



Voucher Incentive Program
REDEEM AND CLEAN!

CARL MOYER PROGRAM FOR
ON-ROAD HEAVY-DUTY VEHICLES

REVISED AND APPROVED: FEBRUARY 23, 2021



SUMMARY

These guidelines describe the minimum criteria and requirements for the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program) On-Road Heavy- Duty Vehicles Voucher Incentive Program (VIP). The VIP provides a streamlined approach to reduce emissions by replacing existing, high-polluting vehicles with newer, lower-emission vehicles. The VIP provides real emission benefits by retiring the high- polluting vehicle earlier than would have been expected through normal attrition or by regulation. Moyer Program funds for voucher projects are used to offset part of the cost of the replacement vehicle.

Air pollution control and air quality management districts (air districts) shall utilize these guidelines as a stand-alone document and need not refer to the current Moyer Program guidelines in implementing this program. Air districts must follow all VIP guidelines in order to offer vouchers as a funding option. Air districts have the discretion to set certain local eligibility requirements based upon local priorities. The Air Resources Board, as an intended third party beneficiary, reserves the right to enforce the terms of the VIP at any time during the three year voucher term to ensure emission reductions are obtained. These guidelines provide implementation documents in the appendices section that must be used for funding voucher projects and may not be modified (unless otherwise noted).

CARL MOYER MEMORIAL AIR QUALITY STANDARDS ATTAINMENT PROGRAM

VOUCHER INCENTIVE PROGRAM GUIDELINES FOR ON-ROAD HEAVY-DUTY VEHICLES

A. Projects Eligible for Funding

The following heavy-duty vehicle VIP projects are eligible for funding:

New or Used Replacement Vehicle Purchase: The purchase of a new or used vehicle with a 2013 or later model year engine certified to a Standard (STD) level of 0.20 grams per brake horsepower hour (g/bhp-hr) Oxides of Nitrogen (NO_x) and 0.01 g/bhp-hr Particulate Matter (PM) or cleaner to replace the existing vehicle that is to be scrapped.

B. Project Funding Amounts

The maximum total project funding amounts associated with reducing the eligible costs of a VIP project are pre-determined and shown in Appendix O, to be updated annually. Funding amounts are determined based on surplus emission reductions dependent on the compliance path chosen under the Truck and Bus Regulation.

Vehicles reported under mileage-limited compliance options will be funded no more than the mileage limits of the compliance option and must provide mileage documentation. Vehicles reported under the NO_x Exempt Areas Option will only be funded for mileage in the NO_x Exempt areas as indicated in the usage map in the application. Low-Use exemption vehicles are not eligible. Funding amounts shown in Appendix O are not applicable to vehicles with 2010 model year emissions equivalent engine requirements before January 1, 2021. Each funding table provides guidance on when funded vehicles can count toward meeting compliance requirements.

C. Program Requirements

1. General Program Criteria

- (A) *Fleet Size Limitations:* Only fleets with ten or fewer vehicles are eligible to participate. Determination of fleet size must be based on the definitions and criteria in the Statewide Truck & Bus Regulation at California Code of Regulations, title 13, section 2025. Diesel vehicles with an original manufacturers Gross Vehicle Weight Rating (GVWR) greater than 14,000 pounds regardless of whether the vehicles operate in California, that are under common ownership or control even if they are part of different subsidiaries, division, or other organizational structures of a company or agency, including those leased for more than one year, must be included when determining fleet size. Drayage trucks must also be included when determining fleet size.

- (B) *Weight Class:* Vehicles with GVWR greater than 14,000 pounds are eligible to participate in the VIP under the corresponding funding amounts specified in Appendix O.
- (C) *Fleet Compliance Information:* All fleet owners must provide a current Truck Regulation Upload, Compliance, and Reporting System (TRUCRS) report and certificate showing the fleet is currently in compliance. Drayage truck owners may provide a copy of the Drayage Truck Registry (DTR) Compliance Search Page showing the Vehicle Identification Number (VIN) and compliance status. Other compliance tools issued by ARB may be used as they become available. Air pollution control and air quality management districts (air districts) are not required to validate fleet information and will not be held liable if fleet owners falsify fleet information.
- (D) The following vehicles are not eligible for funding:
 - (1) Vehicles subject to the solid waste collection vehicle rule commencing with California Code of Regulations, title 13, section 2021;
 - (2) On-road diesel-fueled heavy-duty vehicles over 14,000 pounds owned or operated by a municipality that are subject to the fleet rule for public agencies and utilities commencing with California Code of Regulations, title 13, section 2022;
 - (3) Vehicles subject to the fleet rule for transit agencies commencing with California Code of Regulations, title 13, section 2023;
 - (4) Vehicles subject to the rule for mobile cargo handling equipment at ports and intermodal rail yards commencing with California Code of Regulations, title 13, section 2479;
 - (5) Vehicles with a GVWR of 14,000 pounds or less.
- (E) *Emission Reduction Technologies:* Emission reduction technologies must be certified by the California Air Resources Board (ARB) and must comply with durability and warranty requirements. For the purposes of the VIP, a technology granted a conditional certification by ARB is considered certified.
- (F) *Vehicle Leasing is Not Allowed:* If financing is necessary, the vehicle purchase must be financed with a conventional purchase loan.
- (G) *Obtaining Financing:* The participant may obtain public and/or private financing to assist in the purchase of a replacement vehicle, but may not apply for additional public funded grants.
- (H) Emission reductions obtained through VIP projects must not be required by any federal, State or local regulation, memorandum of agreement/understanding

with a regulatory agency, settlement agreement, mitigation requirement, or other legally binding document.

- (I) No emission reductions generated by the VIP shall be used as marketable emission reduction credits, or to offset any emission reduction obligation of any person or entity.
- (J) No project funded by the VIP shall be used for credit under any federal or State emission averaging banking and trading program during the funded surplus period.
- (K) Engines operating under a regulatory compliance extension such as a settlement agreement granted by the ARB, a local air district, or the United States Environmental Protection Agency (U.S. EPA) are not eligible for funding. Engines operating under extensions and options incorporated in the regulation are eligible.
- (L) Emission reductions funded by the VIP may not be used to generate a compliance extension or extra credit for determining regulatory compliance, and must be excluded when determining regulatory compliance during the funded surplus period.
- (M) Projects funded by the VIP must be included when defining the size of the fleet to determine regulatory requirements.
- (N) *Local Eligibility Requirements:* Air districts have the option to limit eligibility to applicants that reside within the air district's air basin or operate their vehicles within specified air basins.
- (O) For trucks reported in TRUCRS under the Log Truck Phase-In option: The replacement truck must exclusively engage in logging for the duration of the funded surplus period.

2. Participant Requirements

- (A) *General Participant Requirements:* All participants must meet the following requirements to be eligible for funding:
 - (1) *Ownership Requirements:* The participant must currently own and operate the existing vehicle, documented through providing a copy of the current existing vehicle title. If the existing vehicle title is not available at the time of application, all of the following may be used as alternative ownership documentation until a duplicate title is received from the California Department of Motor Vehicles (DMV):
 - 1) copy of current and valid vehicle registration, and 2) copy of the DMV Vehicle Registration Inquiry Report, and 3) copy of the DMV receipt for duplicate title request. A copy of the duplicate title must be received by

the air district before payment is issued to the dealership.

- (2) *Prior Minimum Usage Requirement:* The existing vehicle must have met the mileage or fuel usage requirements in Appendix O, as applicable, in each 12 month period for the previous 24 months. Participants must submit documentation verifying usage for the previous 24 months for the existing vehicle. Examples of documentation may include, but are not limited to: logbooks, fuel records, maintenance records, and tax records. Depending on the compliance option used, mileage documentation may be required.
 - (3) *Operation in California:* The applicant must certify on the application that the existing vehicle(s) has operated at least 75 percent of the time in California during each 12 month period for the previous 24 months.
 - (4) *Military Service Provision:* If an applicant has been on active military duty at any time during the previous 24 months, documentation prior to deployment and covering the same length of time as the deployment period may be used to meet the title, registration, usage, and operation in California requirements as described in Sections C.2.(A)(2)-(3) and C.3.(D)-(F). The applicant must submit a copy of DD Form 214, Certificate of Release or Discharge from Active Duty to verify military service during the deployment period.
 - (5) *Local Eligibility Requirement (If Applicable):* Applicants must meet at least one of the following conditions as specified by the air district:
 - a. The owner/applicant resides within the air district's air basin. The owner/applicant's address or business address (P.O. Boxes not eligible) must be documented either on the vehicle title, DMV registration, or vehicle's insurance documents.
 - b. The owner/applicant operates the existing vehicle(s) within the eligible operational areas specified by the air district. The owner/applicant must indicate in the operational area map in the application the percentage of annual mileage or usage that occurs in each area within California.
 - (6) *Applying for Funding in a Participating Air District:* Applicants may only apply to one participating air district at a time.
 - (7) *Application Package:* To be approved for VIP funds, the applicant must meet all guideline requirements, submit an application, and submit all of the documentation listed in the Application Package (Appendix A).
- (B) *Participant Requirements for Replacement Projects:* All replacement project participants must meet the following requirements to be eligible for funding:

- (1) *Specified Participating Dealership:* The participant must specify the participating dealership used for the purchase of the replacement vehicle. If the application is approved, the participant must purchase the replacement vehicle from the specified dealership. If the participant chooses to change dealerships, the participant must submit a new VIP application to the air district.
- (2) *Voucher Redemption Deadline:* The dealer and owner must agree on a date in which the replacement vehicle will be delivered. The voucher will be redeemable within 30 calendar days of issuance or by the delivery date agreed upon by the dealer and owner, whichever is later. Except as described below, the vehicle must be delivered in the same calendar year that funding was approved by the air district. If the delivery date occurs in the calendar year following the application approval date, the air district must determine the eligible funding amount based on the funding tables in Appendix O for the year in which delivery occurs. If the owner is unable to purchase the replacement vehicle after a voucher has been issued, the owner must notify the dealer and air district immediately so that funds can be reallocated.
- (3) *Two-for-One Option:* Except for log trucks reported in TRUCRS under the Log Truck Phase-In option, owners may replace two existing vehicles with one replacement vehicle as long as all VIP requirements are met. The two existing vehicles must have cumulatively met the mileage or fuel usage requirements in Appendix O. If the two existing vehicles have different engine model years, then the newest engine model year shall be used to determine the funding amount. Participants who utilize this option must submit a complete application for each existing vehicle. The two existing vehicles must be in the same GVWR class of 14,001-19,500 pounds, 19,501-33,000 pounds, or 33,001 pounds or greater. The applicant should specify on each application that the applicant is choosing this option by checking the Two-for-One Option box. Replacement trucks are eligible for only one grant based on combined usage – the amount of the grant is not doubled.
- (4) The owner must agree to the following terms after being approved for a replacement voucher:
 - a. Register the replacement vehicle with DMV.
 - b. Maintain insurance as required by law.
 - c. Own and operate the replacement vehicle at least 75 percent of the time within California for the term specified on the Receipt of Replacement Voucher (Appendix G).

- d. Return annual usage reports for three years after voucher redemption.
- e. Do not make any modifications to the emission control system on the replacement vehicle engine.
- f. Be available for a follow up inspection, if requested by the air district or ARB.
- g. Allow ARB to verify replacement vehicle registration with DMV.
- h. Notify all involved parties including the air district and ARB of any intent to change ownership or registration status of the replacement vehicle during the 36 month voucher term. The new owner must comply with the terms and conditions of the voucher. The air district must approve the change in ownership before the sale.
- i. If the replacement vehicle is in an accident, the accident must be reported to the air district within ten business days. The participant must provide the police report, a letter from the insurance company regarding the accident, and other information requested by the air district. The participant must repair the vehicle or replace it with a substitute vehicle that can take over the terms of the contract or voucher. The substitute vehicle must be powered by a 2013 model year or newer engine, be in the same weight class, and cannot have more than 600,000 miles for HHD vehicles, 350,000 miles for MHD vehicles, and 250,000 miles for LHD vehicles.
- j. Notify the air district of change of mailing address within ten business days.
- k. Repay the voucher funding amount if the owner does not follow one or more terms as specified in the Application or Receipt of Replacement Voucher. ARB and/or the air district will specify repayment terms.

3. Existing Vehicle Requirements. All existing vehicles must meet the following conditions before a VIP application will be approved and awarded a voucher.

- (A) *Eligible Model Years for the Existing Engine:* The model year of the existing engine must be 2009 or older. If the existing vehicle is a drayage truck, the existing engine model year may only be 2007 through 2009. Verification of the model year must be submitted in the application package. Verification can include a picture of the model year on the engine plate or written documentation from the manufacturer or participating dealer that matches the engine serial number to a particular model year.

- (B) *Eligible Fuel Types:* The existing vehicle must currently operate on diesel fuel or alternative fuel such as compressed natural gas.
- (C) *Weight Class:* The existing vehicle must meet the criteria for either a light heavy-duty (LHD) vehicle, a medium heavy-duty (MHD) vehicle, or a heavy heavy-duty (HHD) vehicle, as defined below.
- (1) To qualify for LHD funding levels, eligible vehicles must have an original manufacturer GVWR of 14,001 to 19,500 pounds.
 - (2) To qualify for MHD funding levels, eligible vehicles must have an original manufacturer GVWR of either MHD 19,501 to 26,000 pounds or MHD 26,001 to 33,000 pounds.
 - (3) To qualify for HHD funding levels, eligible vehicles must have an original manufacturer GVWR of 33,001 pounds or greater.
 - (4) GVWR may be documented with a photo of the vehicle manufacturer tag or a copy of the manufacturer build sheet.
- (D) *Vehicle Title:* A copy of the existing vehicle title must be submitted with the application package. The title must show the applicant as the current sole owner with no active lienholders. The title need not be a California title. In addition, the applicant must have owned and operated the vehicle the previous 24 months. If the title does not show sole ownership for the previous 24 months, the applicant must be listed as one of the owners or shown as a registered owner on registration documentation for the previous 24 months. If the existing vehicle title is not available at the time of application, then all three of the following must be used as alternative ownership documentation until a duplicate title is received from DMV: 1) copy of current and valid vehicle registration, and 2) copy of the DMV Vehicle Registration Inquiry Report, and 3) copy of the DMV receipt for duplicate title request. If the existing vehicle title or alternative ownership documentation shows an active lien-holder, then the vehicle does not qualify to participate in the VIP. A copy of the duplicate title must be received by the air district before payment is issued to the dealership.
- (E) *California Registration:* The existing vehicle must either be 1) currently registered and have been registered in California for the past 24 months; or 2) must have been registered in California for the previous eight consecutive months supplemented by alternate documentation showing California operation for the past 24 months. For the term specified above, at a minimum, the application package must include copies of the DMV registration, and proof of insurance, and California operation for the previous 24 months with no lapses (except for seasonal vehicles and those eligible under the military service provision). The existing vehicle

must be based in California. Applicants may provide proof of California registration by providing copies of California International Registration Plan (IRP) documents. Out-of-state registration and out-of-state IRP do not qualify for the VIP.

- (F) *Seasonal Vehicle Exception:* If the existing vehicle operates seasonally, then the existing vehicle may be eligible to participate in the Voucher Incentive Program if it has been registered in California for three to six continuous months per 12 month period for the previous 24 months. DMV partial year registration documentation for each period the vehicle was registered must be included in the application package. Trucks that are registered seasonally must meet the minimum annual usage requirements in Appendix O during the registered months.
- (G) *Operational Condition Verification:* The existing vehicle may have a salvage title, but must be in operational condition to qualify for funding. Operating condition must be determined through an inspection by a participating dealership prior to submitting the application or by air district staff upon air district request. An operational vehicle must be able to start, move in all directions, and have all operational parts.
- (H) *Engine Verification:* If the existing vehicle engine tag is missing, then verification of the engine information can be done with the engine serial number. The participant will be required to provide verification of the engine make, model, model year, engine serial number, and horsepower from the manufacturer. Verification can include a letter or a printout from an engine manufacturer or participating dealer.
- (I) *Glider Kits:* Glider kits are replacement chassis and cabs for on-road heavy-duty vehicles. Glider kits are generally identified with a VIN starting with the letters "GL". In situations where the model years of the glider kit vehicle's chassis and engine differ, approval determination shall be made using the model year of the engine. Existing glider kit vehicles are eligible to participate in the voucher program. The replacement vehicle has to be a complete Original Equipment Manufacturer vehicle; i.e., the replacement vehicle cannot be a glider kit.
- (J) *Existing Vehicle Body Components:* The body of the existing vehicle does not play a part in the participation in the program. Program funds can only be used to purchase the new vehicle, not external body components or parts used for a particular vocation (e.g., dump body). The common practice for vehicle owners to remove non-emission related body components from the existing vehicle and place them on the replacement vehicle is still permissible as long as the components do not exist on the replacement vehicle and are not a part of the paid components for the replacement vehicle.
- (K) *Operation of Existing Vehicle After Approval for a Voucher:* If the existing

vehicle is in an accident or has an engine failure AFTER receiving approval for a voucher from the air district but prior to replacement, then the existing vehicle will still be eligible for receiving funds from the program as long as all other VIP requirements have been met.

- (L) *Delivering the Existing Vehicle to the Dealer Prior to Taking Ownership of the Replacement Vehicle:* The participant must deliver the existing vehicle in similar condition as it was in the pre-inspection. The air district or dealer can reject the condition of the existing vehicle if it is deemed unroadworthy or if parts were stripped from the existing vehicle. Reimbursement of the voucher will be withheld until the dealer or air district approve the condition of the existing vehicle.

4. Replacement Vehicle Requirements. All replacement vehicles must meet the following requirements before funding is awarded to the participant:

- (A) *Purchased from a Participating Dealership:* The replacement vehicle must be purchased from an air district-approved participating dealership.
- (B) *Title:* The replacement vehicle must have a clean title prior to purchase. The replacement vehicle must not have a salvage title and must not have been in an accident, repaired, and became available for resale.
- (C) *California Registration:* The replacement vehicle must be registered in California or in the California IRP.
- (D) *Model Year:* The replacement vehicle must have a 2013 model year or newer engine.
- (E) *New or Used:* The replacement vehicle can be new or used. Used vehicles with an original manufacturer GVWR of 33,001 pounds or greater must have less than 500,000 miles of operation, and used vehicles with an original manufacturer GVWR of 19,501 through 33,000 pounds must have less than 250,000 miles of operation. Used vehicles with an original manufacturer GVWR of 14,001 through 19,500 pounds must have less than 150,000 miles of operation.
- (F) *Engine Emission Standards:* New and used replacement vehicles qualify for funding based on engine emissions standards of at least 0.20 g/bhp-hr NO_x and 0.01 g/bhp-hr PM. The corresponding funding levels are found in Appendix O.
- (G) An ARB Executive Order certifying that the engine meets the selected emissions standard must be included with the application package.
- (H) *Weight Class:* The replacement vehicle must be in the same weight class as the existing vehicle (either LHD 14,001 to 19,500 pounds, MHD 19,501 to 26,000

pounds, MHD 26,001 to 33,000 pounds, or HHD). An MHD vehicle can replace an HHD vehicle if they both have the same axle configuration (e.g. an existing HHD vehicle with two axles can be replaced with an MHD vehicle with two axles) but the funding amount must be at the MHD funding level.

- (I) *Engine Class:* The engine's primary intended service class must match the replacement vehicle's weight class (i.e., an MHD diesel engine is used in a vehicle with a GVWR of 19,501- 33,000 pounds and an HHD diesel engine is used in a vehicle with a GVWR greater than 33,000 pounds). As an exception, an HHD engine may be installed in an MHD vehicle if necessary for vocational purposes, but only if the GVWR is within ten percent of the engine's intended service class (i.e., GVWR of 29,701 pounds or greater). Also, an MHD engine may be installed in an HHD vehicle, but only if the GVWR is within ten percent of the engine's intended service class (i.e., GVWR of 36,300 pounds or less). For these exceptional cases, the funding amount must be in accordance with the medium heavy-duty (GVWR of 26,001 - 33,000 pounds) funding levels. The following are eligible cases under these exceptions:
 - (1) A baseline MHD vehicle may be replaced with an MHD vehicle equipped with an HHD engine and granted a funding amount up to \$40,000.
 - (2) A baseline HHD vehicle may be replaced with an MHD vehicle (Section C.4.(H)) equipped with an HHD engine and granted a funding amount up to \$40,000.
 - (3) A baseline HHD vehicle may be replaced with an HHD vehicle (Section C.4.(H)) equipped with an MHD engine and granted a funding amount up to \$40,000.
- (J) *Warranty Requirements:* All replacement vehicles must have a minimum of a one-year / 100,000-mile major component engine warranty. The warranty must cover parts and labor. It is recommended that the highest-grade warranty be purchased in order to avoid expensive repairs in the future. No CMP funds will be issued for maintenance or repairs related to the operation of the vehicle. The participant takes sole responsibility for ensuring that the vehicle is in operational condition.
- (K) *Engine and Emission Control Modifications:* Emission controls on the replacement vehicle engine cannot be modified in any manner. Unauthorized modification to engine performance (including changes in horsepower), emission characteristics, engine emission components (not including repairs with like-original equipment manufacturers replacement parts), or any other modifications to the engine's emission control function is not allowed.

5. Air District Requirements. Air districts must implement the following program requirements:

- (A) The VIP guidelines and attachments provide all requirements for the program, therefore air districts/dealers/grantees are not required to refer to the CMP Guidelines for Moyer funded VIP projects.
- (B) Each air district must have a resolution or minute order of their Governing Board that commits the air district to comply with all VIP requirements. If an air district Governing Board granted broad authority to adopt a program like VIP, the granted authority must be sufficient to comply with all VIP requirements.
- (C) Air districts may not add limitations to project criteria or make changes to the VIP Guidelines.
- (D) An air district may request CMP funds if the air district chooses to use those funds to implement the VIP as these funds become available. In order for an air district to be approved for a funding request to implement the VIP, the air district must provide verification of board approval to implement the VIP, a copy of at least one active dealer agreement, and a copy of at least one active dismantler agreement.
- (E) Air districts must dedicate a portion of their VIP funding exclusively to small fleets with three vehicles or less. At a minimum, the portion of funding allocated for small fleets must be 70 percent of the total VIP funds and the remaining portion may be allocated to fleets with four to ten vehicles. Air districts must monitor the funding levels for each fleet size category to ensure that both categories are adequately funded. Air districts must ensure that funds for small fleets are not depleted while funds still remain for larger fleets. Air districts may only modify the minimum percentage of funding if necessary due to demand and proximity to the grant funds liquidation deadlines outlined by the program guidelines. Air districts must reject VIP applications if funds are not currently available. Air districts cannot create a list of pre-approved VIP projects to receive funding in a future date.
- (F) Air districts must create an addendum to their current CMP Policies and Procedures using the air district VIP Policies and Procedures (Appendix B) within two months after they begin implementation of the VIP. Air districts are not required to submit this addendum to ARB but it must be available upon ARB request.
- (G) Air districts must use the program documents provided in the appendices. The documents may only be modified to include air district logos and air district contact information. The documents will be provided electronically to the participating air districts. See additional guidance in Section C.5.(O).
- (H) Air districts must work to contract with vehicle dealerships located in their air

district before contracting with dealerships located outside of their air district. Air districts that do not have dealerships within their air district can proceed directly to contract with dealerships located outside of their air basin. Air districts can contract with dismantlers located within or outside of their air district.

- (I) Air districts must contract with vehicle dealerships and dismantler yards. Dealership and dismantler yard agreements must contain the language provided in Appendix C and D, respectively. If a dealership has multiple locations, then the air district either needs to have one agreement for each location or list each location in one agreement. Air districts are responsible for dealer training, including updating this training whenever substantive changes are made to the VIP Program and/or this supplemental guidance document. Additional districts may be added to an existing air district's dealership and dismantler agreements with no further training required as long as at least one air district has met the requirements of Section C.5.(L). In addition, air districts that enter into new agreements with trained dealerships and dismantlers that already have existing agreements are not obligated to repeat training requirements. The process for selection of dealerships and dismantler yards must be specified by the air district in the air district's VIP Policies and Procedures.
- (J) Air districts must ensure participating dealerships and dismantlers meet all VIP requirements. Air districts must receive all requested documents from the dealership or dismantler prior to signing an agreement. Air districts must maintain records verifying their participating dealerships and dismantlers meet the VIP requirements.
- (K) Air districts must provide participating dealership and dismantler contact information to ARB within ten business days of entering into agreement.
- (L) Air districts must ensure at least one representative from each participating dealership is trained on the terms, conditions and requirements of the Program. Air districts must describe how this will be accomplished in the air district's VIP Policies and Procedures.
- (M) Air districts must work in coordination with ARB in outreach efforts to increase participation of vehicle owners, dealerships, and dismantler yards. Air districts must specify outreach efforts in the air district's VIP Policies and Procedures.
- (N) Air districts must provide all applicants and dealerships with application packages, inspection forms, and any other applicable VIP materials. Air districts that are invoking a local eligibility requirement must provide the dealerships pre-evaluation materials to help determine applicant eligibility.

- (O) Air districts may utilize the internet to securely receive applications, supporting documentation, and other voucher forms. However, the original Receipt of Replacement Voucher (Appendix G) that includes the applicant's original signature must be received by the air district. Digital signatures may be used in lieu of original signatures only if they comply with California Government Code section 16.5, and Title 2, California Code of Regulations, sections 22000-22005. Scanned or faxed signatures are not acceptable for the Receipt of Replacement Voucher. Air districts are responsible for ensuring that their electronic versions of the program documents meet all program requirements. The electronic VIP forms must contain the same information and applicant fields as the equivalent forms in the appendices but may also include the air district's logo and other designs unique to the district webpage. For clarity and to aid program review and enforcement efforts, air districts should make every reasonable effort to make the electronic forms look as similar as possible to the forms contained in the appendices. Air districts are also responsible for ensuring their websites and electronic forms meet the minimum security requirements and current standards.
- (P) Air districts cannot restrict where participating dealers can send completed applications.
- (Q) Air districts must review and approve applications on a first-come, first-served basis, based on the date of receipt of the application by the air district.
- (R) Air districts must approve or reject applications within 15 business days of receipt.
- (S) Air districts must review an application package and approve a project once all program requirements have been met. To facilitate the review of the application package, the air district must confirm that all requirements on the Air District Review Checklist: Initial Review have been met (Appendix E). The following application form fields are mandatory and must be filled in completely before the application may be approved (Section C.5.(W)):

Mandatory Application Form Fields

Applicant Information:

- Owner Name
- Mailing Address (including City, States, Zip)
- Physical Address (if different from mailing)
- Owner Phone
- TRUCRS ID/DTR Number
- Fleet Size

Third Party Information:

- Third Party Name

- Mailing Address (including City, State, Zip)
- Physical Address (if different from mailing)
- Phone
- Third Party Signature & Date (only required if a paid party other than the dealership completes the application)

Existing Vehicle and Engine Information:

- Vehicle Make
- Vehicle Model
- Vehicle Model Year
- Vehicle Identification Number (VIN)
- License Plate Number
- Odometer Reading
- Vehicle Operational
- GVWR
- Engine Make
- Engine Model
- Engine Model Year
- Serial Number
- Engine Family Number
- Engine operational
- Fuel used
- Retrofit Device Make (if applicable)
- Retrofit Device Model (if applicable)
- Diesel Emission Control Strategy Family Name (if applicable)
- Retrofit Device Serial Number (if applicable)

Replacement Vehicle and Engine Information:

- Vehicle Make
- Vehicle Model
- Vehicle Model Year
- Odometer Reading
- GVWR
- Engine Make
- Engine Model
- Engine Model Year
- Engine Family Number
- Engine operational
- Fuel used
- CARB Executive Order Number

Dealership Information:

- All fields must be filled out or a business card must be attached

TRUCRS Option/DTR Compliance and Usage:

- TRUCRS Documentation and Compliance Options/DTR Compliance Documentation
- Operational Area

Inspection Forms:

- All applicable forms must be filled in based on the information required above for the existing and replacement vehicles.

Applicant Recitals:

- Owner must sign and date application

- (T) Air districts must enter the VIN into the CARL database as part of the initial review of the application to ensure that the existing vehicle has not already applied for funding. If the VIN has already been entered into the CARL database, then the air district must reject the application.
- (U) Air districts may enter into a contract, written agreement, or memorandum of understanding with a 1) participating dealership to perform pre-inspections and/or post-inspections, or 2) with a participating dismantler to perform dismantle inspections. If an air district chooses to use dealerships or dismantlers to perform inspections, air district staff must conduct and document at least one inspection on each project without the use of a contractor; however, air districts may work in partnership to conduct the inspection. Air districts must ensure all inspection requirements are met and shall retain legal responsibility for full compliance with the inspection provisions of these Guidelines. If the air district decides to conduct the inspections, the inspections must be scheduled and completed within the following timeframes:
- (1) Pre-inspection of the existing vehicle must be completed within five business days of the receipt of the application or request by the applicant or dealership.
 - (2) Post-inspection of the replacement vehicle must be completed within three business days of being notified by the dealership.
 - (3) Pre-dismantle inspection of the existing vehicle must be completed within three business days of being notified by the dealership. The pre-dismantle inspection is to verify the existing vehicle is in similar operating condition as in the pre-inspection. If the existing vehicle has been

stripped of major parts or accessories, the air district may withhold payment until the existing vehicle is restored to its previous state.

- (V) For approved projects, the air district must provide an Approved Voucher Package to the dealership, as applicable. Documents may be provided electronically. An approved voucher package includes the following documents:
 - (1) Voucher (Appendix F)
 - (2) Receipt of Voucher (Appendix G)
 - (3) Dealer Reimbursement Invoice (for immediate signature and return to the air district – Appendix H)
 - (4) Post-inspection (replacement vehicle) and Pre-dismantle (existing vehicle) Inspection Forms (Appendix I)
 - (5) Dealer Reimbursement Package Checklist (Appendix J)
- (W) If a submitted application is incomplete, illegible, or has any unclear or missing documentation, the air district must reject the application immediately and notify the applicant. At their discretion air districts may request missing or unclear documentation or information from applicants before issuing rejections if the requirements of C.5.(X) can be met.
- (X) *Rejected projects:* Air districts must remove the existing vehicle VIN entered at the initial review stage from the CARL database if the application has been rejected. Air districts must mail or email an application rejection letter and the application package to the applicant if their application has been rejected. This letter must be issued by the end of the 15 business day review period. The air district must state the reason(s) for the rejection on the rejection letter. If an application is rejected because the VIN is already in the CARL database, then the air district should note this is the reason for rejection on the rejection letter and keep it in the project folder. The air district must also notify the dealer by mailing or emailing a copy of the rejection letter. A template of the rejection letter is in Appendix K.
- (Y) *Payment Goal:* A goal of the program is to ensure payment can occur when the existing vehicle is turned into the dealership and the replacement vehicle is ready for purchase. The air district shall work towards achieving this goal and should notify the dealership of any delays in issuing payment.
- (Z) *Project Payment Options:* In order to achieve the payment goal, air districts have two project payment options. The first option is to immediately begin the disbursement process for the approved voucher project after receiving a signed Reimbursement Invoice (Appendix H). Payment must not be distributed until an air district-approved Reimbursement Package has been submitted by the

dealership. The second option is to begin the disbursement process and issue payment within ten business days of receipt of a completed reimbursement package. Air districts must include in the air district's VIP Policies and Procedures the option that is implemented.

- (AA) *Air District Payment Checklist:* Air districts should use the Air District Payment Review Checklist to help review if a complete reimbursement package has been submitted and payment can be issued (Appendix L). Air districts must retain with the project documents evidence that payment has been made. Such evidence could be a copy of the check, or other evidence consistent with standard fiscal operating procedures within the air district. Allowable forms of evidence must be documented in the air district's Policies and Procedures.
- (BB) If the process of payment is delayed, the air district must notify the dealership by phone or email at the earliest possible time of such delay.
- (CC) If the reimbursement package is not complete, the air district will mail or email a reimbursement package rejection letter explaining the discrepancy to the dealership (Appendix M) and keep a copy of this letter.
- (DD) Air districts must enter all project data information into the CARL database within 15 business days of approving an application for a voucher. The replacement vehicle VIN should not be entered until sale of the vehicle is finalized. Payment information including the confirmed replacement vehicle VIN must be submitted within 15 business days after payment is issued.
- (EE) Air district staff or a designated contractor must conduct the dismantle inspection of the existing vehicle at the dismantler within 60 calendar days of being notified the existing vehicle has been delivered to the dismantler yard. Inspection forms are in Appendix I. The dismantle inspection should include verification of engine destruction, vehicle frame rails are completely severed, and verification the dismantler yard has filed the "Application for Salvage Certificate or Non-Repairable Vehicle Certificate" (REG 488C) or a Notice of Acquisition/Report of Vehicle To Be Dismantled (REG 42) with DMV. Verification can include a copy of the form filed with DMV. Air districts must also receive official verification from the dismantler that the REG 42 form has been accepted by DMV. This verification may occur after the dismantle inspection.
- (FF) Air districts must mail out annual Usage Reports (Appendix N) to participants each year for three years after voucher redemption. The air district must also input data from the returned reports into CARL.

Semi-annually, air districts will notify ARB if a grantee does not return usage reports. ARB reserves the right to enforce the terms of the voucher.

- (GG) *Records Retention:* Air districts must retain all records of approved voucher projects for a minimum of five years from the date of issuing the voucher. For

rejected projects, air districts must maintain a copy of the application, the rejection letter, and method of notification for three years from the date the application was received.

- (HH) *Audit and Monitoring:* Air districts must allow ARB to monitor their voucher program, which includes an Incentive Program Review of the air district’s implementation of the program. Most ARB VIP reviews will occur during a regular CMP Incentive Program Review; however, ARB may request project information on an as-needed basis.

- (II) *Audit of Participating Dealers:* Air districts that do not conduct 100 percent of required inspections themselves must audit five percent of each type of inspection (pre, post, pre-dismantle, and dismantle). Audits should be done randomly and occur throughout the implementation timeline of the air district. Table 1 includes the audit requirements for the air districts to follow.

**Table 1
Air District Audit Requirements**

Type of Audit Inspection	Purpose(s)	Timing of Audit Inspection
Pre-inspection	<ul style="list-style-type: none"> • Verify existing vehicle is in operational condition • Verify existing vehicle application information 	After application is submitted to air district but prior to approving the application.
Post-inspection	<ul style="list-style-type: none"> • Verify replacement vehicle meets emission standard • Verify application information 	After replacement truck is delivered, and prior to payment being issued
Pre-dismantle inspection	<ul style="list-style-type: none"> • Verify existing vehicle is in operational condition and has not been stripped of parts • Verify existing vehicle application information 	After existing truck is delivered to dealership and payment is issued. Existing truck is at dealership location
Dismantle inspection	<ul style="list-style-type: none"> • Verify engine destruction • Verify that frame rails are completely severed • Obtain copy of REG 42 form filed with DMV 	After engine and frame rail destruction.

(JJ) *Meeting Environmental Justice Requirements:* Air districts with environmental justice (EJ) requirements shall not apply the requirements to VIP application review. After each year of implementation, the air district may review each funded project to determine if it helps to meet air district EJ requirements. If those requirements have not been met, other CMP funded projects will need to be used to fulfill the EJ requirement.

6. Dealership Requirements. Dealership participation is an important component of the VIP. Dealers are responsible for providing participants with assistance in the application process. This includes ensuring compliance with all program requirements.

(A) Participating vehicle dealers are required to:

- (1) Enter into an agreement with at least one air district in order to be a participating dealer in the VIP. Dealerships may choose to enter into agreements with more than one air district. Template language that will be included in this agreement can be found in Appendix C; the air district will provide the dealer with exact language.
- (2) Warrant that it meets the following minimum qualifications, and will continue to meet these qualifications throughout its participation in the Program:
 - a. Dealership has had a valid business license issued in California for a minimum of the last two years.
 - b. Dealership has had a valid vehicle dealership license with DMV for a minimum of the last two years.
 - c. Dealership maintains a minimum of one employee that has successfully completed the training by the air district regarding the terms, conditions and requirements of the Program. If a participating dealership maintains more than one location for truck sales, then each location must have at least one employee trained on the VIP.
 - d. Dealership agrees to allow the air district or ARB to inspect vehicles or audit program records covered under this Agreement during normal business hours.
- (3) Provide accurate information about the VIP to applicants.
- (4) Help participants complete the VIP application package. It is important to make sure that all information is filled out correctly and that the participant understands the VIP requirements.
- (5) Show the voucher amount on the replacement vehicle invoice. The voucher does not reduce the purchase price of

the vehicle, but is an incentive to the vehicle owner that will result in a lower price paid by the participant. The receipt of voucher funds does not lower the base price nor does it reduce the tax basis of the vehicle. The dealer may not have the applicant pay, even at the applicant's request, the full purchase price of the replacement vehicle, and later reimburse the voucher amount to the applicant.

- (6) Submit the completed application package to the air district. ARB recommends that dealers submit applications to the air district closest to an applicant's physical address. Incomplete application packages will be rejected and returned to the applicant. The dealer will also be notified of the reasons for rejection (Appendix K).
- (7) Ensure the title for the replacement vehicle is registered to the participant in California. If the replacement vehicle is not registered in California, the voucher will be invalid and not be paid.
- (8) Ensure the replacement vehicle is delivered in California.
- (9) Ensure any used vehicles do not exceed the maximum miles of operation allowed for the original manufacturer GVWR:
 - a. 14,001 to 19,500 pounds must have less than 150,000 miles,
 - b. 19,501 to 33,000 pounds must have less than 250,000 miles, and
 - c. 33,001 pounds or greater must have less than 500,000 miles.
- (10) Ensure the existing vehicle is delivered to the dealership prior to releasing the replacement vehicle.
- (11) Ensure the existing vehicle is in similar condition as found in the pre-inspection. The dealer should reject the condition of the existing vehicle if it is deemed unroadworthy or if parts were stripped from the existing vehicle. Reimbursement of the voucher will be withheld until the dealer (or air district) approves of the condition of the existing vehicle and is delivered to the dealership.
- (12) Ensure the existing vehicle and its original, signed title remains in dealership custody and is sent to a participating dismantler yard for destruction within 60 calendar days of dealership taking truck possession. Immediately notify the air district of the location and date of delivery of the existing vehicle to the dismantler.

(B) *Application Package:* To ensure that an application package is complete, the dealer must ensure that all the following items are complete and included in the participant's submission to the air district. An applicant checklist is available for participants and dealerships to use (Appendix A). The following must be completed before a voucher will be issued:

- (1) Submit a signed and complete application.
- (2) Submit all other applicant-required documentation as listed in these guidelines and on the application checklist.
- (3) If required by the air district, inspect and provide documentation showing that the existing vehicle is operational and roadworthy. The air district may decide to conduct the inspections and will notify the dealership of this.
- (4) Submit digital photographs of the existing vehicle to the air district. The air district will specify the required format of digital photos as listed on the inspection form in appendix I. Before submitting photographs to the air district, dealers must verify that photographs are clear with a minimum capture resolution of 640X480. Dealers can submit photos of more than one truck inspection on a disk or other media as long as the pictures are clearly labeled. All Vehicle Identification Numbers (VIN) and engine serial numbers (ESN) must be legible.

(C) *Dealer Reimbursement Package:* Prior to receiving reimbursement, the dealer must submit a reimbursement package to the air district. A checklist is available for the dealers (Appendix J). Parts not requiring an original signature may be provided electronically if allowed by the district. The following documents should be included in the reimbursement package:

- (1) Reimbursement Invoice (Appendix H) should be signed and returned to the air district upon receipt.
- (2) Final dealership invoice signed by the applicant that shows the final purchase price less the voucher award.
- (3) Original Receipt of Voucher signed by the participant (original signature required).
- (4) The Voucher.
- (5) Copy of DMV registration paperwork showing vehicle registered to the participant in California.

- (6) Copy of finance documentation (if vehicle was financed) showing the lender and the financed amount. If a lender separate from the dealer is used, a copy of the check provided to the dealer must be provided. The grant and financed amount must not exceed the vehicle cost.
- (7) Copy of replacement vehicle warranty.
- (8) Copy of title of existing vehicle signed and dated by applicant.
- (9) Inspection forms and pictures of the existing vehicle after it is turned in to the dealership as specified in Appendix I.
- (10) Inspection forms and pictures of the replacement vehicle as specified in Appendix I.
- (11) Location of the dismantler yard that the existing vehicle will be destroyed.
- (12) Date the existing vehicle is delivered to or picked up by a participating dismantler.

7. Dismantler Requirements

- (A) For replacement projects, ARB requires that the existing vehicle is destroyed. Destruction of the existing vehicle chassis and engine permanently removes the old, high-emitting vehicles from operation. This requirement has been established to ensure that emission reductions are real. It prevents the existing vehicles from being moved into another locale to continue emitting high levels of pollutants. Air districts will establish a list of participating dismantlers that existing vehicles can be delivered to or picked up for destruction.
- (B) A dismantler must enter into an agreement with at least one air district to participate in VIP. Appendix D lists the terms that must be included in the air district/dismantler agreement. The following are requirements for participating dismantlers:
 - (1) Participating vehicle dismantlers are required to meet the following requirements in order to participate in the VIP and provide verification to the air district:
 - a. Be licensed by DMV as a Dismantler for a minimum of the last two years;
 - b. Have a current, valid California Environmental Protection Agency (Cal/EPA) Hazardous Materials Generators Permit;
 - c. Comply with all local, State and federal laws and regulations;

- d. Owner must have a minimum of one active employee who received training by the air district on the requirements of the Program. If a dismantler has more than one location, then the dismantler must have at least one active employee trained by the air district at each location that will be accepting VIP trucks; and
 - e. Have had a valid business license issued in California for a minimum of the last two years.
- (2) Funding is not available for the dismantling of any existing vehicle.
- (3) The dismantler must agree to do the following:
- (a) Destroy the existing vehicle within 60 calendar days of receipt. Destruction of the vehicle includes completely severing the frame rails so that the frame is no longer capable of being used in a vehicle.
 - (b) The existing vehicle and engine must be destroyed and rendered useless. At a minimum, the destruction must include the following:
 - i. Both frame rails must be completely severed between the front and rear axles.
 - ii. A hole must be put in the engine block with a diameter of at least three inches at the narrowest point. The hole must be irregularly shaped (i.e. no symmetrical squares or circles). A section of the oil pan flange must be removed as part of the hole or have a line cut through it that connects to the hole.
 - (c) The dismantler must notify the air district that a vehicle is destroyed and ready for inspection.
 - (d) The destruction of the engine and vehicle must be documented by the air district. Air district staff or a designated contractor must verify in-person the vehicle identification numbers and engine serial number.
 - (e) The dismantler must provide verification that the existing vehicle is registered with DMV as non-repairable. Verification of filing DMV Form 488C or REG 42 must be provided to the air district at the dismantle inspection. Within 90 calendar days of the dismantle inspection date, the dismantler must also provide verification to the air district from DMV that the existing vehicle has been registered with DMV as non-repairable (non-revivable) with a transaction code L10 (non-original Junk Non-Revivable) or C26 (Junk Non-Revivable Original).

D. Definitions

For the purposes of the VIP, definitions are as follows:

Body Components: Any components of a vehicle specific to the actual vocation of the vehicle. This does not include any components that are directly related to the propulsion of the vehicle, common component of a vehicle (e.g., steering wheel, seats, etc.), or related to the rigid structure of the tractor.

Dismantler: A place of business whose purpose is to destroy heavy-duty vehicles and engines that also meet the requirements of Section C.7.

Drayage Truck: Drayage trucks are defined in California Code of Regulations, title 13, section 2027. More information on trucks that must comply with the Drayage Truck Regulation can be found at: <http://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm>.

Existing Vehicle: The vehicle that will be turned in by the applicant for dismantling and destruction.

Gross Vehicle Weight Rating (GVWR): The maximum allowable total weight of a road vehicle and a loaded trailer as established by the original vehicle manufacturer. The original GVWR is typically found on an information tag or plate permanently affixed to the vehicle.

Heavy-duty vehicle (HDV): A vehicle with an original GVWR of 14,001 pounds or greater.

Heavy Heavy-Duty Vehicle (HHD): A vehicle with an original manufacturer GVWR of 33,001 pounds or greater.

Light Heavy-Duty Vehicle (LHD): A vehicle with an original manufacturer GVWR of 14,001 to 19,500 pounds.

Medium Heavy-Duty Vehicle (MHD): A vehicle with an original manufacturer GVWR of 19,501 through 33,000 pounds. Note: Replacement vehicles must be in the same weight class as the existing vehicle (LHD 14,001 to 19,500, MHD 19,501 to 26,000 pounds, MHD 26,001 to 33,000 pounds, or HHD).

Participating Dealership: A dealership that has an agreement with an air district to participate in the VIP.

Participating Dismantler: A dismantler that has an agreement with an air district to participate in the VIP.

Primary intended service class: The primary intended service classes are designated as light, medium, and heavy heavy-duty diesel engines as defined in 40 CFR §86.085-2:

- (a) The primary service application group for which a heavy-duty diesel engine is designed and marketed, as determined by the manufacturer. The primary intended service classes are designated as light, medium, and heavy heavy-duty diesel engines. The determination is based on factors such as vehicle GVWR, vehicle usage and operating patterns, other vehicle design characteristics, engine horsepower, and other engine design and operating characteristics.
- (1) Light heavy-duty diesel engines usually are non-sleeved and not designed for rebuild; their rated horsepower generally ranges from 70 to 170. Vehicle body types in this group might include any heavy-duty vehicle built for a light-duty truck chassis, van trucks, multi-stop vans, recreational vehicles, and some single axle straight trucks. Typical applications would include personal transportation, light-load commercial hauling and delivery, passenger service, agriculture, and construction. The GVWR of these vehicles is normally less than 19,500 pounds.
 - (2) Medium heavy-duty diesel engines may be sleeved or non-sleeved and may be designed for rebuild. Rated horsepower generally ranges from 170 to 250. Vehicle body types in this group would typically include school buses, tandem axle straight trucks, city tractors, and a variety of special purpose vehicles such as small dump trucks, and trash compactor trucks. Typical applications would include commercial short haul and intra-city delivery and pickup. Engines in this group are normally used in vehicles whose GVWR varies from 19,500-33,000 pounds.
 - (3) Heavy heavy-duty diesel engines are sleeved and designed for multiple rebuilds. Their rated horsepower generally exceeds 250. Vehicles in this group are normally tractors, trucks, and buses used in inter-city, long-haul applications. These vehicles normally exceed 33,000 pounds GVWR.

Seasonal Vehicle: An "Agricultural Vehicle", "Log Truck", "Low Mileage Construction Truck", or "Specialty Agricultural Vehicle" based on the definitions in title 13 California Code of Regulations (CCR) section 2025:

"Agricultural Vehicle" means a vehicle that is eligible to utilize the requirements for agricultural vehicles in California Code of Regulations, title 13, section 2025 and meets one of the definitions of (A) through (E) below.

- (A) A vehicle, or truck-tractor and trailer combination, owned by a farming business and used exclusively in one or more of the following ways:
- (1) In agricultural operations.
 - (2) To transport harvested farm products to the first point of processing.

- (3) to directly support farming or forestry operations, which may include supply trucks, cattle trucks, and other vehicles but does not include vehicles that do not directly support farming operations such as personal use vehicles, vehicles rented or leased to others for nonagricultural uses that do not qualify, or vehicles used in a transportation business other than to transport harvested farm products to the first point of processing.
- (B) A vehicle, or truck-tractor and trailer combination, owned by a bee keeping business and used exclusively to transport their own bees or honey to the first point of processing.
- (C) A truck, or a truck-tractor and trailer combination, that is required to display a hazardous material placard during delivery and exclusively delivers fertilizer or crop protection chemicals that require placard identification for use in agricultural operations from a distribution center to a farm and back, and is owned by a business holding a valid fertilizer or pest control license.
 - (1) Owners of such vehicles must hold:
 - a. A valid pest control dealer license issued by the California Department of Pesticide Regulation as required under Food & Agricultural Code, Division 6, Chapter 7, Article 6, section 12101; or
 - b. A valid fertilizing materials license issued by the California Department of Food and Agriculture as required under Food & Agricultural Code, Division 7, Chapter 5, Article 4, section 14591(a).
 - (2) Such vehicles must exclusively carry products defined under one of the following, and be required to display an appropriate placard, as required by the United States Department of Transportation:
 - a. 49 CFR, CHAPTER 1, PART 173.127 (Division 5.1); or
 - b. 49 CFR, CHAPTER 1, PART 173.132 (Division 6.1); or
 - c. 49 CFR, CHAPTER 1, PART 173.115 Class 2, (Division 2.1, 2.2, and 2.3); or
 - d. 49 CFR, CHAPTER 1, PART 173.136 Class 8; or
 - e. 49 CFR, CHAPTER 1, PART 173.140 Class 9.
- (D) A truck, or truck-tractor and trailer combination, designed for in-field operations, that is exclusively engaged in agricultural operations on the farm. Examples include truck configurations designed to spread manure, dispense hay, and dispense freestall bedding. It also includes water trucks and trucks designed or modified to

be used exclusively for the dusting, spraying, fertilizing, or seeding of crops. Except as allowed in (A) above, trucks, or truck-tractor and trailer combinations that transport any products, materials, personnel, or equipment are excluded.

- (E) A truck, or truck-tractor and trailer combination, including yard trucks, that exclusively transports any unprocessed horticultural, viticultural, aquacultural, forestry, dairy, livestock, poultry, bee or farm products such as raw, unprocessed crops, livestock, fish, or fowl between the farm and where the first point of processing occurs after harvest. Also included are trucks that are used to harvest crops for silage, and trucks that transport unprocessed agricultural materials from forest or farm to a biomass facility.

“Log Truck” means a heavy-duty vehicle with a manufacturer’s GVWR greater than 33,000 lbs and has log bunks permanently attached that exclusively transports logs.

“Low-Mileage Construction Truck” means a vehicle that is reported in TRUCRS under the Low Mileage Construction Truck Option and meets the definition in title 13 CCR section 2025 as shown in section (A) or (B) below:

- (A) A dump truck with a GVWR greater than 26,000 lbs that operates less than 20,000 miles per calendar year and is designed to transport construction materials such as dirt, asphalt, rock or construction debris including a transfer truck, or a tractor trailer combination used exclusively to pull bottom dump, end dump or side dump trailers, or
- (B) A truck with a GVWR greater than 26,000 lbs that travels less than 15,000 miles per calendar year and is a concrete mixer truck, truck with a concrete placing boom, a water tank truck, a single engine crane with a load rating of 35 tons or more, a tractor that exclusively pulls a low-boy trailer, or a truck owned by a company that holds a valid license issued by the California Contractors State License Board.

“Specialty Agricultural Vehicle” means an agricultural vehicle having one of the following body types and has been approved for the exemption in California Code of Regulations, title 13, section 2025(m)(11) by the Executive Officer:

- (A) A truck, or a truck-tractor and trailer combination, designed or modified to be used exclusively for the fueling, repairing, or loading of an airplane or helicopter used for the dusting, spraying, fertilizing, or seeding of crops; or
- (B) A truck, or a truck tractor and trailer combination, that is equipped with a self-loading bed and is designed and used exclusively to transport field manufactured cotton modules to a cotton gin; or
- (C) A truck equipped with a water tank owned by a farmer, not operated for compensation, and used exclusively in agricultural operations to provide dust suppression on dirt roads providing access to agricultural fields and for the transportation of water for crop or tree irrigation or for livestock; or

- (D) A feed truck or mixer-feed truck specially designed for dispensing feed to livestock. It does not include trucks designed to supply storage silos with feed; or
- (E) A truck with a self-loading bed designed to be used in the process of harvesting lettuce. This type of vehicle is commonly referred to as a Fabco truck.

Appendix O

On-Road VIP Funding Matrix for Vehicle Replacements

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0.2, 0.1, and 0.05 NOx Standard
Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) and
Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs)**

- No Truck and Bus Regulatory 2010 compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) funding cap is up to \$30,000
- Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs) funding cap is up to \$40,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2007-2009	44,000	4,300	\$10,000
	56,000	5,500	\$15,000
	67,000	6,600	\$20,000
	84,000	8,200	\$25,000

**Engine Model Year Compliance Schedule
Table O-1B: Used Replacement to
0.2, 0.1, and 0.05 NOx Standard
Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) and
Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs)**

- No Truck and Bus Regulatory 2010 compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) funding cap is up to \$20,000
- Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs) funding cap is up to \$30,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2007-2009	46,000	4,500	\$10,000
	58,000	5,700	\$15,000
	72,000	7,100	\$20,000
	90,000	8,800	\$25,000

Engine Model Year Compliance Schedule
Table O-1C: New Replacement to
0.02 NOx Standard or Cleaner
Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) and
Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs)

- No Truck and Bus Regulatory 2010 compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) funding cap is up to \$70,000
- Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs) funding cap is up to \$80,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2007-2009	24,000	2,400	\$10,000
	33,000	3,300	\$15,000
	40,000	3,900	\$20,000
	47,000	4,600	\$25,000
	54,000	5,300	\$30,000
	59,000	5,800	\$35,000
	65,000	6,400	\$40,000
	72,000	7,100	\$45,000
	79,000	7,700	\$50,000
	85,000	8,300	\$55,000
	92,000	9,000	\$60,000
98,000	9,600	\$65,000	

**Engine Model Year Compliance Schedule
Table O-2A: New Replacement to
0.2, 0.1, and 0.05 NOx Standard
Heavy Heavy-Duty (GVWR 33,001 lbs or more)**

- No Truck and Bus Regulatory 2010 compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$60,000
- Must show current TRUCRS documentation

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2007-2009	40,000	6,300	\$10,000
	52,000	8,200	\$15,000
	63,000	9,900	\$20,000
	78,000	12,300	\$25,000
	93,000	14,600	\$30,000

**Engine Model Year Compliance Schedule
Table O-2B: Used Replacement to
0.2, 0.1, and 0.05 NOx Standard
Heavy Heavy-Duty (GVWR 33,001lbs or more)**

- No Truck and Bus Regulatory 2010 compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$50,000
- Must show current TRUCRS documentation

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2007-2009	46,000	7,300	\$10,000
	59,000	9,300	\$15,000
	74,000	11,600	\$20,000
	93,000	14,600	\$25,000

Engine Model Year Compliance Schedule
Table O-2C: New Replacement to
0.02 NOx Standard or Cleaner
Heavy Heavy-Duty (GVWR 33,001 lbs or more)

- No Truck and Bus Regulatory 2010 compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$100,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2007-2009	17,000	2,700	\$10,000
	25,000	4,000	\$15,000
	31,000	4,900	\$20,000
	37,000	5,800	\$25,000
	43,000	6,800	\$30,000
	49,000	7,700	\$35,000
	54,000	8,500	\$40,000
	59,000	9,300	\$45,000
	64,000	10,100	\$50,000
	70,000	11,000	\$55,000
	75,000	11,800	\$60,000
	81,000	12,700	\$65,000
	86,000	13,500	\$70,000
	92,000	14,500	\$75,000
97,000	15,300	\$80,000	

NOx Exempt Area Extension
Table O-3A: New Replacement to
0.2, 0.1, and 0.05 NOx Standard
Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) and
Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs)

- Three-year project life but no Truck and Bus regulatory compliance date
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) funding cap is up to \$30,000
- Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs) funding cap is up to \$40,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1990 and older	9,000	900	\$10,000
	12,000	1,200	\$15,000
	15,000	1,500	\$20,000
	18,000	1,800	\$25,000
	21,000	2,100	\$30,000
	23,000	2,300	\$35,000
	26,000	2,600	\$40,000
1991-1993	11,000	1,100	\$10,000
	16,000	1,600	\$15,000
	19,000	1,900	\$20,000
	23,000	2,300	\$25,000
	26,000	2,600	\$30,000
	29,000	2,900	\$35,000
	34,000	3,400	\$40,000
1994-2002	12,000	1,200	\$10,000
	16,000	1,600	\$15,000
	20,000	2,000	\$20,000
	24,000	2,400	\$25,000
	27,000	2,700	\$30,000
	31,000	3,100	\$35,000
	34,000	3,400	\$40,000

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**NOx Exempt Area Extension
Table O-3A: New Replacement to
0.2, 0.1, and 0.05 NOx Standard
Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) and
Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs)
(Continued)**

- Three-year project life but no Truck and Bus regulatory compliance date
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) funding cap is up to \$30,000
- Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs) funding cap is up to \$40,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2003-2006	17,000	1,700	\$10,000
	23,000	2,300	\$15,000
	28,000	2,800	\$20,000
	33,000	3,300	\$25,000
	37,000	3,600	\$30,000
	41,000	4,000	\$35,000
	45,000	4,400	\$40,000
2007-2009	24,000	2,400	\$10,000
	31,000	3,100	\$15,000
	37,000	3,600	\$20,000
	42,000	4,100	\$25,000
	47,000	4,600	\$30,000
	52,000	5,100	\$35,000
	56,000	5,500	\$40,000

NOx Exempt Area Extension
Table O-3B: Used Replacement to
0.2, 0.1, and 0.05 NOx Standard
Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) and
Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs)

- Three-year project life but no Truck and Bus regulatory compliance date
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) funding cap is up to \$20,000
- Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs) funding cap is up to \$30,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1990 and older	9,000	900	\$10,000
	13,000	1,300	\$15,000
	16,000	1,600	\$20,000
	19,000	1,900	\$25,000
	21,000	2,100	\$30,000
1991-1993	12,000	1,200	\$10,000
	16,000	1,600	\$15,000
	20,000	2,000	\$20,000
	24,000	2,400	\$25,000
	27,000	2,700	\$30,000
1994-2002	13,000	1,300	\$10,000
	17,000	1,700	\$15,000
	21,000	2,100	\$20,000
	25,000	2,500	\$25,000
	28,000	2,800	\$30,000
2003-2006	18,000	1,800	\$10,000
	24,000	2,400	\$15,000
	29,000	2,900	\$20,000
	34,000	3,400	\$25,000
	39,000	3,800	\$30,000
2007-2009	25,000	2,500	\$10,000
	33,000	3,300	\$15,000
	39,000	3,800	\$20,000
	44,000	4,300	\$25,000
	49,000	4,800	\$30,000

NOx Exempt Area Extension
Table O-3C: New Replacement to
0.02 NOx Standard or Cleaner
Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) and
Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs)
(Continued)

- Three-year project life but no Truck and Bus regulatory compliance date
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) funding cap is up to \$70,000
- Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs) funding cap is up to \$80,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1990 and older	8,000	800	\$10,000
	11,000	1,100	\$15,000
	13,000	1,300	\$20,000
	16,000	1,600	\$25,000
	18,000	1,800	\$30,000
	21,000	2,100	\$35,000
	23,000	2,300	\$40,000
	25,000	2,500	\$45,000
	27,000	2,700	\$50,000
	30,000	3,000	\$55,000
	33,000	3,300	\$60,000
	35,000	3,500	\$65,000
	38,000	3,700	\$70,000
41,000	4,000	\$75,000	
43,000	4,200	\$80,000	

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NOx Exempt Area Extension
Table O-3C: New Replacement to
0.02 NOx Standard or Cleaner
Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) and
Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs)
(Continued)

- Three-year project life but no Truck and Bus regulatory compliance date
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) funding cap is up to \$70,000
- Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs) funding cap is up to \$80,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1991-1993	9,000	900	\$10,000
	13,000	1,300	\$15,000
	16,000	1,600	\$20,000
	19,000	1,900	\$25,000
	22,000	2,200	\$30,000
	25,000	2,500	\$35,000
	28,000	2,800	\$40,000
	31,000	3,100	\$45,000
	34,000	3,400	\$50,000
	38,000	3,700	\$55,000
	41,000	4,000	\$60,000
	44,000	4,300	\$65,000
	47,000	4,600	\$70,000
	51,000	5,000	\$75,000
54,000	5,300	\$80,000	

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**NOx Exempt Area Extension
Table O-3C: New Replacement to
0.02 NOx Standard or Cleaner
Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) and
Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs)
(Continued)**

- Three-year project life but no Truck and Bus regulatory compliance date
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) funding cap is up to \$70,000
- Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs) funding cap is up to \$80,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1994-2002	10,000	1,000	\$10,000
	14,000	1,400	\$15,000
	17,000	1,700	\$20,000
	20,000	2,000	\$25,000
	23,000	2,300	\$30,000
	26,000	2,600	\$35,000
	29,000	2,900	\$40,000
	32,000	3,200	\$45,000
	34,000	3,400	\$50,000
	36,000	3,600	\$55,000
	39,000	3,800	\$60,000
	41,000	4,000	\$65,000
	44,000	4,300	\$70,000
48,000	4,700	\$75,000	
51,000	5,000	\$80,000	

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**NOx Exempt Area Extension
Table O-3C: New Replacement to
0.02 NOx Standard or Cleaner
Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) and
Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs)
(Continued)**

- Three-year project life but no Truck and Bus regulatory compliance date
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) funding cap is up to \$70,000
- Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs) funding cap is up to \$80,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2003-2006	13,000	1,300	\$10,000
	18,000	1,800	\$15,000
	22,000	2,200	\$20,000
	26,000	2,600	\$25,000
	30,000	3,000	\$30,000
	34,000	3,400	\$35,000
	37,000	3,600	\$40,000
	40,000	3,900	\$45,000
	43,000	4,200	\$50,000
	46,000	4,500	\$55,000
	49,000	4,800	\$60,000
	53,000	5,200	\$65,000
	56,000	5,500	\$70,000
	60,000	5,900	\$75,000
64,000	6,300	\$80,000	

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**NOx Exempt Area Extension
Table O-3C: New Replacement to
0.02 NOx Standard or Cleaner
Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) and
Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs)
(Continued)**

- Three-year project life but no Truck and Bus regulatory compliance date
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) funding cap is up to \$70,000
- Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs) funding cap is up to \$80,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2007-2009	17,000	1,700	\$10,000
	22,000	2,200	\$15,000
	28,000	2,800	\$20,000
	32,000	3,200	\$25,000
	37,000	3,600	\$30,000
	41,000	4,000	\$35,000
	44,000	4,300	\$40,000
	48,000	4,700	\$45,000
	51,000	5,000	\$50,000
	55,000	5,400	\$55,000
	58,000	5,700	\$60,000
	61,000	6,000	\$65,000
	65,000	6,400	\$70,000
	70,000	6,900	\$75,000
74,000	7,200	\$80,000	

NOx Exempt Area Extension
Table O-4A: New Replacement to
0.2, 0.1, and 0.05 NOx Standard
Heavy Heavy-Duty (GVWR 33,001 lbs or more)

- Three-year project life but no Truck and Bus regulatory compliance date
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$60,000
- Must show current TRUCRS documentation

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1990 and older	7,000	1,200	\$10,000
	10,000	1,700	\$15,000
	13,000	2,200	\$20,000
	15,000	2,500	\$25,000
	18,000	3,000	\$30,000
	20,000	3,300	\$35,000
	23,000	3,800	\$40,000
	25,000	4,100	\$45,000
	28,000	4,600	\$50,000
	31,000	5,100	\$55,000
33,000	5,400	\$60,000	
1991-1993	8,000	1,300	\$10,000
	11,000	1,800	\$15,000
	14,000	2,300	\$20,000
	17,000	2,800	\$25,000
	20,000	3,300	\$30,000
	23,000	3,800	\$35,000
	26,000	4,300	\$40,000
	28,000	4,600	\$45,000
	32,000	5,200	\$50,000
	35,000	5,700	\$55,000
38,000	6,200	\$60,000	

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NOx Exempt Area Extension
Table O-4A: New Replacement to
0.2, 0.1, and 0.05 NOx Standard
Heavy Heavy-Duty (GVWR 33,001 lbs or more)
(Continued)

- Three-year project life but no Truck and Bus regulatory compliance date
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$60,000
- Must show current TRUCRS documentation

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1994-2002	8,000	1,300	\$10,000
	12,000	1,900	\$15,000
	15,000	2,400	\$20,000
	18,000	2,900	\$25,000
	21,000	3,300	\$30,000
	24,000	3,800	\$35,000
	27,000	4,300	\$40,000
	30,000	4,800	\$45,000
	33,000	5,200	\$50,000
	35,000	5,500	\$55,000
2003-2006	38,000	6,000	\$60,000
	12,000	1,900	\$10,000
	18,000	2,900	\$15,000
	22,000	3,500	\$20,000
	27,000	4,300	\$25,000
	31,000	4,900	\$30,000
	35,000	5,500	\$35,000
	39,000	6,200	\$40,000
	43,000	6,800	\$45,000
	46,000	7,300	\$50,000
50,000	7,900	\$55,000	
54,000	8,500	\$60,000	

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**NOx Exempt Area Extension
Table O-4A: New Replacement to
0.2, 0.1, and 0.05 NOx Standard
Heavy Heavy-Duty (GVWR 33,001 lbs or more)
(Continued)**

- Three-year project life but no Truck and Bus regulatory compliance date
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$60,000
- Must show current TRUCRS documentation

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2007-2009	19,000	3,000	\$10,000
	26,000	4,100	\$15,000
	32,000	5,100	\$20,000
	37,000	5,800	\$25,000
	42,000	6,600	\$30,000
	47,000	7,400	\$35,000
	51,000	8,000	\$40,000
	56,000	8,800	\$45,000
	59,000	9,300	\$50,000
	65,000	10,200	\$55,000
	71,000	11,200	\$60,000

**NOx Exempt Area Extension
Table O-4B: Used Replacement to
0.2, 0.1, and 0.05 NOx Standard
Heavy Heavy-Duty (GVWR 33,001 lbs or more)**

- Three-year project life but no Truck and Bus regulatory compliance date
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$50,000
- Must show current TRUCRS documentation

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1990 and older	7,000	1,200	\$10,000
	11,000	1,800	\$15,000
	14,000	2,300	\$20,000
	17,000	2,800	\$25,000
	19,000	3,100	\$30,000
	22,000	3,600	\$35,000
	24,000	3,900	\$40,000
	27,000	4,400	\$45,000
	30,000	4,900	\$50,000
1991-1993	9,000	1,500	\$10,000
	12,000	2,000	\$15,000
	16,000	2,600	\$20,000
	19,000	3,100	\$25,000
	22,000	3,600	\$30,000
	25,000	4,100	\$35,000
	28,000	4,600	\$40,000
	31,000	5,100	\$45,000
	35,000	5,700	\$50,000
1994-2002	9,000	1,500	\$10,000
	13,000	2,100	\$15,000
	17,000	2,700	\$20,000
	20,000	3,200	\$25,000
	23,000	3,700	\$30,000
	27,000	4,300	\$35,000
	30,000	4,800	\$40,000
	32,000	5,100	\$45,000
	35,000	5,500	\$50,000

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**NOx Exempt Area Extension
Table O-4B: Used Replacement to
0.2, 0.1, and 0.05 NOx Standard
Heavy Heavy-Duty (GVWR 33,001 lbs or more)
(Continued)**

- Three-year project life but no Truck and Bus regulatory compliance date
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$50,000
- Must show current TRUCRS documentation

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2003-2006	15,000	2,400	\$10,000
	20,000	3,200	\$15,000
	26,000	4,100	\$20,000
	31,000	4,900	\$25,000
	35,000	5,500	\$30,000
	39,000	6,200	\$35,000
	43,000	6,800	\$40,000
	47,000	7,400	\$45,000
	52,000	8,200	\$50,000
2007-2009	24,000	3,800	\$10,000
	32,000	5,100	\$15,000
	38,000	6,000	\$20,000
	44,000	6,900	\$25,000
	49,000	7,700	\$30,000
	54,000	8,500	\$35,000
	58,000	9,100	\$40,000
	65,000	10,200	\$45,000
	72,000	11,300	\$50,000

**NOx Exempt Area Extension
Table O-4C: New Replacement to
0.02 NOx Standard or Cleaner
Heavy Heavy-Duty (GVWR 33,001 lbs or more)**

- Three-year project life but no Truck and Bus regulatory compliance date
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$100,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1990 and older	6,000	1,000	\$10,000
	8,000	1,300	\$15,000
	10,000	1,700	\$20,000
	13,000	2,200	\$25,000
	15,000	2,500	\$30,000
	17,000	2,800	\$35,000
	19,000	3,100	\$40,000
	21,000	3,500	\$45,000
	23,000	3,800	\$50,000
	25,000	4,100	\$55,000
	27,000	4,400	\$60,000
	29,000	4,800	\$65,000
	32,000	5,200	\$70,000
	34,000	5,600	\$75,000
	36,000	5,900	\$80,000
	38,000	6,200	\$85,000
	40,000	6,500	\$90,000
43,000	7,000	\$95,000	
45,000	7,300	\$100,000	

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**NOx Exempt Area Extension
Table O-4C: New Replacement to
0.02 NOx Standard or Cleaner
Heavy Heavy-Duty (GVWR 33,001 lbs or more)
(Continued)**

- Three-year project life but no Truck and Bus regulatory compliance date
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$100,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1991-1993	6,000	1,000	\$10,000
	9,000	1,500	\$15,000
	12,000	2,000	\$20,000
	14,000	2,300	\$25,000
	17,000	2,800	\$30,000
	19,000	3,100	\$35,000
	21,000	3,500	\$40,000
	23,000	3,800	\$45,000
	26,000	4,300	\$50,000
	28,000	4,600	\$55,000
	30,000	4,900	\$60,000
	32,000	5,200	\$65,000
	35,000	5,700	\$70,000
	37,000	6,000	\$75,000
	40,000	6,500	\$80,000
	42,000	6,900	\$85,000
	45,000	7,300	\$90,000
47,000	7,700	\$95,000	
49,000	8,000	\$100,000	

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**NOx Exempt Area Extension
Table O-4C: New Replacement to
0.02 NOx Standard or Cleaner
Heavy Heavy-Duty (GVWR 33,001lbs or more)
(Continued)**

- Three-year project life but no Truck and Bus regulatory compliance date
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$100,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1994-2002	7,000	1,100	\$10,000
	9,000	1,500	\$15,000
	12,000	1,900	\$20,000
	15,000	2,400	\$25,000
	17,000	2,700	\$30,000
	20,000	3,200	\$35,000
	22,000	3,500	\$40,000
	24,000	3,800	\$45,000
	27,000	4,300	\$50,000
	29,000	4,600	\$55,000
	31,000	4,900	\$60,000
	33,000	5,200	\$65,000
	35,000	5,500	\$70,000
	37,000	5,800	\$75,000
	39,000	6,200	\$80,000
	41,000	6,500	\$85,000
	44,000	6,900	\$90,000
46,000	7,300	\$95,000	
49,000	7,700	\$100,000	

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**NOx Exempt Area Extension
Table O-4C: New Replacement to
0.02 NOx Standard or Cleaner
Heavy Heavy-Duty (GVWR 33,001 lbs or more)
(Continued)**

- Three-year project life but no Truck and Bus regulatory compliance date
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$100,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2003-2006	9,000	1,500	\$10,000
	13,000	2,100	\$15,000
	16,000	2,600	\$20,000
	20,000	3,200	\$25,000
	23,000	3,700	\$30,000
	26,000	4,100	\$35,000
	29,000	4,600	\$40,000
	32,000	5,100	\$45,000
	35,000	5,500	\$50,000
	38,000	6,000	\$55,000
	41,000	6,500	\$60,000
	43,000	6,800	\$65,000
	46,000	7,300	\$70,000
	49,000	7,700	\$75,000
	52,000	8,200	\$80,000
	55,000	8,700	\$85,000
	58,000	9,100	\$90,000
61,000	9,600	\$95,000	
64,000	10,100	\$100,000	

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**NOx Exempt Area Extension
Table O-4C: New Replacement to
0.02 NOx Standard or Cleaner
Heavy Heavy-Duty (GVWR 33,001 lbs or more)
(Continued)**

- Three-year project life but no Truck and Bus regulatory compliance date
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$100,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2007-2009	12,000	1,900	\$10,000
	17,000	2,700	\$15,000
	21,000	3,300	\$20,000
	26,000	4,100	\$25,000
	29,000	4,600	\$30,000
	33,000	5,200	\$35,000
	37,000	5,800	\$40,000
	40,000	6,300	\$45,000
	44,000	6,900	\$50,000
	47,000	7,400	\$55,000
	50,000	7,900	\$60,000
	53,000	8,400	\$65,000
	56,000	8,800	\$70,000
	58,000	9,100	\$75,000
	61,000	9,600	\$80,000
	65,000	10,200	\$85,000
	69,000	10,900	\$90,000
72,000	11,300	\$95,000	
76,000	12,000	\$100,000	

**Specialty Agricultural Vehicle
Table O-5A: New Replacement to
0.2, 0.1, and 0.05 NOx Standard
Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) and
Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs)**

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) funding cap is up to \$30,000
- Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs) funding cap is up to \$40,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1990 and older	9,000	900	\$10,000
	12,000	1,200	\$15,000
	15,000	1,500	\$20,000
	17,000	1,700	\$25,000
	19,000	1,900	\$30,000
	21,000	2,100	\$35,000
	23,000	2,300	\$40,000
1991-1993	12,000	1,200	\$10,000
	16,000	1,600	\$15,000
	19,000	1,900	\$20,000
	22,000	2,200	\$25,000
	25,000	2,500	\$30,000
	27,000	2,700	\$35,000
	30,000	3,000	\$40,000
1994-2002	17,000	1,700	\$10,000
	22,000	2,200	\$15,000
	26,000	2,600	\$20,000
	30,000	3,000	\$25,000
	34,000	3,400	\$30,000
	37,000	3,600	\$35,000
	40,000	3,900	\$40,000

(Continued on next page)

**Specialty Agricultural Vehicle
Table O-5A: New Replacement to
0.2, 0.1, and 0.05 NOx Standard
Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) and
Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs)
(Continued)**

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) funding cap is up to \$30,000
- Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs) funding cap is up to \$40,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2003-2006	24,000	2,400	\$10,000
	31,000	3,100	\$15,000
	37,000	3,600	\$20,000
	43,000	4,200	\$25,000
	48,000	4,700	\$30,000
	53,000	5,200	\$35,000
	60,000	5,900	\$40,000
2007-2009	44,000	4,300	\$10,000
	56,000	5,500	\$15,000
	67,000	6,600	\$20,000
	84,000	8,200	\$25,000

**Specialty Agricultural Vehicle
Table O-5B: Used Replacement to
0.2, 0.1, and 0.05 NOx Standard
Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) and
Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs)**

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) funding cap is up to \$20,000
- Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs) funding cap is up to \$30,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1990 and older	9,000	900	\$10,000
	12,000	1,200	\$15,000
	15,000	1,500	\$20,000
	17,000	1,700	\$25,000
	19,000	1,900	\$30,000
1991-1993	13,000	1,300	\$10,000
	16,000	1,600	\$15,000
	19,000	1,900	\$20,000
	22,000	2,200	\$25,000
	25,000	2,500	\$30,000
1994-2002	17,000	1,700	\$10,000
	22,000	2,200	\$15,000
	27,000	2,700	\$20,000
	31,000	3,100	\$25,000
	34,000	3,400	\$30,000
2003-2006	24,000	2,400	\$10,000
	32,000	3,200	\$15,000
	38,000	3,700	\$20,000
	43,000	4,200	\$25,000
	49,000	4,800	\$30,000
2007-2009	46,000	4,500	\$10,000
	58,000	5,700	\$15,000
	72,000	7,100	\$20,000
	90,000	8,800	\$25,000

**Specialty Agricultural Vehicle
Table O-5C: New Replacement to
0.02 NOx Standard or Cleaner
Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) and
Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs)**

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) funding cap is up to \$70,000
- Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs) funding cap is up to \$80,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1990 and older	8,000	800	\$10,000
	11,000	1,100	\$15,000
	13,000	1,300	\$20,000
	15,000	1,500	\$25,000
	17,000	1,700	\$30,000
	19,000	1,900	\$35,000
	21,000	2,100	\$40,000
	23,000	2,300	\$45,000
	24,000	2,400	\$50,000
	26,000	2,600	\$55,000
	28,000	2,800	\$60,000
	30,000	3,000	\$65,000
	33,000	3,300	\$70,000
	35,000	3,500	\$75,000
37,000	3,600	\$80,000	

(Continued on next page)

**Specialty Agricultural Vehicle
Table O-5C: New Replacement to
0.02 NOx Standard or Cleaner
Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) and
Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs)
(Continued)**

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) funding cap is up to \$70,000
- Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs) funding cap is up to \$80,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1991-1993	10,000	1,000	\$10,000
	14,000	1,400	\$15,000
	17,000	1,700	\$20,000
	19,000	1,900	\$25,000
	22,000	2,200	\$30,000
	24,000	2,400	\$35,000
	26,000	2,600	\$40,000
	28,000	2,800	\$45,000
	31,000	3,100	\$50,000
	34,000	3,400	\$55,000
	37,000	3,600	\$60,000
	40,000	3,900	\$65,000
	43,000	4,200	\$70,000
45,000	4,400	\$75,000	
48,000	4,700	\$80,000	

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**Specialty Agricultural Vehicle
Table O-5C: New Replacement to
0.02 NOx Standard or Cleaner
Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) and
Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs)
(Continued)**

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) funding cap is up to \$70,000
- Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs) funding cap is up to \$80,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1994-2002	13,000	1,300	\$10,000
	17,000	1,700	\$15,000
	21,000	2,100	\$20,000
	25,000	2,500	\$25,000
	28,000	2,800	\$30,000
	31,000	3,100	\$35,000
	34,000	3,400	\$40,000
	37,000	3,600	\$45,000
	40,000	3,900	\$50,000
	42,000	4,100	\$55,000
	46,000	4,500	\$60,000
	50,000	4,900	\$65,000
	53,000	5,200	\$70,000
	57,000	5,600	\$75,000
60,000	5,900	\$80,000	

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**Specialty Agricultural Vehicle
Table O-5C: New Replacement to
0.02 NOx Standard or Cleaner
Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) and
Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs)
(Continued)**

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Light Heavy-Duty (GVWR 14,001 to 19,500 lbs) funding cap is up to \$70,000
- Medium Heavy-Duty (GVWR 19,501 to 33,000 lbs) funding cap is up to \$80,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2003-2006	17,000	1,700	\$10,000
	23,000	2,300	\$15,000
	28,000	2,800	\$20,000
	33,000	3,300	\$25,000
	37,000	3,600	\$30,000
	41,000	4,000	\$35,000
	45,000	4,400	\$40,000
	48,000	4,700	\$45,000
	52,000	5,100	\$50,000
	57,000	5,600	\$55,000
	61,000	6,000	\$60,000
	66,000	6,500	\$65,000
	71,000	7,000	\$70,000
	75,000	7,300	\$75,000
2007-2009	80,000	7,800	\$80,000
	24,000	2,400	\$10,000
	33,000	3,300	\$15,000
	40,000	3,900	\$20,000
	47,000	4,600	\$25,000
	54,000	5,300	\$30,000
	59,000	5,800	\$35,000
	65,000	6,400	\$40,000
	72,000	7,100	\$45,000
	79,000	7,700	\$50,000
	85,000	8,300	\$55,000
92,000	9,000	\$60,000	
98,000	9,600	\$65,000	

**Specialty Agricultural Vehicle
Table O-6A: New Replacement to
0.2, 0.1, and 0.05 NOx Standard
Heavy Heavy-Duty (GVWR 33,001 lbs or more)**

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$60,000
- Must show current TRUCRS documentation

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1990 and older	8,000	1,300	\$10,000
	11,000	1,800	\$15,000
	13,000	2,200	\$20,000
	16,000	2,600	\$25,000
	18,000	3,000	\$30,000
	20,000	3,300	\$35,000
	22,000	3,600	\$40,000
	24,000	3,900	\$45,000
	26,000	4,300	\$50,000
	28,000	4,600	\$55,000
31,000	5,100	\$60,000	
1991-1993	11,000	1,800	\$10,000
	16,000	2,600	\$15,000
	19,000	3,100	\$20,000
	23,000	3,800	\$25,000
	26,000	4,300	\$30,000
	29,000	4,800	\$35,000
	33,000	5,400	\$40,000
	37,000	6,000	\$45,000
	41,000	6,700	\$50,000
	45,000	7,300	\$55,000
49,000	8,000	\$60,000	

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**Specialty Agricultural Vehicle
Table O-6A: New Replacement to
0.2, 0.1, and 0.05 NOx Standard
Heavy Heavy-Duty (GVWR 33,001 lbs or more)
(Continued)**

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$60,000
- Must show current TRUCRS documentation

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1994-2002	14,000	2,200	\$10,000
	19,000	3,000	\$15,000
	24,000	3,800	\$20,000
	28,000	4,400	\$25,000
	32,000	5,100	\$30,000
	36,000	5,700	\$35,000
	40,000	6,300	\$40,000
	44,000	6,900	\$45,000
	48,000	7,600	\$50,000
	53,000	8,400	\$55,000
	58,000	9,100	\$60,000
2003-2006	21,000	3,300	\$10,000
	28,000	4,400	\$15,000
	35,000	5,500	\$20,000
	41,000	6,500	\$25,000
	47,000	7,400	\$30,000
	53,000	8,400	\$35,000
	60,000	9,500	\$40,000
	68,000	10,700	\$45,000
	75,000	11,800	\$50,000
	83,000	13,100	\$55,000
90,000	14,200	\$60,000	
2007-2009	40,000	6,300	\$10,000
	52,000	8,200	\$15,000
	63,000	9,900	\$20,000
	78,000	12,300	\$25,000
	93,000	14,600	\$30,000

**Specialty Agricultural Vehicle
Table O-6B: Used Replacement to
0.2, 0.1, and 0.05 NOx Standard
Heavy Heavy-Duty (GVWR 33,001 lbs or more)**

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$50,000
- Must show current TRUCRS documentation

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1990 and older	8,000	1,300	\$10,000
	11,000	1,800	\$15,000
	14,000	2,300	\$20,000
	16,000	2,600	\$25,000
	18,000	3,000	\$30,000
	20,000	3,300	\$35,000
	22,000	3,600	\$40,000
	24,000	3,900	\$45,000
1991-1993	26,000	4,300	\$50,000
	12,000	2,000	\$10,000
	16,000	2,600	\$15,000
	20,000	3,300	\$20,000
	24,000	3,900	\$25,000
	27,000	4,400	\$30,000
	30,000	4,900	\$35,000
	34,000	5,600	\$40,000
1994-2002	39,000	6,400	\$45,000
	43,000	7,000	\$50,000
	15,000	2,400	\$10,000
	20,000	3,200	\$15,000
	25,000	4,000	\$20,000
	29,000	4,600	\$25,000
	34,000	5,400	\$30,000
	37,000	5,800	\$35,000
41,000	6,500	\$40,000	
46,000	7,300	\$45,000	
51,000	8,000	\$50,000	

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**Specialty Agricultural Vehicle
Table O-6B: New Replacement to
0.2, 0.1, and 0.05 NOx Standard
Heavy Heavy-Duty (GVWR 33,001 lbs or more)
(Continued)**

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$50,000
- Must show current TRUCRS documentation

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2003-2006	23,000	3,700	\$10,000
	31,000	4,900	\$15,000
	38,000	6,000	\$20,000
	44,000	6,900	\$25,000
	50,000	7,900	\$30,000
	57,000	9,000	\$35,000
	65,000	10,200	\$40,000
	73,000	11,500	\$45,000
	81,000	12,700	\$50,000
2007-2009	46,000	7,300	\$10,000
	59,000	9,300	\$15,000
	74,000	11,600	\$20,000
	93,000	14,600	\$25,000

**Specialty Agricultural Vehicle
Table O-6C: New Replacement to
0.02 NOx Standard or Cleaner
Heavy Heavy-Duty (GVWR 33,001 lbs or more)**

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$100,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1990 and older	6,000	1,000	\$10,000
	9,000	1,500	\$15,000
	11,000	1,800	\$20,000
	13,000	2,200	\$25,000
	15,000	2,500	\$30,000
	17,000	2,800	\$35,000
	19,000	3,100	\$40,000
	21,000	3,500	\$45,000
	22,000	3,600	\$50,000
	24,000	3,900	\$55,000
	26,000	4,300	\$60,000
	28,000	4,600	\$65,000
	30,000	4,900	\$70,000
	32,000	5,200	\$75,000
	34,000	5,600	\$80,000
	36,000	5,900	\$85,000
38,000	6,200	\$90,000	
40,000	6,500	\$95,000	
42,000	6,900	\$100,000	

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**Specialty Agricultural Vehicle
Table O-6C: New Replacement to
0.02 NOx Standard or Cleaner
Heavy Heavy-Duty (GVWR 33,001 lbs or more)
(Continued)**

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$100,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1991-1993	9,000	1,500	\$10,000
	12,000	2,000	\$15,000
	15,000	2,500	\$20,000
	18,000	3,000	\$25,000
	21,000	3,500	\$30,000
	23,000	3,800	\$35,000
	26,000	4,300	\$40,000
	28,000	4,600	\$45,000
	31,000	5,100	\$50,000
	34,000	5,600	\$55,000
	37,000	6,000	\$60,000
	39,000	6,400	\$65,000
	42,000	6,900	\$70,000
	45,000	7,300	\$75,000
	48,000	7,800	\$80,000
	51,000	8,300	\$85,000
	54,000	8,800	\$90,000
57,000	9,300	\$95,000	
60,000	9,800	\$100,000	

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**Specialty Agricultural Vehicle
Table O-6C: New Replacement to
0.02 NOx Standard or Cleaner
Heavy Heavy-Duty (GVWR 33,001 lbs or more)
(Continued)**

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$100,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1994-2002	10,000	1,600	\$10,000
	14,000	2,200	\$15,000
	17,000	2,700	\$20,000
	21,000	3,300	\$25,000
	24,000	3,800	\$30,000
	27,000	4,300	\$35,000
	30,000	4,800	\$40,000
	33,000	5,200	\$45,000
	36,000	5,700	\$50,000
	39,000	6,200	\$55,000
	41,000	6,500	\$60,000
	44,000	6,900	\$65,000
	48,000	7,600	\$70,000
	51,000	8,000	\$75,000
	54,000	8,500	\$80,000
	57,000	9,000	\$85,000
	60,000	9,500	\$90,000
64,000	10,100	\$95,000	
67,000	10,600	\$100,000	

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**Specialty Agricultural Vehicle
Table O-6C: New Replacement to
0.02 NOx Standard or Cleaner
Heavy Heavy-Duty (GVWR 33,001 lbs or more)
(Continued)**

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$100,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2003-2006	12,000	1,900	\$10,000
	17,000	2,700	\$15,000
	22,000	3,500	\$20,000
	27,000	4,300	\$25,000
	31,000	4,900	\$30,000
	35,000	5,500	\$35,000
	39,000	6,200	\$40,000
	43,000	6,800	\$45,000
	47,000	7,400	\$50,000
	50,000	7,900	\$55,000
	54,000	8,500	\$60,000
	58,000	9,100	\$65,000
	62,000	9,800	\$70,000
	66,000	10,400	\$75,000
	70,000	11,000	\$80,000
	75,000	11,800	\$85,000
	79,000	12,400	\$90,000
83,000	13,100	\$95,000	
86,000	13,500	\$100,000	

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**Specialty Agricultural Vehicle
Table O-6C: New Replacement to
0.02 NOx Standard or Cleaner
Heavy Heavy-Duty (GVWR 33,001 lbs or more)
(Continued)**

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$100,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2007-2009	17,000	2,700	\$10,000
	25,000	4,000	\$15,000
	31,000	4,900	\$20,000
	37,000	5,800	\$25,000
	43,000	6,800	\$30,000
	49,000	7,700	\$35,000
	54,000	8,500	\$40,000
	59,000	9,300	\$45,000
	64,000	10,100	\$50,000
	70,000	11,000	\$55,000
	75,000	11,800	\$60,000
	81,000	12,700	\$65,000
	86,000	13,500	\$70,000
	92,000	14,500	\$75,000
97,000	15,300	\$80,000	

Log Truck Phase-in Option 100% Fleet Compliance
Table O-7A: New Replacement to
0.2, 0.1, and 0.05 NOx Standard
Heavy Heavy-Duty (GVWR 33,001 lbs or more)

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$60,000
- Must show current TRUCRS documentation

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1990 and older	8,000	1,300	\$10,000
	11,000	1,800	\$15,000
	13,000	2,200	\$20,000
	16,000	2,600	\$25,000
	18,000	3,000	\$30,000
	20,000	3,300	\$35,000
	22,000	3,600	\$40,000
	24,000	3,900	\$45,000
	26,000	4,300	\$50,000
	28,000	4,600	\$55,000
1991-1993	31,000	5,100	\$60,000
	11,000	1,800	\$10,000
	16,000	2,600	\$15,000
	19,000	3,100	\$20,000
	23,000	3,800	\$25,000
	26,000	4,300	\$30,000
	29,000	4,800	\$35,000
	33,000	5,400	\$40,000
	37,000	6,000	\$45,000
	41,000	6,700	\$50,000
45,000	7,300	\$55,000	
49,000	8,000	\$60,000	

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Log Truck Phase-in Option 100% Fleet Compliance
Table O-7A: New Replacement to
0.2, 0.1, and 0.05 NOx Standard
Heavy Heavy-Duty (GVWR 33,001 lbs or more)
(Continued)

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$60,000
- Must show current TRUCRS documentation

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1994-2002	14,000	2,200	\$10,000
	19,000	3,000	\$15,000
	24,000	3,800	\$20,000
	28,000	4,400	\$25,000
	32,000	5,100	\$30,000
	36,000	5,700	\$35,000
	40,000	6,300	\$40,000
	44,000	6,900	\$45,000
	48,000	7,600	\$50,000
	53,000	8,400	\$55,000
	58,000	9,100	\$60,000
2003-2006	21,000	3,300	\$10,000
	28,000	4,400	\$15,000
	35,000	5,500	\$20,000
	41,000	6,500	\$25,000
	47,000	7,400	\$30,000
	53,000	8,400	\$35,000
	60,000	9,500	\$40,000
	68,000	10,700	\$45,000
	75,000	11,800	\$50,000
	83,000	13,100	\$55,000
90,000	14,200	\$60,000	
2007-2009	40,000	6,300	\$10,000
	52,000	8,200	\$15,000
	63,000	9,900	\$20,000
	78,000	12,300	\$25,000
	93,000	14,600	\$30,000

**Log Truck Phase-in Option 100% Fleet Compliance
Table O-7B: Used Replacement to
0.2, 0.1, and 0.05 NOx Standard
Heavy Heavy-Duty (GVWR 33,001 lbs or more)**

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$50,000
- Must show current TRUCRS documentation

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1990 and older	8,000	1,300	\$10,000
	11,000	1,800	\$15,000
	14,000	2,300	\$20,000
	16,000	2,600	\$25,000
	18,000	3,000	\$30,000
	20,000	3,300	\$35,000
	22,000	3,600	\$40,000
	24,000	3,900	\$45,000
1991-1993	26,000	4,300	\$50,000
	12,000	2,000	\$10,000
	16,000	2,600	\$15,000
	20,000	3,300	\$20,000
	24,000	3,900	\$25,000
	27,000	4,400	\$30,000
	30,000	4,900	\$35,000
	34,000	5,600	\$40,000
1994-2002	39,000	6,400	\$45,000
	43,000	7,000	\$50,000
	15,000	2,400	\$10,000
	20,000	3,200	\$15,000
	25,000	4,000	\$20,000
	29,000	4,600	\$25,000
	34,000	5,400	\$30,000
	37,000	5,800	\$35,000
41,000	6,500	\$40,000	
46,000	7,300	\$45,000	
51,000	8,000	\$50,000	

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Log Truck Phase-in Option 100% Fleet Compliance
Table O-7B: New Replacement to
0.2, 0.1, and 0.05 NOx Standard
Heavy Heavy-Duty (GVWR 33,001 lbs or more)
(Continued)

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$50,000
- Must show current TRUCRS documentation

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2003-2006	23,000	3,700	\$10,000
	31,000	4,900	\$15,000
	38,000	6,000	\$20,000
	44,000	6,900	\$25,000
	50,000	7,900	\$30,000
	57,000	9,000	\$35,000
	65,000	10,200	\$40,000
	73,000	11,500	\$45,000
	81,000	12,700	\$50,000
2007-2009	46,000	7,300	\$10,000
	59,000	9,300	\$15,000
	74,000	11,600	\$20,000
	93,000	14,600	\$25,000

**Log Truck Phase-in Option 100% Fleet Compliance
Table O-7C: New Replacement to
0.02 NOx Standard or Cleaner
Heavy Heavy-Duty (GVWR 33,001 lbs or more)**

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$100,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1990 and older	6,000	1,000	\$10,000
	9,000	1,500	\$15,000
	11,000	1,800	\$20,000
	13,000	2,200	\$25,000
	15,000	2,500	\$30,000
	17,000	2,800	\$35,000
	19,000	3,100	\$40,000
	21,000	3,500	\$45,000
	22,000	3,600	\$50,000
	24,000	3,900	\$55,000
	26,000	4,300	\$60,000
	28,000	4,600	\$65,000
	30,000	4,900	\$70,000
	32,000	5,200	\$75,000
	34,000	5,600	\$80,000
	36,000	5,900	\$85,000
38,000	6,200	\$90,000	
40,000	6,500	\$95,000	
42,000	6,900	\$100,000	

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Log Truck Phase-in Option 100% Fleet Compliance
Table O-7C: New Replacement to
0.02 NOx Standard or Cleaner
Heavy Heavy-Duty (GVWR 33,001 lbs or more)
(Continued)

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$100,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1991-1993	9,000	1,500	\$10,000
	12,000	2,000	\$15,000
	15,000	2,500	\$20,000
	18,000	3,000	\$25,000
	21,000	3,500	\$30,000
	23,000	3,800	\$35,000
	26,000	4,300	\$40,000
	28,000	4,600	\$45,000
	31,000	5,100	\$50,000
	34,000	5,600	\$55,000
	37,000	6,000	\$60,000
	39,000	6,400	\$65,000
	42,000	6,900	\$70,000
	45,000	7,300	\$75,000
	48,000	7,800	\$80,000
	51,000	8,300	\$85,000
	54,000	8,800	\$90,000
57,000	9,300	\$95,000	
60,000	9,800	\$100,000	

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Log Truck Phase-in Option 100% Fleet Compliance
Table O-7C: New Replacement to
0.02 NOx Standard or Cleaner
Heavy Heavy-Duty (GVWR 33,001 lbs or more)
(Continued)

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$100,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
1994-2002	10,000	1,600	\$10,000
	14,000	2,200	\$15,000
	17,000	2,700	\$20,000
	21,000	3,300	\$25,000
	24,000	3,800	\$30,000
	27,000	4,300	\$35,000
	30,000	4,800	\$40,000
	33,000	5,200	\$45,000
	36,000	5,700	\$50,000
	39,000	6,200	\$55,000
	41,000	6,500	\$60,000
	44,000	6,900	\$65,000
	48,000	7,600	\$70,000
	51,000	8,000	\$75,000
	54,000	8,500	\$80,000
	57,000	9,000	\$85,000
	60,000	9,500	\$90,000
64,000	10,100	\$95,000	
67,000	10,600	\$100,000	

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Log Truck Phase-in Option 100% Fleet Compliance
Table O-7C: New Replacement to
0.02 NOx Standard or Cleaner
Heavy Heavy-Duty (GVWR 33,001 lbs or more)
(Continued)

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$100,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2003-2006	12,000	1,900	\$10,000
	17,000	2,700	\$15,000
	22,000	3,500	\$20,000
	27,000	4,300	\$25,000
	31,000	4,900	\$30,000
	35,000	5,500	\$35,000
	39,000	6,200	\$40,000
	43,000	6,800	\$45,000
	47,000	7,400	\$50,000
	50,000	7,900	\$55,000
	54,000	8,500	\$60,000
	58,000	9,100	\$65,000
	62,000	9,800	\$70,000
	66,000	10,400	\$75,000
	70,000	11,000	\$80,000
	75,000	11,800	\$85,000
	79,000	12,400	\$90,000
83,000	13,100	\$95,000	
86,000	13,500	\$100,000	

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**Log Truck Phase-in Option 100% Fleet Compliance
Table O-7C: New Replacement to
0.02 NOx Standard or Cleaner
Heavy Heavy-Duty (GVWR 33,001 lbs or more)
(Continued)**

- No Truck and Bus regulatory compliance date before January 1, 2023
- Replacement vehicle delivered/post-inspected by December 31, 2021
- Must show current TRUCRS documentation
- Baseline engine NOx standard greater than the 0.2 NOx standard
- Heavy Heavy-Duty (GVWR 33,001 lbs or more) funding cap is up to \$100,000

Engine Model Year	Minimum Annual Miles Usage	Minimum Annual Gallon Usage	Funding Amount
2007-2009	17,000	2,700	\$10,000
	25,000	4,000	\$15,000
	31,000	4,900	\$20,000
	37,000	5,800	\$25,000
	43,000	6,800	\$30,000
	49,000	7,700	\$35,000
	54,000	8,500	\$40,000
	59,000	9,300	\$45,000
	64,000	10,100	\$50,000
	70,000	11,000	\$55,000
	75,000	11,800	\$60,000
	81,000	12,700	\$65,000
	86,000	13,500	\$70,000
	92,000	14,500	\$75,000
97,000	15,300	\$80,000	