy Duty Diesel Trucks (cont.)

General Notes Applicable to Advanced Technology Truck Options	The following notes apply to advanced technology truck project options: 1. A zero emission truck is defined as a vehicle that emits no criteria pollutant, toxic or greenhouse gas emissions at the tailpipe. 2. A hybrid zero emission mile truck is defined as a hybrid vehicle capable of zero emission miles. 3. A hybrid truck is defined as a vehicle with an electric drive system powered by an on-board generator and eligible for funding by AQIP.
Option (1) Repower Funding Options for Small Fleets Only **Requirements**	Partial funding (see options below) to repower a truck equipped with an eligible heavy duty diesel engine with a new MY2016 or newer engine that **meets 2010 emissions**. Eligible projects include: • Class 8 or Class 7 truck with a MY2009 or older engine. • Class 6 truck with a MY1998-2009 engine. 1. $20,000/truck to repower a Class 8 or Class 7 truck. 2. $10,000/truck to repower a Class 6 truck. Program-funded engine shall be installed and operational (post-inspection completed, except scrappage) by the date in the equipment owner's project contract and prior to a regulatory requirement for that technology or level of emissions control under applicable provisions of any adopted rule for in-use trucks for Class 8 and 7 trucks and June 30, 2019 for Class 6 trucks. In addition to the General Requirements listed previously, equipment owner shall: • Commit to a project life of 5 years or 500,000 miles for a Class 8 or Class 7 truck, whichever comes first. • Commit to a project life of 5 years or 300,000 miles for a Class 6 truck, whichever comes first. • Scrap the old engine. • Provide a copy of ARB Executive Order documenting that the new engine meets MY2010 emissions or an ARB Approval Letter (as applicable).
Option (2) Replacement Funding Options for All Fleets	Partial funding (see options below) to replace 1 or 2 truck(s) equipped with an eligible heavy duty diesel engine(s). Funding amounts are based on the same weight classification range (Class 8, Class 7, Class 6, or Class 5) as the existing truck, except as described in the "General Requirements Applicable to All Trucks Replacement Project Options" section above. Eligible projects include: • Class 8 or Class 7 truck(s) with a MY2009 or older engine. • Class 6 truck(s) with a MY1998-2009 engine. • Class 5 truck(s) with a MY 2000-2009 engine. Class 8 or Class 7 truck: 1. $200,000/truck for a new zero emission replacement truck with a MY2016 or newer engine. 2. $150,000/truck for a new hybrid replacement truck capable of zero emission miles with a MY2016 or newer engine. 3. $100,000/truck for a new optional low-NOx-natural gas replacement truck with a MY2016 or newer engine (0.02 g/bhp-hr or less NOx). 4. $80,000/truck for a new hybrid replacement truck with a MY2016 or newer engine. $65,000/truck for a new natural gas replacement truck with a MY2016 or newer engine.

Heavy Duty Diesel Trucks (cont.)

Option (2) Replacement Funding Options for All Fleets (cont.)	Class 6 truck: 1. $100,000/truck for a new zero emission replacement truck with a MY2016 or newer engine. 2. $65,000/truck for a new hybrid replacement truck capable of zero emission miles with a MY2016 or newer engine. 3. $50,000/truck for a new optional low-NOx-natural gas replacement truck with a MY2016 or newer engine (0.02 g/bhp-hr or less NOx). 4. $45,000/truck for a new hybrid replacement truck with a MY2016 or newer engine. 5. $40,000/truck for a new natural gas replacement truck with a MY2016 or newer engine. Class 5: 1. $80,000/truck for a new zero emission replacement truck with a MY2016 or newer engine. 2. $50,000/truck for a new hybrid replacement truck capable of zero emission miles with a MY2016 or newer engine. 3. $40,000/truck for a new optional low NOx-natural gas replacement truck with a MY2016 or newer engine (0.02 g/bhp-hr or less NOx). 4. $35,000/truck for a new hybrid replacement truck with a MY2016 or newer engine. 5. $25,000/truck for a new natural gas replacement truck with a MY2016 or newer engine. See general notes/requirements sections for further information on technology specific definitions and additional funding opportunities for advanced technologies.
Requirements	Program-funded equipment shall be installed/purchased and operational (post-inspection completed, except scrappage) by the date in the equipment owner's project contract and prior to a regulatory requirement for that technology or level of emissions control under applicable provisions of any adopted rule for in-use trucks or June 30, 2019 for Class 6 trucks, or December 31, 2018 for Class 5 trucks. In addition to the General Requirements listed previously, equipment owner shall: • Commit to a project life of 5 years or 500,000 miles for a Class 8 or Class 7 truck, whichever comes first. • Commit to a project life of 5 years or 300,000 miles for a Class 6 or Class 5 truck, whichever comes first. • Scrap the old truck including the engine (replacement projects with a MY2006 or older engine). • Provide a copy of ARB Executive Order or ARB Approval Letter (as applicable) documenting that the new equipment is certified/verified/approved (as applicable) by ARB. Replacement projects with MY2007-2009 engines may go through an ARB approved reuse program rather than be scrapped. If reused, an older MY engine truck would be scrapped.

Heavy Duty Diesel Trucks (cont.)

Option (3) Three-Way Truck Transaction for All Fleets	1. Replace an eligible truck that has a MY2007-2009 engine (with an original equipment manufacturer (OEM) filter or a Level 3 PM retrofit) (Truck A) with an advanced technology truck (Truck C) with an engine that is certified/verified/approved (as applicable) by ARB. 2. Scrap a diesel truck with a MY2006 or older engine (Truck B) and replace with Truck A. Truck A: Heavy duty diesel truck with MY2007-2009 engine and a OEM or Level 3 PM retrofit. Truck B: Heavy duty diesel truck with MY2006 or older engine that has demonstrated compliance with the Statewide Truck and Bus Rule. Truck C: Heavy duty truck (advanced technology) that is certified/verified/approved (as applicable) by ARB. Notes: • Truck C must be the same class as Truck A (unless allowed as described in the General Requirements section on page A-3). • Truck B may be Class 8, Class 7, Class 6, or Class 5. • Truck A shall be equipped with an operational diesel particulate filter (OEM filter or installed Level 3 PM retrofit). • Truck A and Truck B must move goods for the majority of time. • Truck B may operate inside or outside of the trade corridor.
Funding Options	Class 8 or Class 7 truck: 1. $200,000/truck for a new zero emission replacement truck with a MY2016 or newer engine. 2. $150,000/truck for a new hybrid replacement truck capable of zero emission miles with a MY2016 or newer engine. 3. $100,000/truck for a new optional low-NOx-natural gas replacement truck with a MY2016 or newer engine (0.02 g/bhp-hr or less NOx). 4. $80,000/truck for a new hybrid replacement truck with a MY2016 or newer engine. 5. $65,000/truck for a new natural gas replacement truck with a MY2016 or newer engine. Class 6 truck: 1. $100,000/truck for a new zero emission replacement truck with a MY2016 or newer engine. 2. $65,000/truck for a new hybrid replacement truck capable of zero emission miles with a MY2016 or newer engine. 3. $50,000/truck for a new optional low NOx-natural gas replacement truck with a MY2016 or newer engine (0.02 g/bhp-hr or less NOx). 4. $45,000/truck for a new hybrid replacement truck with a MY2016 or newer engine. 5. $40,000/truck for a new natural gas replacement truck with a MY2016 or newer engine.

Heavy Duty Diesel Trucks (cont.)

Funding Options (cont.)	Class 5 truck: 1. $80,000/truck for a new zero emission replacement truck with a MY2016 or newer engine. 2. $50,000/truck for a new hybrid replacement truck capable of zero emission miles with a MY2016 or newer engine. 3. $40,000/truck for a new optional low NOx-natural gas replacement truck with a MY2016 or newer engine (0.02 g/bhp-hr or less NOx). 4. $35,000/truck for a new hybrid replacement truck with a MY2016 or newer engine. 5. $25,000/truck for a new natural gas replacement truck with a MY2016 or newer engine.
Requirements	Note: See general notes section for further information on technology specific definitions and additional funding opportunities for advanced technologies. Truck C shall be purchased and operational (post-inspection completed, except scrappage) by the date in the equipment owner's project contract and prior to a regulatory requirement for that technology or level of emissions control under applicable provisions of any adopted rule for in-use trucks, or June 30, 2019 for Class 6 trucks, or December 31, 2018 for Class 5 trucks.. In addition to the applicable General Requirements listed previously, the original owner of Truck A and new owner of new Truck C shall: • Transfer ownership (if applicable) of Truck A to the owner of old Truck B. • Commit to a project life of 5 years or 500,000 miles for a Class 8 or Class 7 truck, whichever comes first, on Truck C. • Commit to a project life of 5 years or 300,000 miles for a Class 6 or Class 5 truck, whichever comes first, on Truck C. • Commit to 90% or 100% California-only operation for the duration of the project life. • Provide a copy of ARB Executive Order or ARB Approval Letter documenting that the new truck engine in Truck C is certified/verified/approved by ARB. In addition to the applicable General Requirements listed previously, the original owner of old Truck B must scrap Truck B.

Heavy Duty Diesel Trucks (cont.)

Option (4) Truck Stop Electrification Infrastructure	Truck stops within the four California trade corridors where heavy duty diesel trucks congregate.
Funding Option	Landside truck electrification infrastructure to reduce diesel engine idling and use of diesel-fueled internal combustion auxiliary power systems may be funded at the lower of 50% of eligible project costs or a level commensurate with a cost-effectiveness of 0.10 pounds of weighted emissions reduced per State dollar invested. Projects shall be eligible to compete for funding only if the cost-effectiveness is equal to or greater than 0.10 pounds of weighted emissions reduced per State dollar invested. Eligible costs include purchase and installation of electrical infrastructure or equipment to: enable heating, cooling, and the use of cab power for parked trucks at truck stops. Total reimbursement of eligible costs shall be based on demonstrated use over the first year of operation. If the actual usage for the first year of operation is less than the projected usage, the maximum allowable reimbursement payment shall be pro-rated based on the following formula: $$\text{Maximum Reimbursement (\$)} = \left(\text{Original Maximum Reimbursement (\$)} \times \frac{\text{Actual Usage (\# of hours)}}{\text{Projected Usage (\# of hours)}} \right)$$ Ineligible costs include on-board auxiliary power units and other equipment installed on trucks, equipment, and services unrelated to heating and cooling (e.g., telephone, internet, television, etc.); electricity costs; and operation and maintenance costs.
Requirements	In addition to the General Requirements listed previously, equipment owner shall: • Commit to 10 years of operation. • Comply with all local permitting requirements.

Heavy Duty Diesel Trucks (cont.)

Option (5) Electric Charging Stations or Hydrogen Fueling Units	Partial funding of up to the lower of 50% or $30,000 for the purchase of electric charging or hydrogen fueling units for one vehicle. Funding is in addition to the funding for the replacement of 1 heavy duty truck; see Options 2 and 3 for eligibility, funding options, and requirements for the truck replacement. This funding option is only available if the equipment owner replaces a minimum of one vehicle through the Program (Options 2 and 3).
Requirements	In addition to the General Requirements listed previously, equipment owner shall: • Replace a minimum of one electric or fuel cell truck (Option 2 or 3). • Meet all requirements for project Option 2 or 3. • Demonstrate proof of equipment warranty of at least 3 years. • Comply with all local permitting requirements. • Commit to a 5 year project life. • For electric vehicles install a battery charger that is capable of 480V/250 amps/3 Phase power (may be capable of other voltages in addition to meeting the 480V requirement).
Project Cost Assumptions	• Option (1): Total cost of a repower project is expected to be ~$80,000 for a Class 7 or a Class 8 truck and ~$40,000 for a class 6 truck • Options (2) & (3): Total cost for an advanced technology vehicle is expected to be ~$80,000 for a Class 5 hybrid truck to ~$400,000 for a Class 8 zero emission truck. • Option (4): Total cost for truck stops is $6,000-$18,000/parking space. • Option (5): Total cost for an electric charging unit is $10,000-$60,000/unit depending on the location of the equipment. Total cost for a hydrogen fueling unit is $350,000 to $500,000 depending on location.

B. Major Milestones for Project Completion

1. Heavy duty diesel trucks

- Equipment order.
- Equipment acquisition/installation.
- Submittal of invoice to local agency for payment.
- Scrappage of old truck or engine (truck with MY2006 or older engine).
- Reuse of old truck (truck with MY2007-2009 engine).

2. Truck stop electrification infrastructure

The equipment project schedule shall include, but is not limited to, the following milestones:

- Completion and certification of any required California Environmental Quality Act (CEQA) documents.
- Bid solicitation, evaluation and award, and construction contract.
- Acquisition of any local permits or other requirements.
- Electrification system design, unit acquisition, and delivery.
- Project completion.
- Post-inspection by local agency.
- Reporting to local agency of actual electrical use by trucks during first year of operation.
- Submittal of invoice to local agency for reimbursement.

3. Electric charging/hydrogen fueling units

The equipment project schedule shall include, but is not limited to, the following milestones:

- Acquisition of any local permits or other requirements.
- Electric charging/hydrogen fueling unit acquisition and delivery.
- Project completion.
- Post-inspection by local agency.
- Submittal of invoice to local agency for reimbursement.

C. Application Information

Equipment owners shall provide the following information and documentation in addition to the requirements described in Chapter VI., and other information ARB or local agencies may request on the equipment project applications. The local agency shall enter or import the equipment application information into the Goods Movement Online Database.

All equipment project applications must include the information specified below in:

- Section 1 – General information.
- Section 2 – Current equipment and activity information.
- Section 3 – Proposed equipment project information (include, as applicable, for each equipment project option.)

1. General information

a) Heavy duty diesel trucks

- Name of applicant (current legal owner of existing truck).
- Business name.
- Truck Regulation Upload, Compliance, and Reporting System Identification Number (TRUCRS ID Number).
- TRUCRS compliance certificate indicating compliance using the Phase-in Option or the engine model year schedule.
- 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.

b) Truck stop electrification infrastructure

- Name of applicant.
- Business name.
- Mailing address.
- Primary contact name and phone number.
- Person with equipment contract signing authority (owner) for companies and partnerships with multiple employees.
- Number of truck spaces (for truck stops).
- 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.

c) Electric charging/hydrogen fueling units

- Name of applicant.
- Business name.
- Mailing address.
- Primary contact name and phone number.
- Person with equipment contract signing authority (owner) for companies and partnerships with multiple employees.
- 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.

2. Current equipment and activity information

a) Heavy duty diesel trucks

- Truck data.
  - Truck make and model year.
  - Vehicle identification number (VIN).
  - Original manufacturer's gross vehicle weight rating (GVWR) as shown on the vehicle door tag (if the door tag is not available, see Chapter IV.A.5. for assistance).
  - 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 traveled (VMT) in California for the past 2 years.
    - Two (2) odometer readings (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).
    - The DMV printout may be obtained by submitting a Request for Driver Record Information form (INF 1125) to the DMV.
    - The DMV printout or registration card must show registration in both the current year and prior year (as defined above) with 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.

- Vocation(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.

Additional documentation may be requested by the local agency.

b) Truck stop electrification infrastructure

- Location and description of facility where truck electrification infrastructure is proposed for installation.
- Quantification of current annual truck operations at the facility.

- Baseline emissions (without the project) for first 10 years of operation of proposed truck electrification infrastructure (developed with the concurrence of the local agency) – this emission estimate shall fully reflect the benefits of all adopted regulations including ARB rules for trucks, idling, and auxiliary power systems.
- Written project acknowledgement from the site owner (if the applicant does not own the site where the equipment will be installed) which acknowledges/agrees to the following, at a minimum, for the duration of the project life:
    - The equipment owner will be allowed to install and operate the Program-funded equipment at the site address.
    - Program-funded equipment will be the property of the applicant listed in the equipment project application.
    - The local agency, ARB, or their designees will be allowed to access the site, equipment, and associated records for inspections, Program reviews, or fiscal audits.

Additional documentation may be requested by the local agency.

c) Electric charging/hydrogen fueling units

In addition to the requirements for the truck replacement, the applicant must provide the following:

- Location and description of the facility where the charging/fueling units are proposed for installation.
- Written project acknowledgement from the site owner (if the applicant does not own the site where the equipment will be installed) which acknowledges/agrees to the following, at a minimum, for the duration of the project life:
    - The equipment owner will be allowed to install and operate the Program-funded equipment at the site address.
    - Program-funded equipment will be the property of the applicant listed in the equipment project application.
    - The local agency, ARB, or their designees will be allowed to access the site, equipment, and associated records for inspections, Program reviews, or fiscal audits.

Additional documentation may be requested by the local agency.

3. Proposed equipment project information

a) Option (1): Repower

- Engine repower data.
    - Engine make, engine model, and engine year.
    - Engine fuel type.
    - Specify 90 percent or 100 percent future operation in California.

- Repower documentation.
  - Documentation of all engine/truck modifications planned as part of the repower project. Include description of upgrades to such things as exhaust systems, electronics, etc.
- Itemized cost information for eligible expenses (verifiable quote).
- Equipment project funding demonstration.
  - Program dollars requested.
  - Source and amounts of other funding (private, local, other State, federal).
  - Documentation of match funding availability, if requested by the local agency.

b) Option (2): Replacement

- New truck data.
  - Original manufacturer's GVWR.
  - Engine model year.
  - Engine fuel or power type.
  - Specify 90 percent or 100 percent future operation in California.
- Equipment project funding demonstration.
  - Program dollars requested.
  - Source and amounts of other funding (private, local, other State, federal).
  - Documentation of match funding availability, if requested by the local agency.

c) Option (3): Three-way truck transaction

- Truck A and Truck B (scrapped truck) data.
  - Equipment owner name.
  - TRUCRS ID Number.
  - Mailing address.
  - Primary contact name and phone number.
  - Engine model year
  - ARB-verified retrofit device manufacturer and name of device if an OEM filter is not installed.
- Truck C (new truck) data.
  - Original manufacturer's gross vehicle weight rating (GVWR).
  - Engine model year.
  - Engine fuel or power type.
  - Specify 90 percent or 100 percent future operation in California.
- Equipment project funding demonstration.
  - Program dollars requested.
  - Source and amounts of other funding (private, local, other State, federal).
  - Documentation of match funding availability if requested by the local agency.

d) Option (4): Truck stop electrification infrastructure

- Truck stop electrification infrastructure information.
  - Project description and design, including number and location of electrification units to be installed, with individual and total power requirements.
  - Equipment vendor(s).
  - Itemized cost information by phase (design, environmental, construction).
- Predicted activity data with new equipment.
  - Estimated annual truck connections to electric power and average connection time.
  - Expected power usage for trucks, each year for the first 10 years of operation.
- Projected emissions and benefits of the project.
  - Emissions with the project over a 10-year period.
  - Emission reductions attributable to the project (beyond those required by law or regulation) for a 10-year period beginning in the first year of operation.
  - Demonstration that the weighted emission reductions per State dollar invested is equal or better than 0.10 pounds per State dollar.
- Equipment project funding demonstration.
  - Program dollars requested.
  - Funding sources and amounts of other funding (private, local, other State, federal).
  - Total project cost (Program dollars requested plus other match funding).
  - Documentation of match funding availability. Equipment owner can provide match funding documentation after the time of application, if requested to do so by the local agency.

e) Option (5): Electric charging/hydrogen fueling units

- Charging/fueling unit
  - New equipment information to calculate emission reductions, as determined by ARB.
  - Equipment manufacturer.
  - Equipment power rating for electric charger only (voltage, amperage, wattage, efficiency).
  - Equipment serial number.
  - Equipment recharge rate for electric charger only.
  - Anticipated cost of eligible equipment.
  - Location of construction.
  - Description of usage monitoring system.
  - Predicted activity rate with new equipment.
    - Estimated annual truck connections to charging/fueling units and average connection time.

- New truck data.
  - Original manufacturer's GVWR.
  - Engine model year.
  - Engine power or fuel type.
  - Specify 90 percent or 100 percent future operation in California.
- Equipment project funding demonstration.
  - Estimated cost of charging/fueling unit.
  - Program dollars requested.
  - Source and amounts of other funding (private, local, other State, federal).
  - Documentation of match funding availability if requested by the local agency.

D. Scrap Requirements

In addition to the general scrappage requirements listed in Chapter IV.A.14., specific requirements for repower, replacement, and three-way truck transaction projects are shown in Table A.1 below.

Table A.1 Truck Equipment Project Scrap Requirements

Source Category	Equipment Project Option	Additional Requirements
Heavy Duty Diesel Trucks	Option (1) Repower	• The local agency shall verify the impound and transport of the old engine to the licensed dismantler up to 30 calendar days after the new engine is placed into operation. • The licensed dismantler must dismantle and destroy the old engine within 60 calendar days of receipt. The engine destruction must be done in accordance with these Guidelines. • The engine block shall be punctured and destroyed in such a manner to eliminate the possibility of future operation and use of any components. • The licensed dismantler shall provide proof of scrappage to the local agency within 10 calendar days of the destruction of the engine. • The local agency or its designee must provide digital photographs, described below, showing the destruction of the old engine. The local agency must receive these photos within 10 calendar days of the destruction of the engine. • The following digital photos must be taken and labeled for the project file: 1. Engine tag with serial number. 2. Destroyed engine block.

Table A.1 Truck Equipment Project Scrap Requirements (cont.)

Source Category	Equipment Project Option	Additional Requirements
Heavy Duty Diesel Trucks	Option (2) Replacement	In addition to the requirements listed above for engine repower projects, replacement projects require: • The local agency shall verify the impound and transport of the old truck(s) to the dismantler up to 30 calendar days after the replacement vehicle is placed into operation. • The licensed dismantler must dismantle and destroy the old truck(s) within 60 calendar days of receipt. The destruction must be done in accordance with these Guidelines. • Sever the old vehicle frame rails to ensure that the vehicle is rendered useless and to prevent repeated use. • The following digital photos must be taken and labeled for the project file: 1. Engine tag with serial number. 2. Destroyed engine block either inside or outside truck body. 3. Vehicle identification number (VIN) printed by manufacturer inside cab or from the vehicle's frame rail. 4. Truck view from front angle capturing entire truck, including readable license plate when available. • The equipment owner or licensed dismantler must file a VIN hold with DMV and submit either a REG 488C "Non-Repairable Vehicle Certificate" or REG 42 "Notice to Dismantler" to DMV. Any additional substitute documentation must be verified by ARB to ensure that the scrapped equipment is permanently removed from service. • The licensed dismantler shall provide proof of scrappage and a copy of the form submitted to DMV (REG 488C, REG 42, or substitute documentation as described above) to the local agency within 10 calendar days of the destruction of the vehicle.
	Option (3) Three-Way Truck Transaction	• Truck B (old truck) must be scrapped in accordance with the equipment project scrap requirements listed in Option (2).

E. Post-Inspection

- For truck replacement equipment projects, the post-inspection shall occur no later than 60 calendar days after the old truck(s) is delivered to a certified dismantler.

- For truck stop and electric charging/hydrogen fueling unit projects, the post-inspection shall occur no later than 60 calendar days after the equipment is fully operational.

Table A.2 Truck Equipment Post-Inspection Requirements

Source Category	Equipment Project Option	Additional Requirements
Heavy Duty Diesel Trucks	Option (1) Repower	• Name, address, and telephone number of company(s) that installed the new engine. • Engine make and model year. • Engine family name and number. • Engine serial number. • Date the new engine was installed. • If not in the application file, copy of ARB Executive Order documenting that the replacement truck engine is certified to ARB standards, or a copy of the ARB Approval Letter (as applicable). The ARB Executive order supersedes the engine tag in case of conflict in the emission levels shown.
	Options (2) and, (3) Replacement and Three-way Truck Transaction	• Vehicle type. • Vehicle identification number (VIN). • Vehicle make. • Fuel type. • Vehicle license plate number. For new vehicles, the equipment owner shall provide: o Invoice including the cost of tax and license fees indicating the intent to register with the DMV. o Vehicle license plate number with the first annual report to the local agency. • Engine make and model year. • Engine family name and number. • If not in the application file, copy of ARB Executive Order documenting that the replacement truck engine is certified to ARB standards, or verified by ARB, or a copy of the ARB Approval Letter (as applicable). The ARB Executive order supersedes the engine tag in case of conflict in the emission levels shown.

Table A.2 Truck Equipment Post-Inspection Requirements (cont.)

Source Category	Equipment Project Option	Additional Requirements

Heavy Duty Diesel Trucks	Option (4) Truck Stop Electrification Infrastructure	• Name of power system manufacturer.
		• Serial number and date of manufacture.
		• Rated amperage/voltage.
		• Verification that each project's power system is operational.
		• Inspection shall include verification of operation by connecting heavy duty truck cab to the power system.
		• Inspections:
		  ○ An initial inspection shall be completed within 60 calendar days of installed and fully operational equipment.
		  ▪ The initial inspection shall include a review of equipment owner's procedures to collect use data for first year of operation.
		  ○ A second inspection (which corresponds to the proper post-inspection) shall be completed within 60 calendar days of owner completion of first year of operation.
		  ▪ Reimbursement of equipment costs can only be requested after obtaining a satisfactory second inspection.

	Option (5): Electric Charging and Hydrogen Fueling Units	**Vehicle Information** • Vehicle type. • Vehicle identification number (VIN). • Vehicle make, model, model year. • Gross vehicle weight rating (GVWR). • Power or fuel type. **Electric Charging/Fueling Station Information** • Name of power system manufacturer. • Serial number and date of manufacture. • Rate amperage/voltage (electric equipment only). • Equipment recharge rate (electric equipment only). • Verification that each project's power system is operational. • Inspection shall include verification of operation by connecting heavy duty truck cab to the charging/fueling unit. • Inspection shall be completed within 60 calendar days of installation of equipment.

F. Recordkeeping Requirements

Equipment owners shall retain, at a minimum, all documents, invoices, and correspondence associated with the application award, contract, purchase, installation, equipment operation (and if applicable, registration, insurance, and warranty), and reporting for at least 2 years after the end of the equipment project contact term or 3 years after final payment, whichever is later. Records shall be readily available and accessible to the local agency, ARB, or ARB designee upon request for the purposes of ongoing evaluations, Program reviews, or fiscal audits.

G. Annual Reporting Requirements

1. Heavy duty trucks

Equipment owners shall be responsible for annual reporting to the local agency. The equipment owner shall submit annual reports for the equipment project life. The equipment owner's annual report shall include, but is not limited to:

- Contact information (owner name, address, phone, etc.).
- Proof of current California registration.
- Fleet size.
- Current odometer reading, including the date read (estimate total vehicle mileage if odometer is missing or broken).
- Certification of annual California VMT since last report.
- Certification of the required 90 percent California or 100 percent California-only operation.
- Certification of at least 50 percent of travel within the four California trade corridors as well as provide the percentage of annual VMT in the following:
    - Bay Area trade corridor.
    - Central Valley trade corridor.
    - Los Angeles/Inland Empire trade corridor.
    - San Diego/Border trade corridor.
- Certification of insurance.
- Certification that the bond-funded project was operated in accordance with the signed contract and that all information submitted is true and accurate.
- Documentation of the number of port/railyard visits within 12 month period. Local agencies may use alternate methods to verify the port/railyard visits including, but not limited to gate activity information from ports. This reporting requirement applies only to trucks serving ports and intermodal railyards receiving FY2007-08 (Year 1) funding.
- Other information as requested by the local agency.

2. Truck stop electrification infrastructure

Equipment owners shall be responsible for annual reporting to the local agency. The equipment owner shall submit annual reports for the equipment project life. The equipment owner reports shall include, but are not limited to:

- Contact information (owner name, company, address, phone).
- Project completion date.
- Actual number of truck connections to equipment per unit (parking space) each month in the reporting period.

3. Electric charging/hydrogen fueling units

Equipment owners shall be responsible for annual reporting to the local agency. The equipment owner shall submit annual reports for the equipment project life. In addition to the information required for the heavy duty trucks, the equipment owner reports shall include, but are not limited to:

- An estimate of the annual hours of operation.
- Description of any equipment failure or other event that prevented trucks from using the charging/fueling units more than one week.