

Chapter 4: ON-ROAD HEAVY-DUTY VEHICLES

This chapter describes the minimum criteria and requirements for Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program) on-road heavy-duty vehicle projects, excluding Fleet Modernization and On-Road Voucher Incentive Program (On-Road VIP) projects (see Chapter 5 and the On-Road VIP Guidelines for more information about these programs). Local air quality management or air pollution control districts may set more stringent requirements based upon local priorities.

A. Projects Eligible for Funding

The Air Resources Board (ARB) has adopted many fleet rules that affect on-road heavy-duty diesel-fueled vehicles (see Section E of this chapter). There are limited funding opportunities for vehicles subject to these rules and regulations.

**Table 4-1
Summary of On-Road Heavy-Duty Funding Opportunities**

Vehicle Type	Subject to ARB Fleet Rule	Moyer Funding Opportunities ¹
Urban Buses Transit Fleet Vehicles	Fleet Rule for Transit Agencies ²	Very limited opportunity
Solid Waste Collection Vehicles, excluding transfer trucks	Solid Waste Collection Vehicle Regulation ³	Very limited opportunities for oxides of nitrogen (NOx)
Transport Refrigeration Units (TRU)	TRU Air Toxic Control Measure (ATCM) ⁴	Very limited opportunity
Auxiliary Power Units (APU)	Idling ATCM ⁵	Very limited opportunity; zero emission projects only
Municipal Vehicles and Utility Vehicles	Fleet Rule for Public Agencies and Utilities ⁶	Low-population counties - some opportunity through 2017 High-population counties – very limited opportunity
Drayage Trucks	Drayage Truck Regulation ⁷	Very limited opportunity
Most other On-Road Heavy-Duty Vehicles	Statewide Truck & Bus Regulation ⁸	Limited opportunity for fleets with three <u>ten</u> vehicles or less

¹ Limited opportunities means a fleet's compliance status with the ARB regulation must be determined. Contact air district Carl Moyer Program staff or consult fleet rule Carl Moyer Implementation Charts at: <http://www.arb.ca.gov/msprog/moyer/guidelines/supplemental-docs.htm> in addition to these guidelines.

² Fleet Rule for Transit Agencies: <http://www.arb.ca.gov/msprog/bus/bus.htm>

³ Solid Waste Collection Vehicle Regulation: <http://www.arb.ca.gov/msprog/SWCV/SWCV.htm>

⁴ TRU Air Toxic Control Measure (ATCM): <http://www.arb.ca.gov/regact/trude03/fro1.doc>

⁵ Idling ATCM: <http://www.arb.ca.gov/regact/hdvidle/frorev.pdf>

⁶ Fleet Rule for Public Agencies and Utilities: <http://www.arb.ca.gov/msprog/publicfleets/publicfleets.htm>

⁷ Drayage Truck Regulation: <http://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm>

⁸ Statewide Truck & Bus Regulation: <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

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Project Types: Taking the above table into consideration, the following categories may be eligible for funding:

1. Truck Replacement Projects (Fleet Modernization and On-Road VIP): The replacement of an older, dirtier truck with a newer, cleaner one. Most funding opportunities for on-road heavy-duty trucks are available for trucks in small fleets of ~~three~~ ten or fewer trucks through Fleet Modernization or On-Road VIP. The existing engine must be model year 2006 or older. Please see Chapter 5 for Fleet Modernization guidelines or the On-Road VIP Guidelines at www.arb.ca.gov/msprog/moyer/voucher/voucher.htm.

D. Project Criteria

The minimum qualifications for on-road heavy-duty vehicles are listed below. All projects must also conform to the requirements in Chapter 2: General Criteria and in Chapter 3: Program Administration. Participating air districts retain the authority to impose additional requirements in order to address local concerns.

1. General On-Road Heavy-Duty Vehicle Project Criteria

- (A) Maximum project life for on-road projects:
- | | |
|---|---------------|
| (1) Buses \geq 60,001 gross combined weight or gross vehicle weight (GVW) – New | 12 years |
| (2) School buses \geq 33,001 GVW – New | 20 years |
| (3) Other On-road - New | 10 years |
| (4) Repower Only (No Retrofit) | 7 years |
| (5) Repowers + Retrofits | 5 years |
| (6) Retrofits | 5 years |
| (7) Fleet Modernization | See Chapter 5 |

A longer project life may be approved on a case-by-case basis if applicants provide justifying documentation.

The maximum project life does not consider regulatory requirements that may reduce actual project life below these maximum values.

- (F) At least 51 percent of total usage must occur in California. Only usage in California can be used for on-road calculations. If a fleet has recently reported in the Truck Regulations Upload and Compliance Reporting System (TRUCRS) to follow a limited usage compliance option (e.g., Low Mileage Work Truck Option, NOx Exempt Area Option, etc.), and the historical usage is outside of the limits of the option, the grant amount

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must be decreased to only include the usage limits of the option. Except as provided below, on-road calculations shall be based on projected annual mileage instead of fuel usage or engine hours, due to the fact that the mileage-based exhaust emission factors are more robust. Fuel-based calculations may be used only if documentation of previous fuel use and mileage records submitted to the air district with the application show the project to be at least 30 percent more cost-effective when using fuel-based calculations. If using the fuel-based calculations, usage must be based on two years of historical fuel usage documentation specific for the equipment being funded. Documentation may include fuel logs, purchase receipts or ledger entries. Fuel-based analyses are appropriate for projects that involve extended idling, including but not limited to street sweepers and solid waste collection vehicles.

E. Funding Eligibility for Projects Subject to In-Use Regulations

Most on-road vehicles are subject to an in-use regulation. Funding is available for emissions reductions that are early or extra to regulatory requirements. In addition, fleets that have achieved compliance with the final regulatory deadline may be eligible for funding. Unless otherwise noted, retrofit, repower, TRU, and idling reduction funding is only available to fleets with ~~three~~ ten or less on-road vehicles with GVWR s over 14,000 pounds. New purchase projects have no fleet size limitation. For detailed information on eligible emissions reductions and calculation methodology, please see the 2011 on-road supplemental guidance located at:

<http://www.arb.ca.gov/msprog/moyer/guidelines/current.htm>.

1. Drayage Trucks

2. Private Fleets (Statewide Truck & Bus Regulation)

For vehicles that are subject to the Statewide Truck & Bus Regulation (Regulation), the following final funding dates apply. Please note that the final funding dates listed may not apply to each project and are provided to give a general timeframe of funding eligibility based on certain compliance dates of the regulation. The actual final funding date for specific projects will vary depending on fleet size, regulatory compliance option, GVWR, engine model year, pollutant type, and other factors.

- (A) Fleet size of 1-~~3~~ 10 trucks: Funding ~~for the first, second, and third vehicle~~ must be provided no later than one year before the applicable compliance deadline for each pollutant. Depending on the compliance option used, ~~the~~ final funding date for PM, NOx, and ROG is December 31, 2021.

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Table 4-4
Final Funding Dates for Fleets of 1-3 10 Vehicles

Fleet Type	PM	NOx
1-3 <u>10</u> vehicles	12/31/2021	12/31/2021