

APPENDIX A Heavy Duty Diesel Trucks (Combines Port/Rail Yard and Other Trucks)

A. Equipment Project Specifications

Heavy Duty Diesel Trucks

<p>Eligible Equipment</p>	<p>Heavy duty diesel trucks used to move goods (a majority of the time) with a manufacturer's gross vehicle weight rating (GVWR) of 26,001 lbs or greater listed on the application and verified at pre-inspection.</p> <p>Equipment owner must demonstrate:</p> <ul style="list-style-type: none"> • At least 75% operation within California for the past 2 years. • At least 5,000 vehicle miles traveled (VMT) each year for the past 2 years. • Registration: <ul style="list-style-type: none"> ○ Continuous registration (California base-plated or International Registration Plan (IRP)) in California for the past 2 years, or ○ Current California registration and minimum 8 months available California Department of Motor Vehicles (DMV) registration history supplemented by alternate documentation showing California operation for the past 2 years. • New engines for repower or replacement projects meet the applicable Program requirements: <ul style="list-style-type: none"> ○ 2010 emissions means 0.20 g/bhp-hr or less NOx (FEL and CERT values) and 0.01 g/bhp-hr or less PM (CERT value) as certified by an ARB Executive Order for on-road use. ○ 2007+ emissions means 0.50 g/bhp-hr or less NOx (FEL and CERT values) and 0.01 g/bhp-hr or less PM (CERT value) as certified by an ARB Executive Order for on-road use. ○ 2007 emissions means 1.20 g/bhp-hr or less NOx (FEL and CERT values) and 0.01 g/bhp-hr or less PM (CERT value) as certified by an ARB Executive Order for on-road use. ○ For Class 8 trucks the engines must be certified by an ARB Executive Order for on-road use with an intended service of Heavy Heavy Duty Diesel (HHDD) for diesel engines or Heavy Duty Otto (HDO) for applicable alternative fuel vehicles. • New or used trucks purchased for a truck replacement project must have a manufacturer's GVWR of 26,001 lbs – 33,000 lbs (Class 7) or of 33,001 lbs or greater (Class 8). The replacement truck must be in the same weight classification range (Class 7 or Class 8) as the existing truck, except when the equipment owner chooses to replace 2 eligible trucks for 1 replacement truck under Option (4). <p>A drayage truck means any in-use on-road vehicle (GVWR of 26,001 lbs or greater) that pulls a trailer or chassis that is used for transporting cargo (such as containerized, bulk, or break-bulk goods) that operates:</p> <ul style="list-style-type: none"> • On or transgresses through port or intermodal rail yard property for the purpose of loading, unloading, or transporting cargo, including transporting empty containers and chassis, or • Off-port or intermodal rail yard property transporting cargo or empty containers or chassis that originated from or is destined to a port or intermodal rail yard property.
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Heavy Duty Diesel Trucks (cont.)

<p>Eligible Equipment (continued)</p>	<p>Drayage truck owners are eligible to apply for priority drayage truck funding that may be available (not available in every solicitation) for truck replacement or PM + NOx retrofit projects if the owner demonstrates all of the following for the existing truck:</p> <ul style="list-style-type: none"> • Meets all of the other requirements of this section. • Made at least 12 visits to California ports and rail yards (combined) over the last 12 months. • <u>For truck replacement projects (Option 4)</u>, has a MY1994-2003 engine, and was registered in the California Drayage Truck Registry and was retrofitted with an ARB-verified Level 3 diesel particulate filter by June 30, 2010. • <u>For PM + NOx retrofit projects (Option 2)</u>, has a MY2004-2006 engine, was registered in the California Drayage Truck Registry by June 30, 2010, and would be upgraded with a PM + NOx retrofit no later than December 31, 2010. • <u>For three-way truck transactions (Option 5)</u>, please see page A-6. <p>Note: If priority drayage truck funding is not available or is exhausted before all eligible drayage trucks are funded, any remaining, unfunded drayage trucks will compete with other trucks.</p>
<p>Ineligible Equipment</p> <p>General Requirements (applicable to all project options)</p>	<ul style="list-style-type: none"> • 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. <p>Equipment owner shall:</p> <ul style="list-style-type: none"> • Commit to the project life specified with the applicable equipment project option. • Adhere to all Program Requirements during the project life. • Commit to 100% California-only operation (or 90% California-only operation as selected by the equipment owner) and California base-plated registration or California IRP. Dual plates and out-of-state registrations are prohibited. • Commit to at least 50% of travel within the four trade corridors for the duration of the project life. • Maintain current DMV registration at all times during the project life. • Agree to accept an on-board electronic monitoring unit at any time during project life. • Agree to equipment inspections. • Comply with record-keeping, reporting, and audit requirements. • Sign a legally binding contract with the local agency including project milestone and completion deadlines. • Properly maintain truck in good operating condition and according to manufacturer’s recommendations. • Maintain collision/comprehensive insurance on the truck for replacements. • Demonstrate proof of equipment warranty on the program-funded equipment. • Correct outstanding ARB equipment violations associated with the owner’s entire fleet of vehicles. <p>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 Statewide Truck and Bus Rule fleet compliance strategy for the applicable project option.</p>
<p>Modifying an Application</p>	<p>Equipment owners may change the project option 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:</p> <ul style="list-style-type: none"> • 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. <p>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.</p>

Heavy Duty Diesel Trucks (cont.)

<p>Option (1) PM Retrofit</p> <p>Funding Options</p> <p>Requirements</p>	<p>Partial funding (see options below) to retrofit an eligible MY1994-2006 heavy duty diesel engine with an ARB verified Level 3 Plus diesel particulate filter that reduces PM by 85% or more. Drayage trucks are not eligible.</p> <p>1. \$5,000/truck with a project life of 2 years. Program-funded diesel particulate filter shall be installed and operational (post-inspection completed) prior to a regulatory requirement for that technology or level of emissions control under the best available control technology provisions of any adopted rule for in-use trucks. ARB will post and update information on the Program website describing operational deadlines for the applicable project option.</p> <p>2. \$10,000/truck with project life of 4 years. Program-funded diesel particulate filter shall be installed and operational (post inspection completed) prior to a regulatory requirement for that technology or level of emissions control under the best available control technology provisions of any adopted rule for in-use trucks. ARB will post and update information on the Program website describing operational deadlines for the applicable project option.</p> <p>In addition to the General Requirements listed previously, equipment owner shall:</p> <ul style="list-style-type: none"> • Demonstrate that any mid-1990s engine subject to the software upgrades for diesel trucks (i.e., chip reflash) has completed the upgrade.
<p>Option (2) PM + NOx Retrofit</p> <p>Requirements</p>	<p>Partial funding of up to \$20,000/truck to retrofit an eligible MY2004-2006 heavy duty diesel truck engine with an ARB-verified diesel emission control strategy (VDECS) that reduces diesel PM by 85% or more and reduces NOx exhaust emissions as shown below:</p> <ul style="list-style-type: none"> • For 2007 emissions: a reduction of NOx exhaust emissions by at least 40% (ARB Mark 2 rating). • For 2010 emissions: a reduction of NOx exhaust emissions by at least 85% (ARB Mark 5 rating). <p>Program-funded VDECS and diesel particulate filter shall be installed and operational (post-inspection completed) prior to a regulatory requirement for that technology or level of emissions control under the best available control technology provisions of any adopted rule for in-use trucks. ARB will post and update information on the Program website describing operational deadlines for the applicable project option.</p> <p>In addition to the General Requirements listed previously, equipment owner shall:</p> <ul style="list-style-type: none"> • Commit to a project life of 5 years or 500,000 miles, whichever comes first.

Heavy Duty Diesel Trucks (cont.)

Option (3) Repower	Partial funding of up to \$30,000/truck to repower a truck with an eligible MY1994-2006 heavy duty diesel engine with a new engine that meets 2010 emissions.
Requirements	<p>Program-funded engine shall be installed and operational (post-inspection completed, except scrappage) prior to a regulatory requirement for that technology or level of emissions control under the best available control technology provisions of any adopted rule for in-use trucks. ARB will post and update information on the Program website describing operational deadlines for the applicable project option.</p> <p>In addition to the General Requirements listed previously, equipment owner shall:</p> <ul style="list-style-type: none">• Commit to a project life of 5 years or 500,000 miles, whichever comes first.• Scrap the old engine.• Purchase a minimum of a 1-year or 100,000-mile major component engine warranty for the replacement engine that covers parts and labor.• Provide a copy of ARB Executive Order documenting that the new engine meets 2010 emissions.

Heavy Duty Diesel Trucks (cont.)

<p>Option (4) Replacement</p>	<p>Partial funding (see options below) to replace 1 or 2 truck(s) equipped with eligible MY2003 or older heavy duty diesel engine(s) with a diesel or alternative fuel truck</p>
<p>Funding Options (drayage trucks)</p>	<p>Owners of eligible drayage trucks with a MY1994-2003 engine that commit to 90% or 100% California-only operation may have the option to compete for funding as follows.</p>
<p>Funding Options (other trucks)</p>	<p>Class 8 truck (GVWR of 33,001 lbs or greater):</p> <ol style="list-style-type: none"> 1. \$50,000/truck for a replacement truck with a heavy heavy duty engine that meets 2010 emissions (0.20 g/bhp-hr or less NOx). <p>Note: To be eligible, the replacement truck must have less than 500,000 miles with odometer verification at the post inspection.</p> <p>Class 7 truck (GVWR of 26,001 lbs – 33,000 lbs):</p> <ol style="list-style-type: none"> 1. \$30,000/truck for a replacement truck with an engine that meets 2010 emissions (0.20 g/bhp-hr or less NOx). <p>Note: To be eligible, the replacement truck must have less than 250,000 miles with odometer verification at the post inspection.</p>
<p>Funding Options (other trucks)</p>	<p>Owners of all eligible non-drayage trucks that commit to 90% or 100% California-only operation can compete for funding as follows.</p> <p>Class 8 truck (GVWR of 33,001 lbs or greater):</p> <ol style="list-style-type: none"> 1. \$60,000/truck for a replacement truck with a heavy heavy duty engine that meets 2010 emissions (0.20 g/bhp-hr or less NOx). 2. \$50,000/truck for a replacement truck with a heavy heavy duty engine that meets 2007+ emissions (0.50 g/bhp-hr or less NOx). 3. \$40,000/truck for a replacement truck with a heavy heavy duty engine that meets 2007 emissions (1.20 g/bhp-hr or less NOx). <p>Note: To be eligible, the replacement truck must have less than 500,000 miles with odometer verification at the post inspection.</p> <p>Class 7 truck (GVWR of 26,001 lbs – 33,000 lbs):</p> <ol style="list-style-type: none"> 1. \$40,000/truck for a replacement truck with an engine that meets 2010 emissions (0.20 g/bhp-hr or less NOx). 2. \$30,000/truck for a replacement truck with an engine that meets 2007+ emissions (0.50 g/bhp-hr or less NOx). 3. \$25,000/truck for a replacement truck with an engine that meets 2007 emissions (1.20 g/bhp-hr or less NOx). <p>Note: To be eligible, the replacement truck must have less than 250,000 miles with odometer verification at the post inspection.</p>
<p>Requirements</p>	<p>Program-funded replacement projects shall be purchased and operational (post-inspection completed, except scrappage) prior to a regulatory requirement for that technology or level of emissions control under the best available control technology provisions of any adopted rule for in-use trucks. ARB will post and update information on the Program website describing operational deadlines for the applicable project option.</p> <p>In addition to the General Requirements listed previously, equipment owner shall:</p> <ul style="list-style-type: none"> • Commit to a project life of at least 5 years or 500,000 miles, whichever comes first. • Scrap the old truck(s). Purchase a minimum of a 1-year or 100,000-mile major component engine warranty for the replacement vehicle that covers parts and labor. • Provide a copy of ARB Executive Order documenting that the new truck engine meets the applicable 2007, 2007+, or 2010 emissions.

Heavy Duty Diesel Trucks (cont.)

<p>Option (5) Three-Way Truck Transactions</p>	<ol style="list-style-type: none"> 1. Replace an eligible truck that has a MY1998-2006 engine (Truck A) with a diesel or alternative fuel truck (Truck C) with an engine that meets 2010 emissions (0.20 g/bhp-hr or less NOx). 2. Retrofit Truck A with an ARB-verified Level 3 Plus diesel particulate filter that reduces diesel PM by 85% or more. 3. Scrap a MY1993 or older diesel truck (Truck B) and replace with Truck A. <p>Truck A: Heavy duty diesel truck with MY1998-2006 engine. Truck B: Heavy duty diesel truck with MY1993 or older engine. Truck C: Heavy duty truck (diesel or alternative) that meets 2010 emissions.</p>
<p>Funding Options (drayage trucks)</p>	<ol style="list-style-type: none"> 1. \$50,000 for Truck C if Truck A is Class 8 (GVWR of 33,001 lbs or greater).
<p>Funding Options (other trucks)</p>	<ol style="list-style-type: none"> 1. \$60,000 for Truck C if Truck A is Class 8 (GVWR of 33,001 lbs or greater). 2. \$40,000 for Truck C if Truck A is Class 7 (GVWR of 26,001 lbs – 33,000 lbs). 3. Up to \$5,000 to retrofit Truck A.
<p>Requirements</p>	<p>Truck C shall be purchased and operational (post inspection completed, except scrappage) prior to a regulatory requirement for that technology or level of emissions control under the best available control technology provisions of any adopted rule for in-use trucks. ARB will post and update information on the Program website describing deadlines for the applicable project option. Truck C must be the same class as Truck A. Note: To be eligible, Truck C must have less than 500,000 miles if Class 8 (250,000 miles if Class 7) with odometer verification at the post inspection. Truck B may be Class 7 or Class 8.</p> <p>Truck A shall be equipped with an operational diesel particulate filter by the operational deadlines for a regulatory requirement for that technology or level of emissions control under the best available control technology provisions of any adopted rule for in-use trucks if optional retrofit funding is received for Truck A. ARB will post and update information on the Program website describing operational deadlines for the applicable project option.</p> <p>In addition to the applicable General Requirements listed previously in Appendix A, the original owner of Truck A and new owner of new Truck C shall:</p> <ul style="list-style-type: none"> • Equip Truck A with an ARB verified Level 3 Plus diesel particulate filter and transfer ownership (if applicable) to the owner of old Truck B. • Commit to a project life of 5 years or 500,000 miles, whichever comes first, on Truck C. • Commit to 90% or 100% California-only operation. • Purchase a minimum of a 1-year or 100,000-mile major component engine warranty for Truck C that covers parts and labor. • Provide a copy of ARB Executive Order documenting that the new truck engine in Truck C meets 2010 emissions. • Demonstrate that any mid-1990s engine subject to the software upgrades for diesel trucks (i.e., chip reflash) has completed the upgrade on Truck A. <p>In addition to the applicable General Requirements listed previously in Appendix A, the original owner of old Truck B and new owner of retrofit Truck A shall:</p> <ul style="list-style-type: none"> • Scrap Truck B. • Commit to a project life of 2 years and all applicable Program requirements on Truck A, if retrofit funding is received. • Commit to 90% or 100% California-only operation.

Heavy Duty Diesel Trucks (cont.)

<p>Eligible Equipment</p> <p>Option (6) Electrification Infrastructure for Truck Stop or Distribution Center</p> <p>Requirements</p>	<p>Truck stops, intermodal facilities, distribution centers, and other places where Class 8 heavy duty diesel trucks (GVWR of 33,001 lbs or greater) congregate in a trade corridor.</p> <p>Landside 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 0.20 pounds of weighted emissions reduced per State dollar invested. Truck stop/distribution center electrification infrastructure projects shall be eligible to compete for funding only if the cost-effectiveness is equal or greater than 0.20 pounds of weighted emissions reduced per State dollar invested.</p> <p>Eligible costs include purchase and installation of electrical infrastructure to: enable heating, cooling, and the use of cab power for parked trucks at truck stops; and enable the use of power for transport refrigeration units and auxiliary power systems at distribution centers, intermodal facilities, and other places where trucks congregate. Reimbursement for the eligible costs shall be based on demonstrated use over the first year of operation.</p> <p>Ineligible costs include on-board auxiliary power units and other equipment installed on trucks, transport refrigeration units, electricity costs, and operation and maintenance costs.</p> <p>In addition to the General Requirements listed previously, equipment owner shall:</p> <ul style="list-style-type: none"> • Commit to 10 years of operation. • Agree to equipment inspections. • Comply with record-keeping, reporting, and audit requirements. • Sign a legally binding contract with the local agency including project milestone and completion deadlines. • Properly maintain upgraded equipment in good operating condition and according to manufacturer's recommendations. • Demonstrate proof of equipment warranty. • Comply with all local permitting requirements.
<p>Project Cost Assumptions</p>	<ul style="list-style-type: none"> • Option (1): Average cost of a diesel particulate filter is expected to be ~\$15,000. • Option (2): Total cost of a NOx + PM retrofit is expected to be ~\$40,000. • Option (3): Total cost of a repower project is expected to be ~\$60,000. • Options (4) & (5): Total cost of a new 2010 emissions truck is expected to be ~\$80,000 (Class 7 diesel) to ~\$180,000 (Class 8 natural gas). Total cost of a 2007 or 2007+ emissions truck (in 2011-2012) is expected to be ~\$50,000 (Class 7 diesel) to ~\$80,000 (Class 8 diesel). • Option (6): Total cost for distribution centers is \$1,500-\$7,000/plug at dock; \$2,500-\$9,000/plug in parking areas; \$500-\$2,000/adaptor for trailers and TRUs. Total cost for truck stops is \$6,000-\$18,000/parking space; \$3,000/truck modification.

B. Major Milestones for Project Completion

a) Heavy duty diesel trucks

- Equipment order.
- Equipment acquisition/installation.
- Submittal of invoice to local agency for payment.
- Scrappage of old truck or engine.

b) Truck stop/distribution center electrification

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

- Completion and certification of any required 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 the 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.

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 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 information, as applicable, for each equipment project option.)

1. General information

This section applies to all equipment project options.

- Name or applicant (current owner of existing truck, including for potential lease-to-own institutions).
- Business name.
- Mailing address.
- Primary contact name and phone number.
- Person with equipment contract signing authority (owner).
- Proof of identity of current equipment owner (and lessor for lease-to-own).
- Business information:
 - Fleet size.
 - Number of employees (optional).
 - Number of truck spaces (truck stops).
 - Number of docks (distribution centers).
- A statement signed and dated by the current equipment owner acknowledging all application items are true/correct and all outstanding ARB violations on any equipment within the owner's entire fleet will be corrected.

2. Current equipment and activity information

a) *Heavy duty diesel trucks*

- Truck data.
 - Truck make, model, and model year.
 - Vehicle Identification Number.
 - Gross vehicle weight rating (GVWR).
 - Vehicle license plate number.
 - Engine make, model, engine year, and serial number.
 - Engine horsepower and 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 California registration including registered owner.
 - Registration showing California operation for the past 2 years or 8 months of available California DMV registration history supplemented by alternate documentation showing California operation for the past 2 years.
 - Documentation of current ownership (copy of title of truck) for any truck that will be scrapped or reused. This requirement does not apply to retrofit or repower projects.

- Vocation and activity data for the past 2 years (unless noted otherwise).
 - Vocation(s) – the types of goods typically transported.
 - Drayage Truck Registry (DTR) status as of June 30, 2010.
 - Number of California port and rail yard visits (combined) in the past 12 months.
 - Annual vehicle miles of travel (VMT) in California.
 - 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.
 - Documentation to verify reported VMT is required. Examples of documentation include logbooks, fuel records, maintenance records, or tax records.
 - For concrete mixer trucks, dump 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.
 - PTO hours will be converted to miles based on factors supplied by ARB and combined with VMT in the calculation of emission reductions and cost-effectiveness.

Additional documentation may be requested by the local agency.

b) Truck stop/distribution center electrification

- Location and description of facility where electrification infrastructure is proposed for installation.
- Quantification of current annual truck operations and TRU operations at the facility.
- Baseline emissions (without the project) for first 10 years of operation of proposed electrical infrastructure (developed with the concurrence of the local air district) – this emission estimate shall fully reflect the benefits of all adopted regulations including ARB rules for trucks, idling, auxiliary power systems, TRUs, and TRUs with generators sets.

Additional documentation may be requested by the local agency.

3. Proposed equipment project information

a) Heavy duty diesel trucks

(i) Option (1): PM retrofit

- Retrofit device data.
 - ARB-verified retrofit device company and name of device.
 - ARB Executive Order number for retrofit device.
 - ARB-verified NOx reduction and PM reduction (percentages).
- Itemized cost information for eligible expenses (verifiable quote).
- Equipment project funding demonstration.
 - Total project cost.
 - Program dollars requested.
 - Source and amounts of other funding (private, local, other State, federal).
 - Request for a direct payment to vendor (if applicable).
 - Total project cost (Program dollars requested plus other match funding).
 - Documentation of match funding availability.

(ii) Option (2): PM + NOx retrofit

- Retrofit device data.
 - ARB-verified retrofit device company and name of device.
 - ARB Executive Order number for retrofit device.
 - ARB-verified NOx reduction and PM reduction (percentages).
- 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).
 - Request for a direct payment to vendor (if applicable).
 - Total project cost (Program dollars requested plus other match funding).
 - Documentation of match funding availability.

(iii) Option (3): Repower

- Engine repower data.
 - Engine make, engine model, and engine year.
 - Engine horsepower and fuel type.
- 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.
 - Total project cost.
 - Program dollars requested.
 - Source 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.

(iv) Option (4): Replacement

- New truck data.
 - Truck make, model, and model year.
 - Manufacturer's gross vehicle weight rating (GVWR).
 - Engine make, engine model, and engine year.
 - Engine horsepower and fuel type.
- Itemized cost information for eligible expenses (verifiable quote).
- Equipment project funding demonstration.
 - Total project cost.
 - Program dollars requested.
 - Source and amounts of other funding (private, local, other State, federal).
 - Request for a direct payment to vendor (if applicable).
 - Total project cost (Program dollars requested plus other match funding).
 - Documentation of match funding availability.
 - Interest in lease-to-own option or loan assistance program.

(v) Option (5): Three-way truck transaction

- Truck A (retrofitted truck) data.
 - ARB-verified retrofit device company and name of device.
 - ARB Executive Order number for retrofit device.
 - ARB-verified NOx reduction and PM reduction (percentages).
 - Itemized cost information for eligible expenses (verifiable quote).
- Truck B (scrapped truck) data.
 - Equipment owner name (if different from Truck A).
- Equipment project funding demonstration.
 - Total project cost.
 - Program dollars requested.
 - Source and amounts of other funding (private, local, other State, federal).
 - Request for a direct payment to vendor (if applicable).
 - Total project cost (Program dollars requested plus other match funding).
 - Documentation of match funding availability.
- Truck C (new truck) Data
 - Truck make, model, and model year.
 - Manufacturer's gross vehicle weight rating (GVWR).
 - Engine make, engine model, and engine year.
 - Engine horsepower and fuel type.
- Truck C itemized cost information for eligible expenses (verifiable quote).

- Equipment project funding demonstration (combined Truck A and Truck C).
 - Total project cost.
 - Program dollars requested.
 - Source and amounts of other funding (private, local, other State, federal).
 - Request for a direct payment to vendor (if applicable).
 - Total project cost (Program dollars requested plus other match funding).
 - Documentation of match funding availability.

b) Option (6): Truck stop/distribution center electrification

- 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 (e.g., design, environmental, construction).
- Predicted activity data with new equipment.
 - Estimated annual truck connections to electric power and average connection time.
 - Estimated annual TRU connections to electrical power and average connection time.
 - Expected power usage for trucks and TRUs (separately), 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 1st year of operation.
 - Demonstration that the weighted emission reductions per State dollar invested is equal or better than 0.20 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.

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 (3) Repower	<ul style="list-style-type: none"> • The local agency shall ensure the impound and transport of the old engine to the licensed dismantler within 30 calendar days of the new engine being 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 crushed 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 engine being scrapped. • The following digital photos must be taken and labeled for the project file: <ol style="list-style-type: none"> 1. Engine tag with serial number, engine family number, and engine model year. 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 (4) Replacement	<p>In addition to the requirements listed above for engine repower projects, replacement projects require:</p> <ul style="list-style-type: none"> • The local agency shall ensure the impound and transport of the old truck(s) to the dismantler within 30 calendar days of the replacement vehicle being 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: <ol style="list-style-type: none"> 1. Engine tag with serial number, engine family number, and engine model year. 2. Destroyed engine block either inside or outside truck body. 3. Vehicle Identification Number printed by manufacturer inside cab. 4. Truck view from front angle capturing entire truck with readable license plate. • The equipment owner or licensed dismantler must file a VIN hold with DMV, and submit either REG 488C “Non-Repairable Vehicle Certificate” or REG 42 “Notice to Dismantler,” to DMV, and submit a copy to the local agency at the time of the post-inspection. 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 to the local agency within 10 calendar days of the destruction of the vehicle.
	Option (5) Three-way Truck Transaction	<ul style="list-style-type: none"> • Truck B (old truck) must be scrapped in accordance with the equipment project scrap requirements listed in Option 4.

E. Post-Inspection

- For truck replacement equipment projects, the post-inspection shall occur within 60 calendar days of the old truck(s) being delivered to a certified dismantler.
- For truck retrofit equipment projects, the post-inspection shall occur within 30 calendar days of installation of the fully operational equipment.
- For truck stop/distribution equipment projects, the post-inspection shall occur within 60 calendar days of owner receipt of fully operational equipment.

Table A.2 Truck Post-Inspection Requirements

Source Category	Equipment Project Option	Additional Requirements
Heavy Duty Diesel Trucks	PM Retrofit or PM + NOx Retrofit	<ul style="list-style-type: none"> • Name, address, and telephone number of company(s) that installed the retrofit. • Name of the retrofit manufacturer(s). • Retrofit model and serial number(s). • Year that the retrofit was manufactured (if not listed on device label, information may be obtained from the retrofit manufacturer by reference to serial number). • Date the retrofit was installed. • If not in the application file, copy of ARB Executive Order documenting the retrofit meets the specifications.
	Repower	<ul style="list-style-type: none"> • Name, address, and telephone number of company(s) that installed the new engine. • Engine make, model, 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 new engine meets 2010 emissions.

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

Source Category	Equipment Project Option	Additional Requirements
Heavy Duty Diesel Trucks	Replacement	<ul style="list-style-type: none"> • Vehicle type. • Vehicle identification number (VIN). • Vehicle make, model, model year. • Fuel type. • Vehicle license plate number (for a new vehicle, owner shall provide license plate number upon receipt from the DMV). • CA Highway Patrol number. • Engine make, model year, engine year. • Engine family name and number. • If not in the application file, copy of ARB Executive Order documenting that the replacement truck engine meets 2010 emissions, 2007+ emissions, or 2007 emissions, as applicable.
	Three-way Truck Transaction	<p>* See individual post inspection requirements for retrofit and replacement.</p>
	Truck Stop/Distribution Center	<ul style="list-style-type: none"> • Name of power system manufacturer. • Serial number and date of manufacture. • Rated amperage, voltage. • Verification that each project's pedestal and/or external air conditioning/power system is operational. • Inspection shall include verification of operation by connecting heavy duty truck cab and/or transport refrigeration unit (as appropriate) to a random number of pedestals or external air conditioning/power system. • Inspections: <ul style="list-style-type: none"> ○ An initial inspection shall be completed within 60 calendar days of owner receipt of fully operational equipment. <ul style="list-style-type: none"> ▪ 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. <ul style="list-style-type: none"> ▪ Reimbursement of equipment costs can only be requested after obtaining a satisfactory second inspection.

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 or audits.

G. Annual Reporting Requirements

a) Heavy duty diesel trucks

Equipment owners shall be responsible for annual reporting to the local agency except for owners with PM retrofits with a 2-year contract who only need to report at the end of the 2 year project life. 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 California registration.
- Proof of insurance.
- Current odometer reading, including the date read (estimate total vehicle mileage if odometer is missing or broken).
- Annual VMT since last report.
- Certification of the required 90 percent or 100 percent California-only operation. Certification of at least 50 percent of travel in the four trade corridors as well as provide the percentage of annual vehicle miles of travel in:
 - Bay Area trade corridor.
 - Central Valley trade corridor.
 - Los Angeles/Inland Empire trade corridor.
 - San Diego/Border trade corridor.
- Summary of maintenance performed and inspections conducted.
- Certification that the bond-funded project was operated in accordance with the signed contract, and that all information submitted is true and accurate.
- Other information as requested by the local agency.

b) Truck stop/distribution center electrification

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

- Contact information (owner name, company, address, phone).
- Facility location.
- Project completion date.
- Monthly truck and TRU connections to electrical power and electricity usage for each month in the reporting year.
- Summary of maintenance and inspections conducted.
- Signed certification statement that the bond-funded project was installed and is operating as it was approved in the post-inspection and that all information submitted to the local agency is true and accurate.
- Other information as requested by the local agency.

