



**South Coast
Air Quality Management District**
21865 Copley Drive, Diamond Bar, CA 91765
(909) 396-2000, www.aqmd.gov

TECHNOLOGY COMMITTEE MEETING

Committee Members

Council Member Joe Buscaino, Chair
Supervisor Lisa Bartlett
Supervisor Janice Hahn
Mayor Judith Mitchell
Council Member Dwight Robinson

**September 20, 2019 ♦ 12:00 p.m. ♦ Conference Room CC8
21865 Copley Drive, Diamond Bar, CA 91765**

TELECONFERENCE LOCATIONS

| | | |
|--|---|---|
| Los Angeles City Hall 200 N. Spring Street Room 410 Los Angeles, CA 90012 | Hall of Administration Board Room 333 W. Santa Ana Blvd. Santa Ana, CA 92701 | Rolling Hills Estates City Hall 4045 Palos Verdes Drive North Rolling Hills Estates, CA 90274 |
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(The public may participate at any location listed above.)

Call-in for listening purposes only is available by dialing:

Toll Free: 866-244-8528

Listen Only Passcode: 5821432

In addition, a webcast is available for viewing and listening at:

<http://www.aqmd.gov/home/library/webcasts>

AGENDA

Members of the public may address this body concerning any agenda item before or during consideration of that item (Gov't. Code Section 54854.3(a)). Please provide a Request to Address the Committee card to the Committee Secretary if you wish to address the Committee on an agenda item. If no cards are available, please notify South Coast AQMD staff or a Board Member of your desire to speak. All agendas for regular meetings are posted at South Coast AQMD Headquarters, 21865 Copley Drive, Diamond Bar, California, at least 72 hours in advance of the regular meeting. Speakers may be limited to three (3) minutes each.

CALL TO ORDER

ACTION ITEMS – Items 1 through 4:

OCTOBER BOARD AGENDA ITEMS

- 1. Amend Awards and Issue Program Announcement for Heavy-Duty Trucks under the Proposition 1B-Goods Movement Program and Transfer Funds for Near-Zero Emissions Natural Gas Trucks**
(Motion Requested)

In December 2016 and October 2018, the Board approved awards for clean truck projects under the Proposition 1B-Goods Movement and Community Air Protection Programs. These projects include the replacement of older, high polluting diesel trucks with zero emissions, hybrid and low NOx trucks. Since approval of these awards, some fleets have opted to switch to different truck technologies which require lower incentives or have declined their award. Since this has resulted in available funds, a new Program Announcement (PA) to solicit additional truck applications is required. In October 2018, the Board also recognized \$8 million in CEC revenue for near-zero emissions natural gas truck deployments. These actions are to amend the original Proposition 1B-Goods Movement and Community Air Protection awards, issue a PA, and authorize the Executive Officer to execute contracts until all funds are exhausted. This action is to also transfer up to \$11 million as a temporary loan from the Proposition 1B-Goods Movement Program Fund (81) into the Community Air Protection AB 134 Fund (77) for near-zero emissions natural gas truck deployments until CEC funding is received.

Vicki White
Technology
Implementation
Manager

- 2. Recognize Revenue and Execute Contracts to Develop, Demonstrate and Commercialize Near-Zero Emissions Natural Gas and Propane Conversion Systems for On-Road Medium-Duty Vehicles**
(Motion Requested)

South Coast AQMD has been supporting rapid deployment of near-zero NOx heavy-duty vehicles since natural gas engines became commercially available in 2015, but there is a need to develop and certify near-zero engines for medium-duty vehicles. Staff has received three proposals to develop natural gas and propane conversion systems for the new Ford 7.3-liter gasoline engine and certify the systems to CARB's optional low-NOx standard for use in Class 4-7 Ford medium-duty vehicle platforms. These actions are to recognize revenue up to \$900,000 from SoCalGas into the Clean Fuels Program Fund (31) and execute three contracts totaling \$2,099,175 to develop and commercialize the new 7.3-liter near-zero NOx emissions medium-duty natural gas and/or propane conversions systems for different market segments.

Sam Cao
AQ Specialist

3. Execute Contracts to Develop Methodology and Evaluate Onboard Emission Sensors for On-Road Heavy-Duty Vehicles Sam Cao
(Motion Requested)

Onboard sensors on heavy-duty vehicles have been identified as an important tool to ensure real-world emissions compliance.

Onboard sensors are also used to provide real-time information to enable dynamic emission controls. A consortium comprised of the University of California (UCR)/CE-CERT and other industry, government and academia members has been formed to develop the next generation onboard sensors, analysis and reporting methodology. These actions are to execute two contracts from the Clean Fuels Program Fund (31) with: 1) Southwest Research Institute to perform laboratory evaluations of onboard NO_x and ammonia sensors in an amount not to exceed \$50,000; and 2) UCR/CE-CERT to support the consortium's project to develop and demonstrate a low-cost onboard NO_x and PM sensor-based measurement methodology under real-world operating conditions for heavy-duty vehicles in an amount not to exceed \$201,087.

4. Transfer Funds and Amend Contracts for the Commercial Electric Lawn and Garden Equipment Incentive and Exchange Program Vasken Yardemian
(Motion Requested) Program Supervisor

On April 6, 2018, the Board approved awards to six qualified manufacturers to participate in the Commercial Electric Lawn and Garden Equipment Incentive and Exchange Program. These contracts are funded using \$2,327,250 from a U.S. EPA 2016 Targeted Air Shed Grant and \$628,077 from South Coast AQMD's Rule 2202 Air Quality Investment Program. Staff proposes to increase participation in the program by providing an additional 25 percent discount (Plus Up Discount) on eligible lawn and garden equipment. This action is to approve the transfer of up to \$750,000 from the Air Quality Investment Fund – Rule 1111 (27) into the Advanced Technology, Outreach and Education Fund (17). This action is to also amend contracts with the participating manufacturers and suppliers of commercial lawn and garden equipment to offer the Plus Up Discount on eligible lawn and garden equipment.

OTHER MATTERS:

- 5. Other Business** – *Any member of the Committee, or its staff, on his or her own initiative or in response to questions posed by the public, may ask a question for clarification, may make a brief announcement or report on his or her own activities, provide a reference to staff regarding factual information, request staff to report back at a subsequent meeting concerning any matter, or may take action to direct staff to place a matter of business on a future agenda. (Gov't. Code Section 54954.2)*

6. Public Comment Period

At the end of the regular meeting agenda, an opportunity is provided for the public to speak on any subject within the Committee's authority that is not on the agenda. Speakers may be limited to three (3) minutes each.

7. Next Meeting Date – Friday, October 18, 2019 at 12:00 pm

ADJOURNMENT

Americans with Disabilities Act

The agenda and documents in the agenda packet will be made available, upon request, in appropriate alternative formats to assist persons with a disability (Gov't. Code Section 54954.2(a)). Disability-related accommodations will also be made available to allow participation in the Technology Committee meeting. Any accommodations must be requested as soon as practicable. Requests will be accommodated to the extent feasible. Please contact Alejandra Vega at 909.396.2264 from 7:30 a.m. to 6:00 p.m., Tuesday through Friday, or send the request to avega@aqmd.gov.

Document Availability

All documents (i) constituting non-exempt public records, (ii) relating to an item on an agenda for a regular meeting, and (iii) having been distributed to at least a majority of the Committee after the agenda is posted, are available prior to the meeting for public review at the South Coast Air Quality Management District, Public Information Center, 21865 Copley Drive, Diamond Bar, CA 91765.

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DRAFT

Technology Committee Agenda #1

BOARD MEETING DATE: October 4, 2019

AGENDA NO.

PROPOSAL: Amend Awards and Issue Program Announcement for Heavy-Duty Trucks under the Proposition 1B-Goods Movement Program and Transfer Funds for Near-Zero Emissions Natural Gas Trucks

SYNOPSIS: In December 2016 and October 2018, the Board approved awards for clean truck projects under the Proposition 1B-Goods Movement and Community Air Protection Programs. These projects include the replacement of older, high polluting diesel trucks with zero emissions, hybrid and low NOx trucks. Since approval of these awards, some fleets have opted to switch to different truck technologies which require lower incentives or have declined their award. Since this has resulted in available funds, a new Program Announcement (PA) to solicit additional truck applications is required. In October 2018, the Board also recognized \$8 million in CEC revenue for near-zero emissions natural gas truck deployments. These actions are to amend the original Proposition 1B-Goods Movement and Community Air Protection awards, issue a PA, and authorize the Executive Officer to execute contracts until all funds are exhausted. This action is to also transfer up to \$11 million as a temporary loan from the Proposition 1B-Goods Movement Program Fund (81) into the Community Air Protection AB 134 Fund (77) for near-zero emissions natural gas truck deployments until CEC funding is received.

COMMITTEE: Technology, September 20, 2019; Recommended for Approval

RECOMMENDED ACTIONS:

1. Amend awards for heavy-duty truck projects, upon request by the fleet owner or operator, to switch the truck technology and adjust the funding level to the amount allowed by the Proposition 1B-Goods Movement and Community Air Protection Programs.
2. Issue Program Announcement #PA2020-01 for heavy-duty truck projects under the Proposition 1B-Goods Movement Program.

3. Authorize the Executive Officer to execute contracts for eligible projects until all available funds under the “Year 5” Grant of the Proposition 1B-Goods Movement Program Fund (81) are exhausted.
4. Transfer up to \$11 million as a temporary loan, from the Proposition 1B-Goods Movement Program Fund (81) into the Community Air Protection AB 134 Fund (77) for deployment of near-zero emissions natural gas trucks approved under a CEC grant.

Wayne Natri
Executive Officer

MMM:NB:VAW

Background

To date, CARB has granted about \$458 million to the South Coast AQMD for various goods movement projects, including the replacement of heavy-duty diesel trucks, transportation refrigeration units (TRUs) and locomotives with cleaner technologies, and installation of shore power for ships at berth under the Proposition 1B-Goods Movement Program. The vast majority of these projects are currently operational, providing significant emissions reduction benefits to the region.

The South Coast AQMD has successfully liquidated the first four funding cycles of the Proposition 1B-Goods Movement Program and is now working on implementation of the final round of funding, referred to as “Year 5.” For Year 5 of the program, the South Coast AQMD was granted approximately \$95.67 million, including administrative funds, for the replacement of heavy-duty diesel trucks with near-zero and zero emission technologies and zero emission TRUs. Subsequent to approval of awards by the Board in December 2016 and October 2018, three fleets have now opted to switch to a different truck technology affecting 151 trucks which will result in returned funds of \$8.5 million, while other fleets are planning to submit requests in the coming months. Other fleets have declined their award citing financial or other reasons preventing them from moving forward with their truck replacement project. These changes have resulted in available program funds that can be committed to other eligible projects. While the previous solicitations were initially oversubscribed, due to the lack of commercial zero emissions truck technologies, particularly for Class 7 and 8 trucks, about \$30 million in funding awards is available for other eligible heavy-duty truck projects. CARB has agreed that air districts may solicit heavy-duty truck projects and amend or execute contracts until all program funds are exhausted.

In October 2018, the Board also recognized \$8 million in CEC revenue to replace up to 140 older diesel trucks with near-zero emissions natural gas trucks for goods movement

and port drayage operations. The CEC grant will be matched by \$2 million each from the Port of Los Angeles and the Port of Long Beach. To date, we have received \$1 million from the Port of Los Angeles and the remaining funds (including the CEC grant and other matching port funds) will be paid on a reimbursement basis. Therefore, a temporary loan transfer is proposed to fund the near-zero emissions natural gas trucks until the reimbursement process is completed with CEC/Ports to receive the remaining funds.

Outreach

In accordance with South Coast AQMD's Procurement Policy and Procedure, a public notice advertising the PA and inviting bids for the Proposition 1B – Goods Movement Program was published in the Los Angeles Times, the Orange County Register, the San Bernardino Sun, and Riverside County's Press Enterprise newspapers to leverage the most cost-effective method of outreach to the South Coast Basin.

Additionally, potential bidders may be notified utilizing South Coast AQMD's own electronic listing of certified minority vendors. Notice of the PA will be emailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on the Internet at South Coast AQMD's website (<http://www.aqmd.gov>).

Proposal

These actions are to amend awards approved by the Board in December 2016 and October 2018, upon request by the fleet owners or operators, to switch truck technology options and adjust funding levels allowed by the programs and to issue a new PA to solicit additional eligible truck projects. This action is to also authorize the Executive Officer to execute contracts for eligible truck projects until all program funds are fully committed. Program funding will be available on a first-come, first-served basis until a sufficient number of eligible and complete applications have been received, and all program funds are fully committed through executed contracts. Project eligibility will be determined based on the Proposition 1B-Goods Movement Program Guidelines.

In addition, this action is to transfer up to \$11 million as a temporary loan from the Proposition 1B-Goods Movement Program Fund (81) to the Community Air Protection AB 134 Fund (77) for deployment of near-zero emissions natural gas trucks approved under a CEC grant.

Benefits to South Coast AQMD

Successful implementation of projects approved under the Proposition 1B-Goods Movement Program and the expanded deployment of near-zero emissions natural gas trucks approved under the CEC grant will provide direct emission reductions of both NO_x and PM. The total annual NO_x and PM emission reductions for the proposed amended awards and new truck projects selected through the solicitation process will be

determined once all program funds have been encumbered in executed contracts and subsequently liquidated. The vehicles and equipment will operate for the life of the awarded contracts and beyond, thus providing long-term emission reductions and associated public health benefits.

Resource Impacts

Funding for the “Year 5” grant of the Proposition 1B-Goods Movement Program was recognized in Fund 81. The proposed amended awards will result in returned funds to Fund 81 and Fund 77, and these funds, along with any remaining funds in Fund 81, will be made available for eligible projects received and selected through the new PA, until all funds are exhausted.

Sufficient funds are available in the Proposition 1B-Goods Movement Program Fund (81) to transfer up to \$11 million as a temporary loan from Fund 81 into the Community Air Protection AB 134 Fund (77) for the deployment of near-zero emissions natural gas trucks approved under a CEC grant.

Attachment

Program Announcement #PA2019-01 for Replacement of Heavy-Duty Diesel Trucks under the Proposition 1B-Goods Movement Program



**South Coast AQMD Program Announcement
For
Heavy-Duty Diesel Trucks
Under the Proposition 1B - Goods Movement Emission Reduction Program
PA2020-01**

The South Coast Air Quality Management District (South Coast AQMD) is pleased to announce the availability of funds from the Proposition 1B - Goods Movement Emission Reduction Program (hereafter "Program"). The Program is administered by a partnership between the California Air Resources Board (CARB) and local air agencies to reduce air pollution emissions and health risk from freight movement along California's trade corridors. Projects funded under this Program must achieve early or extra emission reductions not otherwise required by law or regulation. Program funding will be available until a sufficient number of eligible and complete applications have been received, and all Program funds are fully committed through executed contracts.

This Program Announcement is seeking applications for heavy-duty diesel truck projects, including the six project options identified below. Please note funding is also available for electric charging stations, hydrogen fueling units, and truck stop electrification infrastructure. About \$30 million in Program funds are available for this solicitation.

WHO: The following may apply for funding through this solicitation:

1. Owner of an on-road, heavy-duty diesel truck with a manufacturer's gross vehicle weight rating (GVWR) of 16,001 lbs. or greater (Class 5, 6, 7 or 8 truck) used to move goods as part of a sales transaction for a majority of the time,
2. Any entity who plans to own and operate the Program-funded electrification infrastructure at a truck stop, rail yard or other freight facility, with agreement from the site owner, including any entity who plans to own and operate an electric charging station or hydrogen fueling unit.

WHAT: There are six project options available as part of this solicitation.

1. Truck Replacement
2. Truck Engine Repower (Small Fleet Only)
3. Three-Way Truck Transaction
4. Two-for-One Truck Replacement
5. Electrification Infrastructure at a Truck Stop, Rail Yard or Other Facility
6. Electric Charging Stations or Hydrogen Fueling Units

Equipment specifications for each of these project options can be found in Appendix A of the 2015 Program Guidelines at: www.arb.ca.gov/gmbond

HOW: The application forms with instructions are attached to this Program Announcement (PA). For guidance on which application forms are required for your project type, please see Section VII of this PA. A copy of the application forms can be found at: <http://www.aqmd.gov/Prop1B>

WHERE: Three (3) copies of a **completed application (with all required supporting documents and signatures)** must be submitted via mail delivery, or in person to:



**South Coast AQMD Program Announcement
For
Heavy-Duty Diesel Trucks
Under the Proposition 1B - Goods Movement Emission Reduction Program
PA2020-01**

**South Coast Air Quality Management District
21865 Copley Dr., Diamond Bar, CA 91765
Attn: Procurement**

NOTE: Facsimile or email submittals will not be accepted.

WHEN: This solicitation will be open until Program funds are fully committed, but no later than December 30, 2020 at 1pm. Applications will be evaluated in the order in which they are received.

If you submit an application in person to the South Coast AQMD, you must obtain a receipt from South Coast AQMD's Public Information Center, located in the lobby that verifies the date and time of your submittal.

Schedule:

| | |
|-------------------------------------|--|
| Solicitation Opens | October 4, 2019 (and will remain open until Program funds are fully committed, but no later than December 30, 2020, at 1pm. |
| Anticipated: | |
| South Coast AQMD Evaluation Period | October 2019 to December 2020 |
| South Coast AQMD to Issue Contracts | October 2019 to December 2020 |
| Operational Deadline | Please refer to the Proposition 1B: Goods Movement Emission Reduction Program Operational Deadlines for Year 5 Truck Projects, posted at: http://www.aqmd.gov/Prop1B |

For general information or questions about the South Coast AQMD Proposition 1B – Goods Movement Emission Reduction Program, please contact:
Fan Xu, Air Quality Specialist • (909) 396-2347



**South Coast AQMD Program Announcement
For
Heavy-Duty Diesel Trucks
Under the Proposition 1B - Goods Movement Emission Reduction Program
PA2020-01**

I. SUMMARY

The purpose of this Program Announcement (PA) is to solicit applications for the replacement of heavy-duty truck projects under the State’s Proposition 1B – Goods Movement Emission Reduction Program. This PA will include projects of the following equipment types:

- Heavy-duty diesel trucks (replacement or repower with alternative fuel or advanced technologies identified in Tables 1 and 2)
- Truck stop electrification infrastructure
- Electric charging stations
- Hydrogen fueling infrastructure

II. BACKGROUND

The diesel engines in trucks, locomotives, ships, harbor craft, and cargo handling equipment are major contributors to the State’s air pollution challenges. These sources account for nearly half of the statewide particulate matter (PM) emissions. Diesel PM is both a toxic air contaminant and a contributor to black carbon, a powerful short-lived climate pollutant. Near-source exposure to emissions of this particulate matter is associated with health risks, especially near distribution centers, railyards, and seaports, many of which impact disadvantaged communities. Emissions from freight transport also account for over one-third of the statewide nitrogen oxides (NOx) that forms fine particles.

Proposition 1B (Prop. 1B), which was approved by the voters in 2006, authorizes \$1 billion in bond funding to CARB to cut freight emissions in four priority trade corridors, including the Los Angeles/Inland Empire trade corridor in the South Coast Air Basin. To date, CARB has granted close to \$938 million to local agencies for various goods movement projects. The project categories include heavy-duty diesel trucks, freight locomotives, ships at berth, commercial harbor craft, cargo handling equipment, transport refrigeration units (TRU), and infrastructure for electrification of truck stops, distribution centers and other places where trucks congregate.

The Program supplements existing regulations and may be combined with other funding programs to cut diesel emissions by funding projects “not otherwise required by law or regulation.” The Program funds provide an incentive to equipment owners to upgrade to cleaner equipment and achieve early or extra emission reductions beyond those required by applicable rules, regulations or enforceable agreements.

III. DEFINITIONS

a) Air Quality Improvement Program (AQIP)

AQIP is a voluntary incentive program administered by CARB to fund clean vehicle and equipment projects, research of biofuels production and air quality impacts of alternative fuels, and workforce training. AQIP was created in 2007 by Assembly Bill (AB) 118, the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 (Núñez, Chapter 750, Statutes of 2007). AB 8 (Perea, Chapter 401, Statutes of 2013) reauthorized the fees that support AQIP through 2023.



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CARB has focused AQIP investments on technology-advancing projects that support California's long-term air quality and climate change goals in addition to providing immediate emission benefits. AQIP investments have concentrated on three main categories: commercial deployment of clean vehicles, pre-commercial advanced technology demonstrations, and finance assistance to small trucking fleets. For the latest information on the AQIP, please visit:

<http://www.arb.ca.gov/msprog/aqip/aqip.htm>

b) Class 5 Truck (Weight Classification)

A heavy duty truck with a Gross Vehicle Weight Rating of 16,001 to 19,500 pounds, equipped with a medium-heavy duty engine.

c) Class 6 Truck (Weight Classification)

A heavy duty truck with a Gross Vehicle Weight Rating of 19,501 to 26,000 pounds, equipped with a medium-heavy duty engine.

d) Class 7 Truck (Weight Classification)

A heavy duty truck with a Gross Vehicle Weight Rating of 26,001 to 33,000 pounds, equipped with either a medium-heavy duty engine or a heavy-heavy duty engine.

e) Class 8 Truck (Weight Classification)

A heavy duty truck with a Gross Vehicle Weight Rating of 33,001 pounds or greater, equipped with a heavy-heavy duty engine.

f) Drayage Truck

Drayage trucks are defined in the California Code of Regulations (CCR) by Section C.15 of the Drayage Truck Regulation (13 CCR §2027) as any in-use on-road vehicle with a gross vehicle weight rating (GVWR) greater than 26,000 pounds that is used for transporting cargo, such as containerized, bulk, or break-bulk goods, that operates:

- A. On or transgresses through port or intermodal rail yard property for the purpose of loading, unloading or transporting cargo, including transporting empty containers and chassis; or
- B. Off port or intermodal rail yard property transporting cargo or empty containers or chassis that originated from or is destined to a port or intermodal rail yard property.

g) Freight Facility

Distribution centers, warehouses, retail and wholesale outlets, and agricultural processing centers, and other places where trucks congregate (other than truck stops).

h) "Goods"

Defined as having the same meaning in California Code, Commercial Code section 2105, which essentially requires that:

- A. The goods must be movable.
- B. The goods being moved must be part of a transaction that involves a contract for the sale of the goods.
- C. Rental equipment does not qualify as "Goods."



**South Coast AQMD Program Announcement
For
Heavy-Duty Diesel Trucks
Under the Proposition 1B - Goods Movement Emission Reduction Program
PA2020-01**

i) Hybrid Truck

Vehicle with an electric drive system powered by an on-board generator and approved for funding by CARB's AQIP.

j) Hybrid Zero Emission Mile Truck

Hybrid vehicle capable of zero emission miles.

k) Middle-Aged Truck

A truck with a model year MY2007-2009 engine and an original equipment manufacturer (OEM) filter or a PM filter. (Note: these trucks may be selected for a reuse program)

This is commonly referred to as "Truck A" in a Three-Way Truck Transaction. In this type of transaction, this middle-aged truck is replaced with a new truck. The middle-aged truck can then be reused by another truck fleet that has a truck with a 2006 MY or older engine that will be scrapped.

Note that this Truck A may not be used to expand another business or entity's fleet size.

l) New Truck

Truck with a model year 2019 or newer engine that has not been previously owned.

m) Optional Low-NOx Truck

Truck that utilizes a new Optional Reduced Emission Standard Heavy-Duty Engine that is certified/verified (as applicable) by CARB. The Optional Reduced Emission Standard is one of five separate but related regulatory actions that together will reduce GHG & NOx air emissions from medium- and heavy-duty vehicles and engines; harmonize State requirements with Federal requirements; establish new, optional provisions; and enhance enforcement and implementation of existing regulations.

Specifically, the optional low oxides of nitrogen (NOx) standards for heavy-duty vehicle engines provide a mechanism to allow heavy-duty engine manufacturers to optionally certify engines to standards more stringent than the 2010 standards. Trucks equipped with new engines that are certified by the CARB to the optional low-NOx standard of 0.02 g/bhp-hr NOx or lower will be considered for funding through this Program Announcement.

n) Repower

To replace a higher-emitting diesel engine in a truck with a new or remanufactured, diesel engine that meets a more stringent emission standard (pollutes less). In a repower, the truck chassis remains the same. For example, replacing a 2006 engine, in an MY2006 model year truck, with a 2015 engine. The emissions from the new engine are verified with the CARB Executive Order for that engine family.

o) Small Fleets



**South Coast AQMD Program Announcement
For
Heavy-Duty Diesel Trucks
Under the Proposition 1B - Goods Movement Emission Reduction Program
PA2020-01**

Fleets with one to three on-road, diesel trucks and buses or vehicles with a gross vehicle weight rating (GVWR) greater than 14,000 lbs., as long as the vehicles are under common ownership and or control even if they are part of different companies, subsidiaries, divisions, or other organizational structures of a company or agency, regardless of whether the vehicles operate in California.

p) Three-Way Truck Transaction

The act of replacing a middle-aged truck with a new truck with an original equipment manufacturer (OEM) filter or a PM retrofit; using the middle-aged truck to replace an old truck; and scrapping the old truck.

q) Zero Emission Truck

Vehicle that emits no criteria pollutant, toxic or greenhouse gas emissions at the tailpipe.

IV. OWNERSHIP REQUIREMENTS

Applications shall be signed and submitted by the current legal owner of the existing equipment that will be upgraded or replaced. For infrastructure projects, if there is no existing equipment, the application must be signed and submitted by the future owner of the Program-funded equipment.

Non-owner applications are not eligible for funding.

Individuals or companies that operate the existing equipment under a lease agreement with the equipment owner are prohibited from applying for bond funding.

Third-party applications are not allowed.

V. FUNDING TABLES

For the funding tables below, please also reference the Definitions in Section III above for descriptions of each project type and/or replacement engine type.



**South Coast AQMD Program Announcement
For
Heavy-Duty Diesel Trucks
Under the Proposition 1B - Goods Movement Emission Reduction Program
PA2020-01**

Table 1: Heavy-Duty Trucks – All Fleet Sizes

| Project Type ¹ | Truck Class | Old Truck Engine Model Year | Replacement Engine Model Year | Maximum Funding Amounts |
|--|---|---|---|---------------------------------|
| Replacement (2-for-1 also available) | Class 8 | 2005-2009 | New MY2019+ engine zero emission truck ^{2,3} | \$200,000 |
| | | | New MY2019+ engine hybrid zero emission mile truck ^{2,3} | \$150,000 |
| | | | New MY2019+ engine optional low-NOx truck (0.02 g/bhp-hr NOx or less) ^{2,3} | \$100,000 |
| | | | New MY2019+ engine hybrid truck ^{2,3} | \$80,000 |
| | | | New MY 2019+ engine natural gas truck ^{2,3,4} | \$65,000 |
| | Class 7 | 2005-2009 | New MY2019+ engine zero emission truck ^{2,3} | \$200,000 |
| | | | New MY2019+ engine hybrid zero emission mile truck ^{2,3} | \$150,000 |
| | | | New MY2019+ engine optional low-NOx truck (0.02 g/bhp-hr NOx or less) ^{2,3} | \$100,000 |
| | | | New MY2019+ engine hybrid truck ^{2,3} | \$80,000 |
| | | | New MY 2019+ engine natural gas truck ^{2,3,4} | \$65,000 |
| | Class 6 (No filter installed) & 1998 - 2007 (if filter installed) ⁹ | 2007 – 2009 | New MY2019+ engine zero emission truck ^{2,3} | \$100,000 |
| | | | New MY2019+ engine hybrid zero emission mile truck ^{2,3} | \$65,000 |
| | | | New MY2019+ engine optional low-NOx truck (0.02 g/bhp-hr NOx or less) ^{2,3} | \$50,000 |
| | | | New MY2019+ engine hybrid truck ^{2,3,8} | \$45,000 |
| | | | New MY 2019+ engine natural gas truck ^{2,3,4,8} | \$40,000 |
| | Class 5 (No filter installed) & 1998 - 2007 (if filter installed) ⁹ | 2007 – 2009 | New MY2019+ engine zero emission truck ^{2,3} | \$80,000 |
| | | | New MY2019+ engine hybrid zero emission mile truck ^{2,3} | \$50,000 |
| | | | New MY2019+ engine optional low-NOx truck (0.02 g/bhp-hr NOx or less) ^{2,3} | \$40,000 |
| New MY2019+ engine hybrid truck ^{2,3,8} | | | \$35,000 | |
| New MY 2019+ engine natural gas truck ^{2,3,4,8} | | | \$25,000 | |
| Three-way Truck Transaction | Class 5/6/7/8 | <i>Truck A:</i> MY2007-2009 engine truck ^{5,6,7} <i>Truck B:</i> Truck with MY2006 or older engine <i>Truck C:</i> New MY 2019+ engine truck as described above | <ul style="list-style-type: none"> • Replace Truck A with Truck C^{2,3} • Scrap Truck B and replace with Truck A (reuse) • Truck A and B may be owned/operated by a different owner. | <i>Contact South Coast AQMD</i> |

Table 1 Notes:

1. Project life for replacement and repowered truck is five years.
2. Projects may be co-funded with CARB’s Air Quality Improvement Program, Low Carbon Transportation Program, or the California Energy Commission’s (CEC’s) Alternative Renewable Fuel Vehicle Technology Program funds as applicable.
3. Co-funded projects can only utilize one additional source of State funding and the combined funding may not exceed 90% of the total eligible project cost or any other funding restrictions of each respective program. Projects must meet the requirements of each program providing funding.
4. Engines must meet the 2010 emission level of 0.20 g/bhp-hr or less NOx (FEL and CERT values – engine EO’s that do not have both FEL and CERT values can show eligibility by using CERT values) and 0.01 g/bhp-hr or less PM (CERT value). All engines must be approved by CARB to be sold in California.



**South Coast AQMD Program Announcement
For
Heavy-Duty Diesel Trucks
Under the Proposition 1B - Goods Movement Emission Reduction Program
PA2020-01**

5. Truck A must have an original equipment manufacturer (OEM) filter or Level 3 PM retrofit.
6. Owner of Truck A does not need to specify the business or entity that will accept this truck in the Three-Way Transaction at the time of application.
7. Truck A may not be used to expand another business or entity's fleet size.
8. This option is not available for the existing Class 5 and 6 trucks that have an engine of MY1999.
9. Filter must have been installed by prior to Jan. 1, 2014 and reported prior to Jan. 31, 2014.

Table 2: Heavy-Duty Trucks – Small Fleets Only¹

| Project Type | Truck Class | Old Truck Engine Model Year | Replacement Engine Model Year | Maximum Funding Amounts |
|--------------|-------------|-----------------------------|--|-------------------------|
| Repower | Class 8 | 2005 - 2009 | Repower with new MY2019+ engine ¹ | \$20,000 |
| | Class 7 | 2005 - 2009 | Repower with new MY2019+ engine ¹ | \$20,000 |
| | Class 6 | 2005 - 2009 | Repower with new MY2019+ engine ¹ | \$10,000 |

Table 2 Notes:

¹ The replacement engine must be either zero emission or meeting the option low-NOx standard.

Table 3: Truck Stop Electrification Infrastructure

| Project Type | Project Description | Maximum Funding Amounts | Project Life (years) |
|--|---|---|----------------------|
| Truck Stop Electrification | Landside electrification infrastructure at a truck stop, rail yard, or other freight facility. | 50% of eligible costs or the calculated funding amount at 0.10 lbs/State \$, whichever is lower | 10 |
| Electric Charging Station(s) or Hydrogen Fueling Unit(s) | Infrastructure for an electric charging station or hydrogen fueling units for heavy-duty trucks. (Requires the purchase of at least one vehicle through the Program.) | 50% of eligible costs or \$30,000, whichever is lower | 5 |

IMPORTANT NOTES:

- Clear all outstanding CARB violations for vehicle and/or fleet, and maintain compliance with CARB's Truck and Bus Regulation and all other CARB regulations.
- If you do not have copies of registration records, visit your local DMV office and request a Vehicle Registration Information Record (form INF 1125) for each truck in your application. To find your local DMV office, please visit <http://www.dmv.ca.gov>. You may also obtain and pay for the DMV printout online at: <http://www.dmv.ca.gov/online/vrr.htm>.
- Gather at least 2 records showing valid odometer readings at least 6 months apart for each truck in your application.
- Determine the manufacturer's Gross Vehicle Weight Rating (GVWR) as identified on a sticker/label most commonly found on the truck door jamb or on the inside of the door. If this tag is missing or not readable/legible, please check with your local dealer.
- Maintain current registration for the old truck; keep it in legal operating condition until delivered to dismantler. Truck must continue to move goods for sale a majority of the time. Planned Non-Operation (PNO) is not allowed at any time.
- Applicants may request reduced funding amounts to improve cost-effectiveness and competitiveness of the project.
- Projects committing to 90% operation in California may be less competitive due to decreased emission reductions achieved within California
- Clear all old truck titles of any lien holders. A copy of the clean title for each old truck will be required for replacement projects before the grant payment can be made.
- Make sure your truck has a readable/legible VIN tag on the truck and engine tag on the engine prior to any inspection (project pre-inspection and post-inspection).



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For complete Program requirements, please refer to the 2015 Update to the Program Guidelines and related supplemental materials listed on the CARB Program website at www.arb.ca.gov/gmbond or call Fan Xu at the South Coast Air Quality Management District for guidance at (909) 396- 2347.

VI. ELIGIBILITY

Project eligibility will be based on the Program Guidelines which can be found at: www.arb.ca.gov/gmbond. Class 5, 6, 7, and 8 trucks are the only projects that can be funded under this solicitation.

In order to be eligible for funding, the equipment owner must demonstrate:

- Existing truck has been used to move goods a majority of time for the past 2 years
- Fleet compliance with the Statewide Truck and Bus Rule
- California Operation:
 - At least 75% operation within California each year for the past 24 months.
 - Annual vehicle miles traveled (VMT) in California each year for the past 2 years:
 - At least 20,000 miles for each Class 7 or 8 truck.
 - At least 10,000 miles for each Class 5 or 6 truck.
- California Registration:
 - Current registration in California (California base-plated or California International Registration Plan (IRP), or dual-plated registration (California based-plated/California IRP and Mexico only) for trucks carrying goods across the California-Mexico border, as they are required to be dual-plated, AND
 - Registration for the past 2 years:
 - California DMV registration cards verifying registration for the past 2 years, or
 - California DMV Vehicle Registration Information Record (DMV printout) showing:
 - 1) Registration in both the current and prior year with a minimum of 6 months of total registration, or
 - 2) If the DMV printout only shows registration of 8 months in the current year and no registration in the prior year, then alternative documentation (insurance certificate or 90-day BIT inspection form) will be required to verify registration in the prior year.

Ineligible Equipment

- Vehicles subject to CARB's Public and Utility Fleet Rule.
- Vehicles subject to CARB's Solid Waste Collection Vehicle Rule.
- Vehicles subject to CARB's Diesel Cargo Handling Equipment Rule.
- Trucks not in compliance with the Statewide Truck and Bus Rule and the Drayage Truck Regulation including Dray-Off.
- Trucks registered outside the State of California, including dual-plated registration, except for trucks that carry goods across the California-Mexico border, as they are required to be dual-plated, as described above.



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- Trucks which are a salvage vehicle (see Chapter I, Table I.4) for which a minimum of 24 months of ownership and operation cannot be verified.
- Trucks constructed from a glider kit, unless allowed by the local agency for an old, existing truck to be replaced. Glider kit trucks may not be repowered or utilized as a replacement truck.
- Repowered trucks when used as a replacement truck.

General Requirements for Equipment Owners (Applicable to All Project Options)

Selected applicants must sign a contract with South Coast AQMD including project milestone and completion deadlines and commit to the following:

- Certify that there are no outstanding CARB violations or non-compliance with CARB regulations associated with the equipment or the owner and provide a copy of the CARB compliance certificate from The Truck Regulation Upload, Compliance, and Reporting System (TRUCRs).
- Maintain fleet compliance with the Statewide Truck and Bus Rule without utilizing Program-funded equipment until the specified timeframe. CARB will post and update information on the Program website describing operational deadlines and when the Program-funded vehicle will become eligible to be included in the equipment owner's fleet compliance strategy for the applicable project option.
- Vehicle inspections by the South Coast AQMD at designated time & location.
- Destruction of the old truck (replacements) and/or engine (repowers & replacements) at a South Coast AQMD-approved Prop. 1B Program dismantling facility (the old truck must be kept in operating condition and registered as operational until it is delivered to the dismantler and must be able to be driven to the dismantler under its own power).
- Maintaining old truck eligibility for Program funds. This includes maintaining registration, keeping equipment in legal operating condition, correcting any air pollution citations, and reporting, repairing, or replacing equipment that has been damaged, destroyed, or stolen.
- Commit to the project life (contract term) specified with the applicable Program-funded equipment project option.
- Adhere to all Program requirements during the project life.
- Commit to move goods a majority of the time.
- Commit Program-funded equipment to 100% California operation (or 90% California operation as selected by the equipment owner) and California base-plated registration or California IRP. **Out-of-state registrations, including out-of-state IRP, are prohibited.** Dual plates are only allowed for trucks that carry goods across the California/Mexico border and are required to be dual plated (California/Mexico - only for 90% California operation projects).
- Commit Program-funded equipment to at least 50% travel within the four trade corridors for the duration of the project life.
- Maintain current California DMV registration for Program-funded equipment at all times during the project life.
- Ownership of the old truck shall not change from the time an equipment project application is submitted to invoice payment.



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- Agree to accept an on-board electronic monitoring unit on program-funded equipment at any time during the project life.
- Comply with record-keeping, reporting, and audit requirements.
- Properly maintain Program-funded equipment in good operating condition and according to manufacturer's recommendations.
- Maintain collision/comprehensive insurance on the Program-funded truck for replacement projects.
- Demonstrate proof of equipment warranty (a minimum of 1 year or 100,000 mile major component engine warranty for the program-funded equipment) that covers parts and labor to include the diesel particulate filter (if the equipment is no longer under warranty or has less than 1 year of warranty).
- Correct outstanding CARB equipment violations associated with the owner's **entire fleet of vehicles**.
- Program-funded projects must be purchased and operational prior to the CARB's Truck and Bus Regulation applicable compliance deadlines.
- Agree and acknowledge that the South Coast AQMD may release the information the application contains to third parties if required by state and federal public records laws;
- Program funding shall only be used to pay down the capital cost of the new equipment.
- Any tax obligation associated with the funding award is the responsibility of the equipment owner (grantee). Equipment owners receiving funding may be issued a 1099-G form by the South Coast AQMD for the awarded amount if required.
- Any other Program provisions and requirements described in the Program Guidelines and the executed contract with the South Coast AQMD.
- The applicant must be the legal owner of the old truck at the time of application.
- **COMPLIANCE WITH LABOR LAWS:** If an application is deemed eligible, the applicant will be required to provide information on any and all labor violations that have occurred within the last three years to be further considered for an award. If awarded, the contractor will be required to notify SCAQMD in writing if they have been found by a court or federal or state agency to have violated labor laws. The contractor will complete a yearly certification in which they will either state that they have not been found by a court or federal or state agency to have violated labor laws or, if such violations have been found, the contractor will give SCAQMD details about those violations in the certification. If the contractor has previously provided that information to the SCAQMD, they will be required to reattach that previous notification to the certification and provide any additional details about those violations that have not previously been provided. The contractor's yearly certification will be due at the same time as the annual progress reports. SCAQMD reserves the right to terminate the contract with a contractor that has been found to have violated labor laws, and the contractor may be required to return any and all contract funds, as determined by SCAQMD. The contractor will also ensure that these requirements are included in all subcontracts.

Program Requirements for Engine Repower/Replacement Projects:

- Engines eligible for funding must be certified/verified (as applicable) by a CARB Executive Order for on-road use with the following:

South Coast Air Quality Management District
21865 Copley Dr.
Diamond Bar, CA 91765



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- Alternative fuel engines must meet the 2010 emissions level of 0.20 grams per brake-horsepower hour (g/bhp-hr) or less NO_x (FEL and CERT values - engine EO's that do not have both FEL and CERT values can show eligibility by using CERT values) and 0.01 g/bhp-hr or less PM (CERT value).
- Hybrid and zero emission engines must be 2019 or newer and certified/verified (as applicable) by CARB.
- Low NO_x engines must meet the optional low NO_x standard of 0.02 g/bhp-hr or less NO_x and be certified/verified (as applicable) by CARB.
- Class 8 truck - intended service of Heavy Heavy Duty (HHD) for diesel engines or Heavy Duty Otto (HDO) for applicable alternative fuel vehicles.
- Class 7 truck - intended service of Medium Heavy Duty (MHD) or HHD for diesel engines or HDO for applicable alternative fuel vehicles.
- Class 5 and 6 truck - intended service of LHD (Class 5 trucks only) or MHD for diesel engines or HDO for applicable alternative fuel vehicles.
- Class 5-8 trucks - all heavy duty hybrid or electric vehicles shall follow CARB's Heavy Duty Hybrid Electric Vehicle Certification Procedure.

Program Requirements for Truck Replacement Projects:

- All replacement trucks must have a manufacturer's GVWR of:
 - 16,001 lbs – 19,500 lbs (Class 5)
 - 19,501 lbs – 26,000 lbs (Class 6)
 - 26,001 lbs – 33,000 lbs (Class 7)
 - 33,001 lbs or greater (Class 8)
- The existing truck must have a MHD or HHD engine (service class), except Class 5 trucks which may have LHD engines.
- The replacement truck must have the same weight classification range (Class 5, 6, 7, or 8) and service class (HHD or MHD) as the existing truck, except for the following conditions (funding levels for trucks in different weight classification ranges are specified in Table 5 below):
 - The equipment owner chooses to replace 2 eligible trucks for 1 replacement truck (Two-for-One option). For 2 for 1 replacement projects, the funding amount is based on the highest weight classification of the two existing trucks, or the weight classification of the replacement truck, whichever is less.
 - Replacement required by the equipment owner in order to meet a vocational need, as approved by the South Coast AQMD.
 - Replacement of a Class 7 truck with a Class 8 truck or Class 8 with a Class 7 truck, as long as both trucks have a HHD engine. Please note that the funding amount would be at a Class 7 level for both scenarios.
- Original equipment manufacturer engine installed in a chassis of the same model year, make, and configuration as was originally provided from the truck manufacturer when the chassis and engine were both new.

**Table 4: Heavy-Duty Trucks – Funding Examples for Weight Class Modifications
(Based on GVWR)**

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Diamond Bar, CA 91765



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| Project Type | Old Truck | Replacement Truck | Funding Level |
|-----------------------|---------------------|-------------------|---------------|
| Replacement (1 for 1) | Class 7 | Class 8 | Class 7 |
| Replacement (1 for 1) | Class 8 | Class 7 | Class 7 |
| Replacement (1 for 1) | Class 6 | Class 5 | Class 5 |
| Replacement (2 for 1) | Class 7 and Class 8 | Class 8 | Class 8 |
| Replacement (2 for 1) | Class 8 and Class 8 | Class 7 | Class 7 |
| Replacement (2 for 1) | Class 6 and Class 6 | Class 7 | Class 6 |
| Replacement (2 for 1) | Class 6 and Class 8 | Class 7 | Class 7 |
| Replacement (2 for 1) | Class 6 and Class 5 | Class 7 | Class 6 |

- Additional requirements specific to certain truck project options can be found in Appendix A of the Proposition 1B: Goods Movement Emission Reduction Program-Final 2015 Staff Report and Guidelines for Implementation available at: www.arb.ca.gov/gmbond.

Modifying an Application

Equipment owners are limited in what they can change after the application is submitted, as changes will affect a project’s competitive ranking. Equipment owners are encouraged to select the option that best suits their company as changes may not be possible at a later date. For Program-funded projects, equipment owners are able to select any make/model vehicle or engine as long as it meets the required emission levels and is in the same vehicle class as the existing truck (with limited exceptions), and meets all other program requirements. Please note that your funding amount may change if you modify your application. **Under no circumstances will an engine that is dirtier than the 2010 emission levels (0.20 grams/bhp-hr NOx and 0.01 grams/bhp-hr PM) be eligible for funding.**

Equipment owners may change the project option after the solicitation period has closed subject to the following requirements:

- The change must result in a funding amount equal to or less than the amount that was requested in the original application.
- The change must result in calculated project cost-effectiveness equal to or greater than the project listed in the original application.
- The change must result in the project remaining above the funding line on the ranked list.

Equipment owners **cannot** substitute a different vehicle or change the ownership of the existing truck identified on the application after the solicitation period has closed.

If a truck identified as a certain weight class in the application is later determined to be in a different weight class, the South Coast AQMD will reduce the amount of funding requested to the amount associated with the appropriate weight class or as specified above in Table 2.

VII. APPLICATION SUBMITTAL REQUIREMENTS

An equipment owner **is not allowed to** submit a Proposition 1B application for the same vehicle to multiple local agencies. However, equipment owners may apply for co-funds from other



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funding programs up to 90% of the total project cost with the limitation that no more than one additional source of State funding is used. Please note that the other funding programs may have restrictions limiting opportunities to co-fund the same project. Equipment owners who are found to have submitted multiple Prop. 1B applications for the same equipment project and not disclosed any other requested or received financial incentive, may be disqualified from funding for that engine or piece of equipment under this Program.

The following documentation must be completed, signed and submitted to South Coast AQMD by the due date:

| Project Type | Require application forms, and attachments |
|---|---|
| Truck Replacement | Form A1, Form B1 for each truck included in the application, including all supplemental information, and Attachments 1 through 5. |
| Two-for-One Truck Replacement | Form A1, Form B1, and Form B2 for each two-for-one truck transaction, included in the application, including all supplemental information, and Attachments 1 through 5. |
| Truck Engine Repower | Form A1, Form B3 for each truck included in the application, including all supplemental information, and Attachments 1 through 5. |
| Three-Way Truck Transaction | Form A1, Form B4 for each 3-way truck transaction in the application, including all supplemental information, and Attachments 1 through 5. |
| Electrification Infrastructure at a Truck Stop, Rail Yard or Other Freight Facility | Form C1 for each project in the application, including all supplemental information, and Attachments 1 through 5. |
| Electric Charging Stations or Hydrogen Fueling Units | Form C2 for each project in the application, including all supplemental information, and Attachments 1 through 5. |

Below is a list of all application forms and attachments for the Prop 1B Program. Please refer to the above table for the specific application forms required for your project type.

- Form A1 – Application Information (this form is required for all applicants)
- Form B1 – Heavy-Duty Diesel Truck Replacement
- Form B2 – Second Truck in Two-for-One Truck Replacement
- Form B3 – Heavy-Duty Truck Engine Repower
- Form B4 – Three-Way Truck Transaction
- Form C1 – Truck Stop Electrification Infrastructure
- Form C2 – Electric Charging Stations or Hydrogen Fueling Units
- Attachment 1 – Business Information Request
- Attachment 2 – Disadvantaged Business Certification
- Attachment 3 – W-9 - Request for Taxpayer Identification Number and Certification
- Attachment 4 – Withholding Exemption Certificate
- Attachment 5 – Certification Regarding Debarment, Suspension and Other Responsibility Matters
- Attachment 6 – Campaign Contribution Disclosure



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- Attachment 7 – Direct Deposit Authorization

Note: Each Attachment (#s 1-5) should be completed and submitted with each set of projects. If your application is approved, an updated Attachment 5 may be requested by your assigned Project Officer at a later date.

VIII. EQUIPMENT PROJECT PURCHASE RESTRICTIONS

An equipment owner **may not** purchase, receive, install, pay for, or place into operation any engines, equipment, or vehicles, nor may work begin on a repower project or a project to install electrical infrastructure, until the project contract is fully executed. An equipment owner may pre-order prior to contract execution at the equipment owner's risk. The South Coast AQMD **will not** reimburse grantees for orders or any payments on a new engine, piece of equipment, or vehicle that takes place prior to South Coast AQMD approval of the project through contract execution.

Dealers ordering engines, equipment, or vehicles prior to contract execution assume all financial risk, and are in no way assured grant funds.

If the new equipment is commercially available at the time of contract execution, the applicant must complete the project and submit the required invoice documentation within 18 months after contract execution, or no later than the operational deadline specified by CARB.

If the new equipment is not commercially available at the contract execution, the applicant must complete the project and submit the required invoice documentation by no later than the operational deadline specified by CARB.

For truck stop electrification infrastructure projects, the applicant must complete the project, obtain at least 1 year of data on actual use, and submit the required invoice documentation by the date specified in the contract.

IX. PAYMENT PROCESS

The South Coast AQMD shall expend Program funds through invoice payments upon submittal of a complete invoice and after the satisfactory completion of a post-inspection by South Coast AQMD. Invoice payments provide Program funding to equipment owners on a reimbursement basis or to the vendor (or dealership) through a direct payment option provided the South Coast AQMD receives written instructions and approval from the grantee. For the direct payment option, an authorized representative of the dealership must have signed a Memorandum of Understanding agreement with the South Coast AQMD certifying their understanding of the Program requirements. Grant funds shall only be used toward the capital cost of the equipment.

Invoice Payments

Payment of the grant funds will only be made after the replacement truck has passed a post-inspection by the South Coast AQMD and the South Coast AQMD has received and approved a valid invoice package for the new engine, vehicle, or piece of equipment. The South Coast AQMD may issue the grant payment to the equipment owner upon submission of a valid invoice once the following requirements have been met:



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- Equipment owner or dealer must deliver the old truck/engine to a South Coast AQMD-approved, DMV-licensed dismantler within 30 calendar days after the new equipment is placed into operation.
- The equipment owner shall submit proof of a minimum 1-year or 100,000 mile major component engine warranty covering parts and labor for the new replacement vehicle or repowered engine (if the truck is no longer under warranty or has less than 1 year of warranty).
- Equipment owner must submit proof of insurance on the replacement or repowered truck.
- Equipment owner must demonstrate compliance with applicable regulations. For CARB's Truck and Bus Regulation, this includes a valid compliance certificate for the current year with the Truck Regulation Upload, Compliance, and Reporting System (TRUCRS)¹ ID that matches the information on the application. **Equipment owners cannot use the old truck or new replacement/ repowered truck for demonstrating compliance with the regulation.**
- For the reimbursement option, the equipment owner must submit proof of payment and a copy of the original invoice from the vendor or dealership. Additional information may be required by the South Coast AQMD.
- For the reimbursement option, the South Coast AQMD will require verification from the dismantler that the old equipment has been delivered to the dismantling site and is in custody of the dismantler.
- The payment of grant funds will not exceed the amount directly paid by the equipment owner.

X. PROJECT EVALUATION

Complete applications will be evaluated by the South Coast AQMD in the order in which they are received. For truck projects, only complete and eligible projects will be posted on the South Coast AQMD website, once approved by CARB. Awards will be made to complete, and eligible projects until Program funds are fully committed. For complete information regarding project evaluation refer to Chapter IV of the Final 2015 Staff Report and Guidelines for Implementation found on the CARB Program website at www.arb.ca.gov/gmbond.

XI. ANNUAL REPORTING REQUIREMENTS

Heavy-Duty Diesel Truck Projects

Equipment owners that are awarded funding will be responsible for annual reporting to the South Coast AQMD. The equipment owner shall submit annual reports for the project life. The equipment owner's annual reports shall include, but is not limited to:

- Contact information (owner name, address, phone number, etc.).
- Proof of California DMV registration.
- Fleet size.
- Current odometer reading, including the date read (estimate total vehicle mileage if odometer is missing or broken).
- Annual VMT in California since last report.

¹ CARB online reporting system for heavy-duty diesel trucks. https://ssl.arb.ca.gov/ssltrucr/stb/trucrs_reporting/reporting.php



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- Certification of the required 90% or 100% California-only operation.
- Certification of at least 50% of travel within the four trade corridors as well as provide the percentage of annual vehicle miles of travel in:
 - Bay Area Trade Corridor
 - Central Valley Trade Corridor
 - Los Angeles/Inland Empire Trade Corridor
 - San Diego/Border Trade Corridor
- Proof of insurance coverage.
- Certification that the bond-funded project was operated in accordance with the signed contract, and that all information submitted to the South Coast AQMD is true and accurate.
- Other information as requested by the South Coast AQMD.

Truck Stop Electrification

Equipment owners that are awarded funding will be responsible for annual reporting to the South Coast AQMD for the project life. The equipment owner annual reports shall include, but is not limited to:

- Contact information (owner name, company, address, phone number).
- Project completion date.
- Actual number of truck connections to equipment per unit (parking space) each month in the reporting period.
- Actual number of hours the equipment was used per unit (parking space) each month in the reporting period. Include only equipment hours that enabled usage of heating and cooling to the cab or electrical power to TRUs or auxiliary power systems.
- Actual electrical usage by trucks or equipment documented by electric utility billing statements, electric meter readings, equipment monitoring data or other approved method in the reporting period. Include only electrical power that enabled usage of heating and cooling to the cab or electrical power to TRUs or auxiliary power systems.
- Date, duration, and general description of any equipment failure or other event that prevented trucks from using the system for more than 1 week.
- Certification of insurance.
- Signed certification statement that the bond-funded project was installed and is operating as it was approved in the post-inspection and that all information submitted to the local agency is true and accurate.
- Other information as requested by the South Coast AQMD.

Electric Charging Stations/Hydrogen Fueling Units

Equipment owners that are awarded funding will be responsible for annual reporting to the South Coast AQMD for the project life. The equipment owner annual reports shall include, but is not limited to:

- Contact information (owner name, address, phone number, etc.).
- Actual number of truck connections to equipment per charging station/fueling unit each month in the reporting period.



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- Actual number of hours the equipment was used per charging station/fueling unit each month in the reporting period.
- For electrical charging stations, actual electrical usage per charging station documented by electric utility billing statements, electric meter readings, equipment monitoring data or other approved method in the reporting period.
- For hydrogen fueling units, actual usage per unit documented by billing statements, meter readings, equipment monitoring data or other approved method in the reporting period.
- Description of any equipment failure or other event that prevented trucks from using the charging/fueling units more than one week.
- Proof of equipment warranty coverage.
- Certification that the bond-funded project was operated in accordance with the signed contract, and that all information submitted to the South Coast AQMD is true and accurate.
- Other information as requested by the South Coast AQMD.

XII. INFORMATION ON TRUCK EFFICIENCY UPGRADES

The Program does not provide funding for technologies that improve fuel efficiency for trucks, which may include devices that reduce aerodynamic drag and rolling resistance. Aerodynamic drag may be reduced by using devices such as cab roof fairings, cab side gap fairings, and cab side skirts. On the trailer side, aerodynamic drag may be reduced by using trailer side skirts, gap fairings, and trailer tails. Rolling resistance may be reduced by using single wide tires or low-rolling resistance tires and automatic tire inflation systems on both the tractor and the trailer. These upgrades offer the potential to cut emissions of greenhouse gases and criteria pollutants, with a two to three year payback period through lower fuel costs. The benefits are variable based on the type of truck operations.

On December 11, 2008, CARB adopted a *Regulation to Reduce Greenhouse Gas Emissions from Heavy-Duty Vehicles (CCR, title 17, section 95300)*. This regulation applies primarily to owners of 53-foot or longer box-type trailers requiring their trucks and trailers to become more fuel efficient. Truck owners may be responsible for replacing or retrofitting their affected vehicles with efficiency upgrades that fit their operating profile. While the Program does not provide funding for the efficiency upgrades, other incentive programs may help offset the purchase cost or help finance the purchase of the upgrades, including CARB's Providing Loan Assistance for California Equipment (PLACE) Program (<http://www.arb.ca.gov/ba/loan/on-road/on-road.htm>).

XIII. USEFUL RESOURCES

- CARB Goods Movement Emission Reduction Program: <http://www.arb.ca.gov/bonds/gmbond/gmbond.htm>
- CARB Truck Stop website: <http://www.arb.ca.gov/msprog/truckstop/truckstop.htm>
- CARB TRUCRS: https://ssl.arb.ca.gov/ssltrucrsto/trucrs_reporting/reporting.php
- South Coast AQMD Prop. 1B Website (where a copy of the solicitation and application forms can be found) <http://www.aqmd.gov/prop1b>

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PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM A1: Applicant Information *(Complete one form per company)*

I. APPLICANT INFORMATION(Required Information)

| | | |
|--|---|-----------|
| Applicant Name/Registered Owner (Equipment Owner): | | |
| Business Name (if any): | TRUCRS ID #: | |
| Primary Contact Full Name: | Email: | |
| Mailing Address: | Phone Number: | |
| City: | State: | Zip Code: |
| Fleet Size: _____ | <i>"Fleet Size" means the number of diesel-fueled vehicles traveling in California that are registered to be driven on public highways and have a manufacturer's gross vehicle weight rating of 14,001 pounds or greater that are under common ownership or control [as defined in CCR section 2025 in title 13, article 4.5, Chapter 1] by a person, business, or government agency.</i> | |

II. PROJECT INFORMATION

| What type of project are you applying for? | | |
|--|---|--|
| Project Type | Total Number of trucks included | Additional forms to complete |
| Truck Replacement | Number of trucks being replaced: _____ | Form B1 for each truck included in the application |
| Two-for-One Truck Replacement | Number of trucks being replaced: _____ | Form B1 and B2 for each two-for-one truck replacement included in the application |
| Truck Engine Repower | Number of trucks being repowered: _____ | Form B3 for each truck included in the application |
| Three-Way Truck Transaction | Total trucks included: _____ | Form B4 for each 3-way truck transaction in the application |
| Truck Stop Electrification Infrastructure | Not Applicable | Form C1 |
| Electric Charging Stations or Hydrogen Fueling Units | Not Applicable | Form C2 |

III. SUPPLEMENTAL INFORMATION- PLEASE ATTACH THE FOLLOWING DOCUMENTS TO COMPLETE YOUR APPLICATION

| | |
|--------------------------|---|
| <input type="checkbox"/> | Attach one or more of the following forms to Form A1 , as required: |
| | Form B1- Truck Replacement Form B2- Two-for-One Truck Replacement Form B3- Truck Engine Repower Form B4- Three-Way Truck Transaction Form C1- Truck Stop Electrification Infrastructure Form C2- Electric Charging Stations or Hydrogen |
| <input type="checkbox"/> | Attach a copy of the "Certificate of Compliance" from CARB's TRUCRS database, this certificate must show that your fleet is in compliance with CARB Truck and Bus Regulation at the time of application submittal. The TRUCRS website can be accessed at: https://ssl.arb.ca.gov/ssltrucrsto/trucrs_reporting/reporting.php . |

Submit the original completed application (with all required supporting documents and signatures) along with **two (2)** copies of **the entire application package** via mail delivery, or in person to:

South Coast Air Quality Management District
 21865 Copley Dr., Diamond Bar, CA 91765
 Attn: Procurement

Application Deadline: Solicitation will remain open until Program funds are fully committed, but no later than December 30, 2020 at 1pm

NOTE: Facsimile or email submittals **will not be accepted**. You must submit total of 3 copies including the original application.



I am the owner of the existing vehicle(s), have the legal authority to apply for incentive funding for the entity described in this application, and agree to the following statement by signing below:

- I (equipment owner) have reviewed the information provided in this application, including all supporting documentation, and certify the application information is true and correct, and meet the minimum requirement of the proposition 1B –Good Movement Emission Reduction Program;
I agree to follow all requirements of the Proposition 1B - Goods Movement Emission Reduction Program- Final 2015 Staff Report and Guidelines for Implementation;
The program-funded equipment shall be placed into operation and post-inspected prior to the applicable operational deadline to remain eligible for funding;
I understand that the Program-funded equipment may not be used by the equipment owner to comply with any applicable CARB regulations for the specified timeframe;
Neither the owner nor equipment identified in the application has any outstanding violations or non-compliance with CARB regulations;
The purchase of this low-emission vehicle is NOT required by any local, state, and/or federal rule or regulation, including, but not limited to, the Drayage Truck Regulation (13 CCR §2027), Truck and Bus Regulation (13 CCR §2025), and/or Solid Waste Collection Vehicle Regulation (13 CCR §2021);
I have not and will not apply for additional grant funds from any other agency or program for the vehicle(s) included in this application, except the funding programs allowed by the Guideline.
I will disclose any other source(s) of funding that has been applied for and will be used for the same project, including the source of funds, amount, and the purpose for funding;
I will disclose the value of any existing financial incentive that directly reduces the project cost, including tax credits or deductions, grants, or other public financial assistance for the same equipment;
Grant funds shall only be used to offset the capital cost of the equipment and/or shall reduce the principal owed to purchase the equipment;
New equipment must not be purchased, received, installed, paid for, or placed into operation prior to contract execution unless specified by the Program Guidelines, and if allowed, equipment owner shall assume all financial risk and is in no way assured program funds;
New equipment purchased outside of California may be subject to California sales and/or use tax;
I have all the information needed to understand what must be done to maintain eligibility for Program funds. This includes maintaining registration and ownership; keeping equipment in legal operating condition within California; correcting any air pollution citations; complying with all CARB regulations; and reporting, repairing, or replacing equipment that has been damaged, destroyed, or stolen;
I understand that an incomplete or illegible application, including applications that are missing required information, may be rejected by the South Coast AQMD at their discretion;
I acknowledge that the South Coast AQMD may release the information the application contains to third parties if required by state and federal public records laws;
I understand that the Program-funded equipment will be required to operate at least 90% or 100% of its operating time within California for the project life;
Program funds were not used to previously upgrade the equipment identified in the equipment project application (except for funds that may have been received to retrofit a truck with a diesel PM filter);
Any additional non-Program funding needed to complete the equipment project according to the proposed timeframe is reasonably available; and
I understand as an applicant that incentive programs have limited funds and shall terminate upon depletion of program funding.

Printed Name of Owner: _____

Title: _____

Signature of Owner: _____

Date: _____



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM B1: Equipment Information – Heavy-Duty Diesel Truck Replacement

(Complete one form per truck)

I. Required Truck Information

| | | |
|--|---------------------------|---|
| Equipment Registered Owner: | | Equipment Fuel Type: |
| Vehicle Identification Number (VIN): | | License Plate Number: |
| Truck Model Year: | Engine Model Year: | Engine Serial No.: |
| Annual Vehicle Miles Traveled in California: | Current Odometer Reading: | Date Recorded: |
| Power Take-off (PTO) Usage (if applicable): | | Current PTO hour meter reading: _____ Date Recorded: _____ |
| Does PTO operate while the main truck engine is operating? <input type="checkbox"/> Yes <input type="checkbox"/> No | | |
| Manufacturer Gross Vehicle Weight Rating (GVWR): _____ lbs <i>(Refer to the label found in the door jamb of your truck for the correct GVWR. Please attach a photograph of this label. NOTE: This is NOT the number registered with the DMV)</i> | | |
| Port Trucks? <input type="checkbox"/> Yes <input type="checkbox"/> No | | DPF installed? <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Vocation (Types of goods typically transported – Choose 1 box only) "Goods" are defined as having the same meaning in Commercial Code section 2105, which essentially requires that: 1) The goods must be movable, and 2) the goods being moved must be part of a transaction that involves a contract for the sale of the goods. | | |
| <input type="checkbox"/> Agricultural <input type="checkbox"/> Concrete Mixer <input type="checkbox"/> Dry Bulk Blower <input type="checkbox"/> Vacuum Pneumatic Trailer Aggre- <input type="checkbox"/> gates <input type="checkbox"/> Container <input type="checkbox"/> Hazardous Materials <input type="checkbox"/> Wood/Paper Products <input type="checkbox"/> Bulk or Break Bulk <input type="checkbox"/> Dairy <input type="checkbox"/> Heavy Equipment/Metals <input type="checkbox"/> Restaurant/Grocery <input type="checkbox"/> Building/Construction <input type="checkbox"/> Dump Truck <input type="checkbox"/> Poultry <input type="checkbox"/> Other _____ | | |
| Estimated Percentage of Annual Vehicle Miles Traveled (VMT) in CA Trade Corridors (Total percentage cannot be over 100%) _____% Bay Area _____% Central Valley _____% LA/Inland Empire _____% San Diego/Border _____% Other in CA _____% Outside CA | | |
| Proposed future operation within CA during the contract term (choose one): At least <input type="checkbox"/> 90% <input type="checkbox"/> 100% | | |

Proposed New Equipment and Funding Requested: All Fleets

| Existing Truck | Replacement Engine Emission Level (Please check only 1 Box Below) | | | | |
|--|---|--|--|---|---|
| | New MY2019+ engine natural gas truck ^{1,2,3} | New MY2019+ engine Hybrid truck ^{1,2,4} | New MY2019+ Engine optional Low-NOx truck (0.02 only) ^{1,2} | New MY2019+ engine hybrid zero emission mile truck ^{1,2,5} | New MY2019+ engine zero emission truck ^{1,2,6} |
| Class 8 <i>(33,001 lbs or greater GVWR, HHD engine)</i> | <input type="checkbox"/> \$65,000 | <input type="checkbox"/> \$80,000 | <input type="checkbox"/> \$100,000 | <input type="checkbox"/> \$150,000 | <input type="checkbox"/> \$200,000 |
| Class 7 <i>(26,001 – 33,000 lbs GVWR, MHD or HHD engine)</i> | <input type="checkbox"/> \$65,000 | <input type="checkbox"/> \$80,000 | <input type="checkbox"/> \$100,000 | <input type="checkbox"/> \$150,000 | <input type="checkbox"/> \$200,000 |
| Class 6 <i>(19,501 – 26,000 lbs GVWR, MHD engine)</i> | <input type="checkbox"/> \$40,000 | <input type="checkbox"/> \$45,000 | <input type="checkbox"/> \$50,000 | <input type="checkbox"/> \$65,000 | <input type="checkbox"/> \$100,000 |
| Class 5 <i>(16,001 – 19,500 lbs GVWR, <HD engine)</i> | <input type="checkbox"/> \$25,000 | <input type="checkbox"/> \$35,000 | <input type="checkbox"/> \$40,000 | <input type="checkbox"/> \$50,000 | <input type="checkbox"/> \$80,000 |

- Projects may be co-funded with CARB's Air Quality Improvement Program, Low Carbon Transportation Program, or the California Energy Commission's (CEC's) Alternative Renewable Fuel Vehicle Technology Program funds as applicable.
- Co-funded projects can only utilize one additional source of State funding and the combined funding may not exceed 90% of the total eligible project cost or any other funding restrictions of each respective program. Projects must meet the requirements of each program providing funding.
- Engines must meet the 2010 emission level of 0.20 g/bhp-hr or less NOx (FEL and CERT values - engine EO's that do not have both FEL and CERT values can show eligibility by using CERT values) and 0.01 g/bhp-hr or less PM (CERT value). All engines must be approved by CARB to be sold in California.
- Hybrid truck is defined as a vehicle with an electric drive system powered by an on-board generator and approved for funding by AQIP.
- Hybrid zero emission mile truck is defined as a hybrid vehicle capable of zero emission miles.
- Zero emission truck is defined as a vehicle that emits no criteria pollutant, toxic or greenhouse gas emissions at the tailpipe.



II. **Supplemental Information- Please Attach the following Documents to Complete Your Application**

Proof of Current and Prior Year Registration in CA:
Acceptable records may include: CA based-plated registration, CA International Registration Plan (IRP), or dual-plated registration (CA based-plated/CA IRP and Mexico only) for trucks carrying goods across the CA-Mexico border.

Please provide registration documents to verify the following:

- 1) Current registration, AND
- 2) Registration for the past 2 years: Must show proof of registration in the current year (1-12 months prior to application date) and prior year (13-24 months prior to application date).

Two options:

- 1) CA DMV registration cards for the past 2 years, OR
- 2) CA DMV Vehicle Registration Information Record (DMV printout)
 - o The DMV printout must show registration in both the current year and prior year with a minimum of 6 months of total registration.
 - o If the DMV printout shows no registration in the prior year, then alternative documentation (insurance certificate or BIT inspection) must be used to verify operation in the prior year.

Note: The DMV printout may be obtained by submitting a Request for Driver Record Information form (INF 1125) to the DMV. To find your local DMV office, please visit <http://www.dmv.ca.gov>. You may also obtain and pay for the DMV printout online at: <http://www.dmv.ca.gov/online/vrr.htm>

Copy of Existing Vehicle Title
(Note: Title may show a lienholder at the time of application however the title must be cleared of all liens prior to payment of any grant funds by South Coast AQMD.)

Vehicle Miles Traveled (VMT) in CA for the past 24 Months:
Acceptable documentation includes, but is not limited to: maintenance records, Biennial Inspection of Terminals (BIT inspection), International Fuel Tax Agreement (IFTA) records, daily logs, etc.) Documentation must clearly identify the truck by ID number, license plate, or VIN.
Two (2) mileage records showing odometer readings

If applicable, provide Power Take Off (PTO) activity for the past 24 months:

Acceptable documentation is subject to approval by the South Coast AQMD, but must clearly identify the truck by ID number, license plate, or VIN.

Two (2) PTO records showing hour meter

Proof of insurance for the past 24 months

Copy of Certificate of Compliance from CARB’s TRUCRS database

Photograph of the manufacturer’s labels found in the door jamb of the truck showing VIN and GVWR

III. **IMPORTANT NOTES**

- **SUBMIT** completed Forms A1, B1, and all required supplemental Information listed above to the South Coast AQMD by the requested due date.



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM B1: Equipment Information – Heavy-Duty Diesel Truck Replacement

(Complete one form per truck)

- **DO NOT PURCHASE NEW EQUIPMENT!** New equipment funded by this program can only be purchased once the contract is signed between the equipment owner and the South Coast AQMD. An equipment owner may pre-order new equipment prior to contract execution and after posting of CARB's approved rank list at the equipment owner's risk.
- **KEEP EXISTING OLD TRUCK REGISTERED AND IN OPERATION!** Existing equipment must maintain continuous DMV registration and be in operation moving goods at a similar activity level to that listed in the application until the equipment has been relinquished to a South Coast AQMD-approved dismantler.
- **STAY COMPLIANT!** Applicants must maintain compliance with all applicable CARB regulations throughout the Proposition 1B Program process and the life of the contract. The Program-Funded equipment may not be used by the equipment owner to comply with any applicable CARB regulations.



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM B2: Two-for-One Truck Replacement – For Second Truck Only

(Complete this form for the second truck in the Two-for-One Truck Replacement)

I. Second Truck Information

Equipment Registered Owner: Equipment Fuel Type:
Vehicle Identification Number (VIN): License Plate Number:
Truck Model Year: Engine Model Year: Engine Serial No.:
Annual Vehicle Miles Traveled in California: Current Odometer Reading: Date Recorded:
Power Take-off (PTO) Usage (if applicable): Current PTO hour meter reading: Date Recorded:
Does PTO operate while the main truck engine is operating? Yes No
Manufacturer Gross Vehicle Weight Rating (GVWR): lbs
(Refer to the label found in the door jamb of your truck for the correct GVWR. Please attach a photograph of this label. NOTE: This is NOT the number registered with the DMV)
Port Truck? Yes No DPF Installed? Yes No
Vocation (Types of goods typically transported – Choose 1 box only)
“Goods” are defined as having the same meaning in Commercial Code section 2105, which essentially requires that:
1) The goods must be movable, and 2) the goods being moved must be part of a transaction that involves a contract for the sale of the goods.
Agricultural Concrete Mixer Dry Bulk Blower Vacuum Pneumatic Trailer Ag-
gregates Container Hazardous Materials Wood/Paper Products
Bulk or Break Bulk Dairy Heavy Equipment/Metals Restaurant/Grocery
Building/Construction Dump Truck Poultry Other
Estimated Percentage of Annual Vehicle Miles Traveled (VMT) in CA Trade Corridors (Total percentage cannot be over 100%)
% Bay Area % Central Valley % LA/Inland Empire % San Diego/Border % Other in CA % Outside CA
Proposed future operation within CA during the contract term (choose one): At least 90% 100%

II. Supplemental Information – Please Attach the Following Documents to Complete Your Application

Proof of Current and Prior Year Registration in CA:
Acceptable records may include: CA based-plated registration, CA International Registration Plan (IRP), or dual-plated registration (CA based-plated/CA IRP and Mexico only) for trucks carrying goods across the CA-Mexico border.
Please provide registration documents to verify the following:
1) Current registration, AND
2) Registration for the past 2 years: Must show proof of registration in the current year (1-12 months prior to application date) and prior year (13-24 months prior to application date).
Two options:
1) CA DMV registration cards for the past 2 years, OR
2) CA DMV Vehicle Registration Information Record (DMV printout)
o The DMV printout must show registration in both the current year and prior year with a minimum of 6 months of total registration.
o If the DMV printout shows no registration in the prior year, then alternative documentation (insurance certificate or BIT inspection) must be used to verify operation in the prior year.
Note: The DMV printout may be obtained by submitting a Request for Driver Record Information form (INF 1125) to the DMV. To find your local DMV office, please visit http://www.dmv.ca.gov. You may also obtain and pay for the DMV printout online at: http://www.dmv.ca.gov/online/vrr.htm



- Copy of Existing Vehicle Title**
(Note: Title may show a lienholder at the time of application however the title must be cleared of all liens prior to the payment of any grant funds by South Coast AQMD.)

- Vehicle miles traveled (VMT) in California for the past 24 Months:**
Acceptable documentation includes, but is not limited to: maintenance records, Biennial Inspection of Terminals (BIT inspection), International Fuel Tax Agreement (IFTA) records, daily logs, etc.) Documentation Two (2) mileage records that show odometer readings.

- If applicable, provide Power Take Off (PTO) activity for the past 24 months:**
Acceptable documentation is subject to approval by the South Coast AQMD, but must clearly identify the truck by ID number, license plate, or VIN.
Two (2) PTO records showing hour meter readings.

- Proof of insurance for the past 24 months**

- Copy of Certificate of Compliance from CARB’s TRUCRS database**

- Photograph of the manufacturer’s label found in the door jamb of the truck showing VIN and GVWR**
(Legibly printed photos only)

III. IMPORTANT NOTES

- **SUBMIT** completed Forms A1, B1, B2 and all required supplemental Information listed above to the South Coast AQMD by the requested due date.
- **DO NOT PURCHASE NEW EQUIPMENT!** New equipment funded by this program can only be purchased once the contract is signed between the equipment owner and the South Coast AQMD. An equipment owner may pre-order new equipment prior to contract execution and after posting of CARB’s approved rank list at the equipment owner’s risk.
- **KEEP EXISTING OLD TRUCK REGISTERED AND IN OPERATION!** Existing equipment must maintain continuous DMV registration and be in operation moving goods at a similar activity level to that listed in the application until the equipment has been relinquished to a South Coast AQMD-approved dismantler.
- **STAY COMPLIANT!** Applicants must maintain compliance with all applicable CARB regulations throughout the Proposition 1B Program process and the life of the contract. The Program-Funded equipment may not be used by the equipment owner to comply with any applicable CARB regulations.



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM B3: Heavy-Duty Diesel Truck Engine Repower (Small Fleet Only)

(Complete one form per truck)

I. Required Truck Information

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|--|---|-------------------------------------|------------------------------------|--|--|---|--------------------------------|---|---|--|-------------------------------------|----------------------------------|--------------------------------------|
| Equipment Registered Owner: | | Equipment Fuel Type: | | | | | | | | | | | | | | | | |
| Vehicle Identification Number (VIN): | | License Plate Number: | | | | | | | | | | | | | | | | |
| Truck Model Year: | Engine Model Year: | Engine Serial No.: | | | | | | | | | | | | | | | | |
| Annual Vehicle Miles Traveled in California: | Current Odometer Reading: | Date Recorded: | | | | | | | | | | | | | | | | |
| Power Take-off (PTO) Usage <i>(if applicable)</i> : | | Current PTO hour meter reading: _____ Date Recorded: _____ | | | | | | | | | | | | | | | | |
| Does PTO operate while the main truck engine is operating? <input type="checkbox"/> Yes <input type="checkbox"/> No | | | | | | | | | | | | | | | | | | |
| Manufacturer Gross Vehicle Weight Rating (GVWR): _____ lbs <i>(Refer to the label found in the door jamb of your truck for the correct GVWR. Please attach a photograph of this label. NOTE: This is NOT the number registered with the DMV)</i> | | | | | | | | | | | | | | | | | | |
| Port Truck? <input type="checkbox"/> Yes <input type="checkbox"/> No | | DPF Installed? <input type="checkbox"/> Yes <input type="checkbox"/> No | | | | | | | | | | | | | | | | |
| <p>Vocation <i>(Types of goods typically transported – Choose 1 box only)</i></p> <p>“Goods” are defined as having the same meaning in Commercial Code section 2105, which essentially requires that: 2) The goods must be movable, and 2) the goods being moved must be part of a transaction that involves a contract for the sale of the goods.</p> <table style="width:100%; border: none;"> <tr> <td><input type="checkbox"/> Agricultural</td> <td><input type="checkbox"/> Concrete Mixer</td> <td><input type="checkbox"/> Dry Bulk Blower</td> <td><input type="checkbox"/> Vacuum Pneumatic Trailer</td> </tr> <tr> <td><input type="checkbox"/> Aggregates</td> <td><input type="checkbox"/> Container</td> <td><input type="checkbox"/> Hazardous Materials</td> <td><input type="checkbox"/> Wood/Paper Products</td> </tr> <tr> <td><input type="checkbox"/> Bulk or Break Bulk</td> <td><input type="checkbox"/> Dairy</td> <td><input type="checkbox"/> Heavy Equipment/Metals</td> <td><input type="checkbox"/> Restaurant/Grocery</td> </tr> <tr> <td><input type="checkbox"/> Building/Construction</td> <td><input type="checkbox"/> Dump Truck</td> <td><input type="checkbox"/> Poultry</td> <td><input type="checkbox"/> Other _____</td> </tr> </table> | | | <input type="checkbox"/> Agricultural | <input type="checkbox"/> Concrete Mixer | <input type="checkbox"/> Dry Bulk Blower | <input type="checkbox"/> Vacuum Pneumatic Trailer | <input type="checkbox"/> Aggregates | <input type="checkbox"/> Container | <input type="checkbox"/> Hazardous Materials | <input type="checkbox"/> Wood/Paper Products | <input type="checkbox"/> Bulk or Break Bulk | <input type="checkbox"/> Dairy | <input type="checkbox"/> Heavy Equipment/Metals | <input type="checkbox"/> Restaurant/Grocery | <input type="checkbox"/> Building/Construction | <input type="checkbox"/> Dump Truck | <input type="checkbox"/> Poultry | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Agricultural | <input type="checkbox"/> Concrete Mixer | <input type="checkbox"/> Dry Bulk Blower | <input type="checkbox"/> Vacuum Pneumatic Trailer | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Aggregates | <input type="checkbox"/> Container | <input type="checkbox"/> Hazardous Materials | <input type="checkbox"/> Wood/Paper Products | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Bulk or Break Bulk | <input type="checkbox"/> Dairy | <input type="checkbox"/> Heavy Equipment/Metals | <input type="checkbox"/> Restaurant/Grocery | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Building/Construction | <input type="checkbox"/> Dump Truck | <input type="checkbox"/> Poultry | <input type="checkbox"/> Other _____ | | | | | | | | | | | | | | | |
| <p>Estimated Percentage of Annual Vehicle Miles Traveled (VMT) in CA Trade Corridors <i>(Total percentage cannot be over 100%)</i></p> <p>_____ % Bay Area _____ % Central Valley _____ % LA/Inland Empire _____ % San Diego/Border _____ % Other in CA _____ % Outside CA</p> <p>Proposed future operation within CA during the contract term <i>(choose one)</i>: <input type="checkbox"/> At least 90% <input type="checkbox"/> 100%</p> | | | | | | | | | | | | | | | | | | |

Proposed New Equipment and Funding Requested:

| Existing Truck | Replacement Engine Repower diesel engine with a new MY2019+ engine that meets 2010 emission levels |
|---|---|
| Class 8 <i>(33,001 lbs or greater, HHD engine)</i> (MY 2005-2009 Engine) | <input type="checkbox"/> \$20,000 |
| Class 7 <i>(26,001 – 33,000 lbs, MHD or HHD)</i> (MY 2005 -2009 Engine) | <input type="checkbox"/> \$20,000 |
| Class 6 <i>(19,501 – 26,000 lbs, MHD engine)</i> <i>(MHD engine)</i> (MY 2007-2009 Engine (no filter installed) and 1998 – 2007 if filter installed) | <input type="checkbox"/> \$10,000 |



II. Supplemental Information – Please Attach the Following Documents to Complete Your Application

Proof of Current and Prior Year Registration in CA:

Acceptable records may include: CA based-plated registration, CA International Registration Plan (IRP), or dual-plated registration (CA based-plated/CA IRP and Mexico only) for trucks carrying goods across the CA-Mexico border.

Please provide registration documents to verify the following:

- 1) Current registration, AND
- 2) Registration for the past 2 years: Must show proof of registration in the current year (1-12 months prior to application date) and prior year (13-24 months prior to application date).

Two options:

- 1) CA DMV registration cards for the past 2 years, OR
- 2) CA DMV Vehicle Registration Information Record (DMV printout)
 - o The DMV printout must show registration in both the current year and prior year with a minimum of 6 months of total registration.
 - o If the DMV printout shows no registration in the prior year, then alternative documentation (insurance certificate or BIT inspection) must be used to verify operation in the prior year.

Note: The DMV printout may be obtained by submitting a Request for Driver Record Information form (INF 1125) to the DMV. To find your local DMV office, please visit <http://www.dmv.ca.gov>. You may also obtain and pay for the DMV printout online at: <http://www.dmv.ca.gov/online/vrr.htm>

Copy of Existing Vehicle Title

(Note: Title may show a lienholder at the time of application however the title must be cleared of all liens prior to payment of any grant funds by South Coast AQMD.)

Vehicle miles traveled (VMT) in California for the past 24 Months:

Acceptable documentation includes, but is not limited to: maintenance records, Biennial Inspection of Terminals (BIT inspection), International Fuel Tax Agreement (IFTA) records, daily logs, etc.) Documentation Two (2) mileage records that show odometer readings.

If applicable, provide Power Take Off (PTO) activity for the past 24 months:

Acceptable documentation is subject to approval by the South Coast AQMD, but must clearly identify the truck by ID number, license plate, or VIN.

Two (2) PTO records showing hour meter readings.

Proof of insurance for the past 24 months

Copy of Certificate of Compliance from CARB’s TRUCRS database

Photograph of the manufacturer’s label found in the door jamb of the truck showing VIN and GVWR (Legibly printed photos only)



III. IMPORTANT NOTES

- **SUBMIT** completed Forms A1, B1, and all required supplemental Information listed above to the South Coast AQMD by the requested due date.
- **DO NOT PURCHASE NEW EQUIPMENT!** New equipment funded by this program can only be purchased once the contract is signed between the equipment owner and the South Coast AQMD. An equipment owner may pre-order new equipment prior to contract execution and after posting of CARB's approved rank list at the equipment owner's risk.
- **KEEP EXISTING OLD TRUCK REGISTERED AND IN OPERATION!** Existing equipment must maintain continuous DMV registration and be in operation moving goods at a similar activity level to that listed in the application until the equipment has been relinquished to a South Coast AQMD-approved dismantler.
- **STAY COMPLIANT!** Applicants must maintain compliance with all applicable CARB regulations throughout the Proposition 1B Program process and the life of the contract. The Program-Funded equipment may not be used by the equipment owner to comply with any applicable CARB regulations.



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM B4: Three-Way Truck Transaction

I. Truck A Information (Engine Model Year 2007-2009 with a OEM or Level 3 PM Filter Installed)

Form I: Truck A Information. Fields include: Equipment Registered Owner, Vehicle Identification Number (VIN), Truck Model Year, Engine Model Year, Annual Vehicle Miles Traveled, Current Odometer Reading, Equipment Fuel Type, License Plate Number, Engine Serial No., Date Recorded, Power Take-off (PTO) Usage, Current PTO hour meter reading, Date Recorded, Does PTO operate while the main truck engine is operating?, Manufacturer Gross Vehicle Weight Rating (GVWR), Vocation (Types of goods typically transported), Estimated Percentage of Annual Vehicle Miles Traveled (VMT) in CA Trade Corridors, Proposed future operation within CA during the contract term.

II. Truck B Information (Engine Model Year 2006 or Older that has demonstrated compliance with the Statewide Truck and Bus Rule)

Form II: Truck B Information. Fields include: Equipment Registered Owner, Vehicle Identification Number (VIN), Truck Model Year, Engine Model Year, Annual Vehicle Miles Traveled, Current Odometer Reading, Equipment Fuel Type, License Plate Number, Engine Serial No., Date Recorded, Power Take-off (PTO) Usage, Current PTO hour meter reading, Date Recorded, Does PTO operate while the main truck engine is operating?, Manufacturer Gross Vehicle Weight Rating (GVWR), Vocation (Types of goods typically transported), Estimated Percentage of Annual Vehicle Miles Traveled (VMT) in CA Trade Corridors, Proposed future operation within CA during the contract term.

Note: If owner of Truck B is different than owner of Truck A and has not yet been identified, Table II may be left blank. Ranking may be increased if Truck B information is provided at the time of application submittal.



III. Truck C Information – New Equipment And Funding Request for All Fleet (Must be the same vehicle class as Truck A)

| Existing Truck | Replacement Engine Emission Level (Please check only 1 Box Below) | | | | |
|---|---|--|--|---|---|
| | New MY2019+ engine natural gas truck ^{1,2,3} | New MY2019+ engine Hybrid truck ^{1,2,4} | New MY2019+ Engine optional Low-NOx truck (0.02 only) ^{1,2} | New MY2019+ engine hybrid zero emission mile truck ^{1,2,5} | New MY2019+ engine zero emission truck ^{1,2,6} |
| Class 8 (33,001 lbs or greater GVWR, HHD engine) | <input type="checkbox"/> \$65,000 | <input type="checkbox"/> \$80,000 | <input type="checkbox"/> \$100,000 | <input type="checkbox"/> \$150,000 | <input type="checkbox"/> \$200,000 |
| Class 7 (26,001 – 33,000 lbs GVWR, MHD or HHD engine) | <input type="checkbox"/> \$65,000 | <input type="checkbox"/> \$80,000 | <input type="checkbox"/> \$100,000 | <input type="checkbox"/> \$150,000 | <input type="checkbox"/> \$200,000 |
| Class 6 (19,501 – 26,000 lbs GVWR, MHD engine) | <input type="checkbox"/> \$40,000 | <input type="checkbox"/> \$45,000 | <input type="checkbox"/> \$50,000 | <input type="checkbox"/> \$65,000 | <input type="checkbox"/> \$100,000 |
| Class 5 (16,001 - 19,501 lbs GVWR, LHD or MHD engine) | <input type="checkbox"/> \$25,000 | <input type="checkbox"/> \$35,000 | <input type="checkbox"/> \$40,000 | <input type="checkbox"/> \$50,000 | <input type="checkbox"/> \$80,000 |

1. Projects may be co-funded with CARB’s Air Quality Improvement Program, Low Carbon Transportation Program, or the California Energy Commission’s (CEC’s) Alternative Renewable Fuel Vehicle Technology Program funds as applicable.
2. Co-funded projects can only utilize one additional source of State funding and the combined funding may not exceed 90% of the total eligible project cost or any other funding restrictions of each respective program. Projects must meet the requirements of each program providing funding.
3. Engines must meet the 2010 emission level of 0.20 g/bhp-hr or less NOx (FEL and CERT values - engine EO’s that do not have both FEL and CERT values can show eligibility by using CERT values) and 0.01 g/bhp-hr or less PM (CERT value). All engines must be approved by CARB to be sold in California.
4. Hybrid truck is defined as a vehicle with an electric drive system powered by an on-board generator and approved for funding by AQIP.
5. Hybrid zero emission mile truck is defined as a hybrid vehicle capable of zero emission miles.
6. Zero emission truck is defined as a vehicle that emits no criteria pollutant, toxic or greenhouse gas emissions at the tailpipe.



iv. Supplemental Information – Please Attach the Following Documents to Complete Your Application

Proof of Current and Prior Year Registration in CA:

Acceptable records may include: CA based-plated registration, CA International Registration Plan (IRP), or dual-plated registration (CA based-plated/CA IRP and Mexico only) for trucks carrying goods across the CA-Mexico border.

Please provide registration documents to verify the following:

- Current registration, AND
- Registration for the past 2 years: Must show proof of registration in the current year (1-12 months prior to application date) and prior year (13-24 months prior to application date).

Two options:

- CA DMV registration cards for the past 2 years, OR
- CA DMV Vehicle Registration Information Record (DMV printout)
 - The DMV printout must show registration in both the current year and prior year with a minimum of 6 months of total registration.
 - If the DMV printout shows no registration in the prior year, then alternative documentation (insurance certificate or BIT inspection) must be used to verify operation in the prior year.

Note: The DMV printout may be obtained by submitting a Request for Driver Record Information form (INF 1125) to the DMV. To find your local DMV office, please visit <http://www.dmv.ca.gov>. You may also obtain and pay for the DMV printout online at: <http://www.dmv.ca.gov/online/vrr.htm>

Copy of Existing Vehicle Title

(Note: Title may show a lienholder at the time of application however the title must be cleared of all liens prior to payment of any grant funds by South Coast AQMD.)

Vehicle Miles Traveled (VMT) in CA for the past 24 Months:

Acceptable documentation includes, but is not limited to: maintenance records, Biennial Inspection of Terminals (BIT inspection), International Fuel Tax Agreement (IFTA) records, daily logs, etc.) Documentation must clearly identify the truck by ID number, license plate, or VIN.

Two (2) mileage records that show odometer readings.

If applicable, provide Power Take Off (PTO) activity for the past 24 months:

Acceptable documentation is subject to approval by the South Coast AQMD, but must clearly identify the truck by ID number, license plate, or VIN.

Two (2) PTO records showing hour meter

Proof of insurance for the past 24 months

Copy of Certificate of Compliance from CARB’s TRUCRS database

Photograph of the manufacturer’s labels found in the door jamb of the truck showing VIN and GVWR
(Legibly printed photos only)



V. IMPORTANT NOTES

- **SUBMIT** completed Forms A1, B1, and all required supplemental Information listed above to the South Coast AQMD by the requested due date.
- **DO NOT PURCHASE NEW EQUIPMENT!** New equipment funded by this program can only be purchased once the contract is signed between the equipment owner and the South Coast AQMD. An equipment owner may pre-order new equipment prior to contract execution and after posting of CARB's approved rank list at the equipment owner's risk.
- **KEEP EXISTING OLD TRUCK REGISTERED AND IN OPERATION!** Existing equipment must maintain continuous DMV registration and be in operation moving goods at a similar activity level to that listed in the application until the equipment has been relinquished to a South Coast AQMD-approved dismantler.
- **STAY COMPLIANT!** Applicants must maintain compliance with all applicable CARB regulations throughout the Proposition 1B Program process and the life of the contract. The Program-Funded equipment may not be used by the equipment owner to comply with any applicable CARB regulations.



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM C1: Truck Stop Electrification Infrastructure

I. APPLICANT INFORMATION

| | | |
|---|--------|---------------|
| Name : | | |
| Business Name (if any): | | |
| Primary Contact Name: | Email: | Phone Number: |
| Mailing Address: | | |
| City: | State: | Zip Code: |
| Person with contract signing authority (if different than above): | | Title: |
| Have you applied for any other grant programs for this project? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, specify the grant program(s) that you applied to: _____ | | |

II. LOCATION INFORMATION

| |
|---|
| Facility Name: |
| Location/Project Site Address: |
| Type of Project: <input type="checkbox"/> Truck Stop - Number of Existing Parking Spaces : _____ <input type="checkbox"/> Intermodal Facility – Number of Existing Spaces: _____ Dis- <input type="checkbox"/> tribution Center - Number of Existing Docks: _____ <input type="checkbox"/> Other (please specify): _____ |
| How many heavy-duty diesel trucks are currently operated at this facility annually? _____ Av- erage daily time a refrigeration units (TRUs) operates while parked? _____ hr. |

III. PROJECT INFORMATION – PROJECTED ACTIVITIES WITH NEW EQUIPMENT AND EMISSIONS BENEFITS DATA*

| | | |
|--|--|-----------------------------|
| Brief Description of Project (please include the detailed design plan with application): | | |
| Number of electrification units to be installed: _____ | Individual power required: _____ | Total power required: _____ |
| Annual estimated of number of trucks connect to electric power : _____ | Average connection time per truck: _____hrs. | |
| Annual estimated of number of TRU connect to electric power : _____ | Average connection time per TRU: _____hrs. | |



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM C1: Truck Stop Electrification Infrastructure

Projected annual usage in hours (expected percent occupancy):

Year 1 : _____% Year 2 : _____% Year 3 : _____% Year 4 : _____% Year 5 : _____%

Year 6 : _____% Year 7 : _____% Year 8 : _____% Year 9 : _____% Year 10 : _____%

Projected power usage for TRU (expected percent occupancy):

Year 1 : _____% Year 2 : _____% Year 3 : _____% Year 4 : _____% Year 5 : _____%

Year 6 : _____% Year 7 : _____% Year 8 : _____% Year 9 : _____% Year 10 : _____%

Baseline emission (without project) for the first 10-year of operation: NOx _____ lb. and PM _____ lb.

Emission from the project during the first 10-year of operation: NOx _____ lb. and PM _____ lb.

Emission reduction for the first 10-year of project operation: NOx _____ lb. and PM _____ lb.

Cost Effectiveness : _____ lb./State dollars

Note: Cost-effectiveness should be equal to or greater than 0.10 lb./State dollars invested

* Applicant must use CARB's 2015 Emissions Benefits Calculator to estimate the baseline and future emissions, the amount of emissions reduced, and the cost-effectiveness of the project together with the annual usage in hours. The calculator will be posted on CARB's website. Applicant must provide an electronic copy and a hardcopy of the completed calculator with the application.

IV. EQUIPMENT VENDOR INFORMATION

Vendor Name:

Contact person:

Email:

Phone Number:

V. EQUIPMENT PROJECT FUNDING REQUEST

Total project cost (\$):

Program dollar requested (\$):

Source of funds to pay for the balance of the project:

Private (cash/loan) Local Other state Federal Other(please specify): _____



VI. ATTACHMENTS-PLEASE ATTACH THE FOLLOWING DOCUMENTS TO COMPLETE YOUR APPLICATION

- Completed Form C1.
- Complete ARB’s 2015 Emission Benefit Calculator. The calculator can be accessed at: <http://www.arb.ca.gov/bonds/gmbond/gmbond.htm>
- Truck electrification infrastructure detailed design plan.
- Itemized cost information by phase (design, environmental, construction).
- Written project acknowledgement form from the site owner (if applicant does not own the site where the equipment will be installed) which acknowledge/agrees to the following, at a minimum, for the duration of the project life:
 - The equipment owner will be allowed to install and operate the Program-funded equipment at the site address.
 - Program-funded equipment will be the property of the applicant listed in the equipment project application.
 - The local agency, ARB, or their designees will be allowed to access the site, equipment, and associated records for inspection, Program reviews, or fiscal audits.

VII. Applicant Statement

I have the legal authority to apply for incentive funding for the entity described in this application, and agree to the following statements by signing below:

- I (applicant) have reviewed the information provided in this application, including all supporting documentation, and certify the application information is true and correct, and meets the minimum requirements of the Proposition 1B - Goods Movement Emission Reduction Program;
- I agree to follow all requirements of the 2015 Proposition 1B - Goods Movement Emission Reduction Program Guidelines;
- The program-funded equipment shall be placed into operation and post-inspected prior to the applicable operational deadline to remain eligible for funding;
- I understand that the Program-funded equipment may not be used by the equipment owner to comply with any applicable CARB regulations for the specified timeframe;
- I have not and will not apply for additional grant funds from any other agency or program for this proposed project, except the funding programs allowed by the Guideline.
- I will disclose any other source(s) of funding that has been applied for and will be used for the same project, including the source of funds, amount, and the purpose for funding;
- I will disclose the value of any existing financial incentive that directly reduces the project cost, including tax credits or deductions, grants, or other public financial assistance for the same equipment;
- Grant funds shall only be used to offset the capital cost of the equipment and/or shall reduce the principal owed to purchase the equipment;
- New equipment must **not** be purchased, received, installed, paid for, or placed into operation prior to contract execution;
- New equipment purchased outside of California may be subject to California sales and/or use tax;
- I agree to properly maintain program funded equipment in good operating condition and according to manufacturer’s recommendation during the project life;
- I understand that an incomplete or illegible application, including applications that are missing required documentation, may be rejected by the South Coast AQMD at their discretion;
- I acknowledge that the South Coast AQMD may release the information the application contains to third parties if required by state and federal public records laws; and
- I understand that landside electrification infrastructure to reduce diesel engine idling and use of diesel-fueled internal combustion auxiliary power systems may be funded at the lower of 50% of eligible project costs or a level commensurate with a cost-effectiveness of 0.10 pounds of weighted emissions reduced per State dollars invested.
- I understand that truck stop/distribution center electrification infrastructure projects shall be eligible to compete for funding



only if the cost-effectiveness is equal to or greater than 0.10 pounds of weighted emissions reduced per State dollars invested.

- I understand that eligible costs for the project include purchase and installation of electrical infrastructure to: enable heating, cooling, and the use of cab power for parked trucks at truck stops, intermodal facilities, and other places where trucks congregate. Reimbursement for the eligible costs shall be based on demonstrated use over the first year of operation. Ineligible costs include on-board auxiliary power units and other equipment installed on trucks.
- I understand that the reimbursement for the eligible cost will be based on demonstrated use over the first year of operation.
- Equipment project match funding is reasonably available to complete the equipment project according to the proposed timeframe.

Printed Name of Owner: _____ **Title:** _____

Signature of Owner: _____ **Date:** _____



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM C2: Electric Charging Stations or Hydrogen Fueling Units

This funding option is only available if the equipment owner replaces a minimum of one vehicle through the Program (Form B1)

I. APPLICANT INFORMATION

| | | |
|---|--------|-------------------------|
| Name : | | |
| Business Name (if any): | | |
| Primary Contact Name: | | Email: Phone Number: |
| Mailing Address: | | |
| City: | State: | Zip Code: |
| Person with contract signing authority (if different than above): | | Title: |
| Have you applied for any other grant programs for this project? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, specify the grant program(s) that you applied to: | | |

II. CHARGING/FUELING EQUIPMENT INFORMATION

| |
|---|
| Equipment/ Construction Location: |
| Project type? <input type="checkbox"/> Electric charging station <input type="checkbox"/> Hydrogen Fueling Unit |
| Equipment Manufacturer: |
| Equipment Power Rating for Electric Charger Only (Voltage, Amperage, Wattage, Efficiency): |
| Equipment Serial Number: |
| Equipment Recharge Rate (Electric Charger Only): |
| Anticipated Cost of Eligible Equipment: |
| Description of Usage Monitoring System |
| Estimated Annual Truck connections: _____ Trucks. Estimated connection time/Truck: _____ hours. |

III. EQUIPMENT PROJECT FUNDING REQUEST

| |
|--|
| Estimated Cost of Charging Stations/Fueling Units :\$ _____ |
| Program Dollars Requested:\$ _____ (Partial funding of up to the lower of 50% or \$30,000 for 1 charging or fueling units) |
| Equipment Power Rating for Electric Charger Only (Voltage, Amperage, Wattage, Efficiency): |
| Equipment Serial Number: |
| Equipment Recharge Rate (Electric Charger Only): |



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

Business Information Request

Dear SCAQMD Contractor/Supplier:

South Coast Air Quality Management District (SCAQMD) is committed to ensuring that our contractor/supplier records are current and accurate. If your firm is selected for award of a purchase order or contract, it is imperative that the information requested herein be supplied in a timely manner to facilitate payment of invoices. In order to process your payments, we need the enclosed information regarding your account. **Please review and complete the information identified on the following pages, remember to sign all documents for our files, and return them as soon as possible to the address below:**

**Attention: Accounts Payable, Accounting Department
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178**

If you do not return this information, we will not be able to establish you as a vendor. This will delay any payments and would still necessitate your submittal of the enclosed information to our Accounting department before payment could be initiated. Completion of this document and enclosed forms would ensure that your payments are processed timely and accurately.

If you have any questions or need assistance in completing this information, please contact Accounting at (909) 396-3777. We appreciate your cooperation in completing this necessary information.

Sincerely,

Sujata Jain
Deputy Executive Officer
Finance

DH:tm

Enclosures: Business Information Request
Disadvantaged Business Certification
W-9
Form 590 Withholding Exemption Certificate
Federal Contract Debarment Certification
Campaign Contributions Disclosure
Direct Deposit Authorization



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

BUSINESS INFORMATION REQUEST

| | |
|---------------------------------------|--|
| Business Name | |
| Division of | |
| Subsidiary of | |
| Website Address | |
| Type of Business <i>Check One:</i> | <input type="checkbox"/> Individual <input type="checkbox"/> DBA, Name _____, County Filed in _____ <input type="checkbox"/> Corporation, ID No. _____ <input type="checkbox"/> LLC/LLP, ID No. _____ <input type="checkbox"/> Other _____ |

REMITTING ADDRESS INFORMATION

| | | | |
|---------------------------|--------------------|-------|-------------|
| Address | | | |
| | | | |
| City/Town | | | |
| State/Province | | Zip | |
| Phone | () - Ext | Fax | () - |
| Contact | | Title | |
| E-mail Address | | | |
| Payment Name if Different | | | |

All invoices must reference the corresponding Purchase Order Number(s)/Contract Number(s) if applicable and mailed to:

**Attention: Accounts Payable, Accounting Department
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178**

BUSINESS STATUS CERTIFICATIONS

Federal guidance for utilization of disadvantaged business enterprises allows a vendor to be deemed a small business enterprise (SBE), minority business enterprise (MBE) or women business enterprise (WBE) if it meets the criteria below.

- is certified by the Small Business Administration or
- is certified by a state or federal agency or
- is an independent MBE(s) or WBE(s) business concern which is at least 51 percent owned and controlled by minority group member(s) who are citizens of the United States.

Statements of certification:

As a prime contractor to SCAQMD, (name of business) will engage in good faith efforts to achieve the fair share in accordance with 40 CFR Section 33.301, and will follow the six affirmative steps listed below **for contracts or purchase orders funded in whole or in part by federal grants and contracts.**

1. Place qualified SBEs, MBEs, and WBEs on solicitation lists.
2. Assure that SBEs, MBEs, and WBEs are solicited whenever possible.
3. When economically feasible, divide total requirements into small tasks or quantities to permit greater participation by SBEs, MBEs, and WBEs.
4. Establish delivery schedules, if possible, to encourage participation by SBEs, MBEs, and WBEs.
5. Use services of Small Business Administration, Minority Business Development Agency of the Department of Commerce, and/or any agency authorized as a clearinghouse for SBEs, MBEs, and WBEs.
6. If subcontracts are to be let, take the above affirmative steps.

Self-Certification Verification: Also for use in awarding additional points, as applicable, in accordance with SCAQMD Procurement Policy and Procedure:

Check all that apply:

- | | |
|---|--|
| <input type="checkbox"/> Small Business Enterprise/Small Business Joint Venture | <input type="checkbox"/> Women-owned Business Enterprise |
| <input type="checkbox"/> Local business | <input type="checkbox"/> Disabled Veteran-owned Business Enterprise/DVBE Joint Venture |
| <input type="checkbox"/> Minority-owned Business Enterprise | <input type="checkbox"/> Most Favored Customer Pricing Certification |

Percent of ownership: _____ %

Name of Qualifying Owner(s): _____

State of California Public Works Contractor Registration No. _____ . MUST BE INCLUDED IF BID PROPOSAL IS FOR PUBLIC WORKS PROJECT.

I, the undersigned, hereby declare that to the best of my knowledge the above information is accurate. Upon penalty of perjury, I certify information submitted is factual.

NAME

TITLE

TELEPHONE NUMBER

DATE

Definitions

Disabled Veteran-Owned Business Enterprise means a business that meets all of the following criteria:

- is a sole proprietorship or partnership of which is at least 51 percent owned by one or more disabled veterans, or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more disabled veterans; a subsidiary which is wholly owned by a parent corporation but only if at least 51 percent of the voting stock of the parent corporation is owned by one or more disabled veterans; or a joint venture in which at least 51 percent of the joint venture's management and control and earnings are held by one or more disabled veterans.
- the management and control of the daily business operations are by one or more disabled veterans. The disabled veterans who exercise management and control are not required to be the same disabled veterans as the owners of the business.
- is a sole proprietorship, corporation, partnership, or joint venture with its primary headquarters office located in the United States and which is not a branch or subsidiary of a foreign corporation, firm, or other foreign-based business.

Joint Venture means that one party to the joint venture is a DVBE and owns at least 51 percent of the joint venture. In the case of a joint venture formed for a single project this means that DVBE will receive at least 51 percent of the project dollars.

Local Business means a business that meets all of the following criteria:

- has an ongoing business within the boundary of SCAQMD at the time of bid application.
- performs 90 percent of the work within SCAQMD's jurisdiction.

Minority-Owned Business Enterprise means a business that meets all of the following criteria:

- is at least 51 percent owned by one or more minority persons or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more minority persons.
- is a business whose management and daily business operations are controlled or owned by one or more minority person.
- is a business which is a sole proprietorship, corporation, partnership, joint venture, an association, or a cooperative with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign business.

“Minority” person means a Black American, Hispanic American, Native American (including American Indian, Eskimo, Aleut, and Native Hawaiian), Asian-Indian American (including a person whose origins are from India, Pakistan, or Bangladesh), Asian-Pacific American (including a person whose origins are from Japan, China, the Philippines, Vietnam, Korea, Samoa, Guam, the United States Trust Territories of the Pacific, Northern Marianas, Laos, Cambodia, or Taiwan).

Small Business Enterprise means a business that meets the following criteria:

- a. 1) an independently owned and operated business; 2) not dominant in its field of operation; 3) together with affiliates is either:
 - **A service, construction, or non-manufacturer with 100 or fewer employees, and average annual gross receipts of ten million dollars (\$10,000,000) or less over the previous three years, or**
 - A manufacturer with 100 or fewer employees.
- b. Manufacturer means a business that is both of the following:
 - 1) Primarily engaged in the chemical or mechanical transformation of raw materials or processed substances into new products.
 - 2) Classified between Codes 311000 to 339000, inclusive, of the North American Industrial Classification System (NAICS) Manual published by the United States Office of Management and Budget, 2007 edition.

Small Business Joint Venture means that one party to the joint venture is a Small Business and owns at least 51 percent of the joint venture. In the case of a joint venture formed for a single project this means that the Small Business will receive at least 51 percent of the project dollars.

Women-Owned Business Enterprise means a business that meets all of the following criteria:

- is at least 51 percent owned by one or more women or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more women.
- is a business whose management and daily business operations are controlled or owned by one or more women.
- is a business which is a sole proprietorship, corporation, partnership, or a joint venture, with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign business.

Most Favored Customer as used in this policy means that the SCAQMD will receive at least as favorable pricing, warranties, conditions, benefits and terms as other customers or clients making similar purchases or receiving similar services.



CAMPAIGN CONTRIBUTIONS DISCLOSURE

In accordance with California law, bidders and contracting parties are required to disclose, at the time the application is filed, information relating to any campaign contributions made to South Coast Air Quality Management District (SCAQMD) Board Members or members/alternates of the MSRC, including: the name of the party making the contribution (which includes any parent, subsidiary or otherwise related business entity, as defined below), the amount of the contribution, and the date the contribution was made. 2 C.C.R. §18438.8(b).

California law prohibits a party, or an agent, from making campaign contributions to SCAQMD Governing Board Members or members/alternates of the Mobile Source Air Pollution Reduction Review Committee (MSRC) of more than \$250 while their contract or permit is pending before SCAQMD; and further prohibits a campaign contribution from being made for three (3) months following the date of the final decision by the Governing Board or the MSRC on a donor's contract or permit. Gov't Code §84308(d). For purposes of reaching the \$250 limit, the campaign contributions of the bidder or contractor plus contributions by its parents, affiliates, and related companies of the contractor or bidder are added together. 2 C.C.R. §18438.5.

In addition, SCAQMD Board Members or members/alternates of the MSRC must abstain from voting on a contract or permit if they have received a campaign contribution from a party or participant to the proceeding, or agent, totaling more than \$250 in the 12-month period prior to the consideration of the item by the Governing Board or the MSRC. Gov't Code §84308(c).

The list of current SCAQMD Governing Board Members can be found at SCAQMD website (www.aqmd.gov). The list of current MSRC members/alternates can be found at the MSRC website (<http://www.cleantransportationfunding.org>).

SECTION I.

Contractor (Legal Name): _____

| |
|--|
| DBA, Name _____, County Filed in _____ Corporation, ID No. _____ LLC/LLP, ID No. _____ |
|--|

List any parent, subsidiaries, or otherwise affiliated business entities of Contractor:
(See definition below).

SECTION II.

Has Contractor and/or any parent, subsidiary, or affiliated company, or agent thereof, made a campaign contribution(s) totaling \$250 or more in the aggregate to a current member of the South Coast Air Quality Management Governing Board or member/alternate of the MSRC in the 12 months preceding the date of execution of this disclosure?

Yes No **If YES, complete Section II below and then sign and date the form. If NO, sign and date below. Include this form with your submittal.**

Campaign Contributions Disclosure, continued:

Name of Contributor _____

Governing Board Member or MSRC Member/Alternate Amount of Contribution Date of Contribution

Name of Contributor _____

Governing Board Member or MSRC Member/Alternate Amount of Contribution Date of Contribution

Name of Contributor _____

Governing Board Member or MSRC Member/Alternate Amount of Contribution Date of Contribution

Name of Contributor _____

Governing Board Member or MSRC Member/Alternate Amount of Contribution Date of Contribution

I declare the foregoing disclosures to be true and correct.

By: _____

Title: _____

Date: _____

DEFINITIONS

Parent, Subsidiary, or Otherwise Related Business Entity (2 Cal. Code of Regs., §18703.1(d).)

- (1) Parent subsidiary. A parent subsidiary relationship exists when one corporation directly or indirectly owns shares possessing more than 50 percent of the voting power of another corporation.
- (2) Otherwise related business entity. Business entities, including corporations, partnerships, joint ventures and any other organizations and enterprises operated for profit, which do not have a parent subsidiary relationship are otherwise related if any one of the following three tests is met:
 - (A) One business entity has a controlling ownership interest in the other business entity.
 - (B) There is shared management and control between the entities. In determining whether there is shared management and control, consideration should be given to the following factors:
 - (i) The same person or substantially the same person owns and manages the two entities;
 - (ii) There are common or commingled funds or assets;
 - (iii) The business entities share the use of the same offices or employees, or otherwise share activities, resources or personnel on a regular basis;
 - (iv) There is otherwise a regular and close working relationship between the entities; or
 - (C) A controlling owner (50% or greater interest as a shareholder or as a general partner) in one entity also is a controlling owner in the other entity.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters

The prospective participant certifies to the best of its knowledge and belief that it and the principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
- (b) Have not within a three year period preceding this proposal been convicted of or had a civil judgement rendered against them or commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction: violation of Federal or State antitrust statute or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

I understand that a false statement on this certification may be grounds for rejection of this proposal or termination of the award. In addition, under 18 USC Sec. 1001, a false statement may result in a fine of up to \$10,000 or imprisonment for up to 5 years, or both.

Typed Name & Title of Authorized Representative

Signature of Authorized Representative Date

I am unable to certify to the above statements. My explanation is attached.

Request for Taxpayer Identification Number and Certification

**Give Form to the
requester. Do not
send to the IRS.**

▶ Go to www.irs.gov/FormW9 for instructions and the latest information.

| | | |
|--|---|--|
| Print or type. See Specific Instructions on page 3. | 1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank. | |
| | 2 Business name/disregarded entity name, if different from above | |
| | 3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes. | 4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3): |
| | <input type="checkbox"/> Individual/sole proprietor or single-member LLC <input type="checkbox"/> C Corporation <input type="checkbox"/> S Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Trust/estate | Exempt payee code (if any) _____ |
| | <input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶ _____ Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is not disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner. | Exemption from FATCA reporting code (if any) _____ |
| | <input type="checkbox"/> Other (see instructions) ▶ _____ | <small>(Applies to accounts maintained outside the U.S.)</small> |
| | 5 Address (number, street, and apt. or suite no.) See instructions. | Requester's name and address (optional) |
| 6 City, state, and ZIP code | | |
| 7 List account number(s) here (optional) | | |

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

| | | | | | | | | | | | |
|---------------------------------------|--|--|--|---|--|--|---|--|--|--|--|
| Social security number | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | - | | | - | | | | |
| or | | | | | | | | | | | |
| Employer identification number | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | - | | | | | | | |

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

| | | |
|------------------|----------------------------|--------|
| Sign Here | Signature of U.S. person ▶ | Date ▶ |
|------------------|----------------------------|--------|

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to www.irs.gov/FormW9.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)

- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, later.

By signing the filled-out form, you:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
2. Certify that you are not subject to backup withholding, or
3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income, and
4. Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct. See *What is FATCA reporting*, later, for further information.

Note: If you are a U.S. person and a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

Definition of a U.S. person. For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien;
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States;
- An estate (other than a foreign estate); or
- A domestic trust (as defined in Regulations section 301.7701-7).

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax under section 1446 on any foreign partners' share of effectively connected taxable income from such business. Further, in certain cases where a Form W-9 has not been received, the rules under section 1446 require a partnership to presume that a partner is a foreign person, and pay the section 1446 withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid section 1446 withholding on your share of partnership income.

In the cases below, the following person must give Form W-9 to the partnership for purposes of establishing its U.S. status and avoiding withholding on its allocable share of net income from the partnership conducting a trade or business in the United States.

- In the case of a disregarded entity with a U.S. owner, the U.S. owner of the disregarded entity and not the entity;
- In the case of a grantor trust with a U.S. grantor or other U.S. owner, generally, the U.S. grantor or other U.S. owner of the grantor trust and not the trust; and
- In the case of a U.S. trust (other than a grantor trust), the U.S. trust (other than a grantor trust) and not the beneficiaries of the trust.

Foreign person. If you are a foreign person or the U.S. branch of a foreign bank that has elected to be treated as a U.S. person, do not use Form W-9. Instead, use the appropriate Form W-8 or Form 8233 (see Pub. 515, *Withholding of Tax on Nonresident Aliens and Foreign Entities*).

Nonresident alien who becomes a resident alien. Generally, only a nonresident alien individual may use the terms of a tax treaty to reduce or eliminate U.S. tax on certain types of income. However, most tax treaties contain a provision known as a "saving clause." Exceptions specified in the saving clause may permit an exemption from tax to continue for certain types of income even after the payee has otherwise become a U.S. resident alien for tax purposes.

If you are a U.S. resident alien who is relying on an exception contained in the saving clause of a tax treaty to claim an exemption from U.S. tax on certain types of income, you must attach a statement to Form W-9 that specifies the following five items.

1. The treaty country. Generally, this must be the same treaty under which you claimed exemption from tax as a nonresident alien.
2. The treaty article addressing the income.
3. The article number (or location) in the tax treaty that contains the saving clause and its exceptions.
4. The type and amount of income that qualifies for the exemption from tax.
5. Sufficient facts to justify the exemption from tax under the terms of the treaty article.

Example. Article 20 of the U.S.-China income tax treaty allows an exemption from tax for scholarship income received by a Chinese student temporarily present in the United States. Under U.S. law, this student will become a resident alien for tax purposes if his or her stay in the United States exceeds 5 calendar years. However, paragraph 2 of the first Protocol to the U.S.-China treaty (dated April 30, 1984) allows the provisions of Article 20 to continue to apply even after the Chinese student becomes a resident alien of the United States. A Chinese student who qualifies for this exception (under paragraph 2 of the first protocol) and is relying on this exception to claim an exemption from tax on his or her scholarship or fellowship income would attach to Form W-9 a statement that includes the information described above to support that exemption.

If you are a nonresident alien or a foreign entity, give the requester the appropriate completed Form W-8 or Form 8233.

Backup Withholding

What is backup withholding? Persons making certain payments to you must under certain conditions withhold and pay to the IRS 24% of such payments. This is called "backup withholding." Payments that may be subject to backup withholding include interest, tax-exempt interest, dividends, broker and barter exchange transactions, rents, royalties, nonemployee pay, payments made in settlement of payment card and third party network transactions, and certain payments from fishing boat operators. Real estate transactions are not subject to backup withholding.

You will not be subject to backup withholding on payments you receive if you give the requester your correct TIN, make the proper certifications, and report all your taxable interest and dividends on your tax return.

Payments you receive will be subject to backup withholding if:

1. You do not furnish your TIN to the requester,
2. You do not certify your TIN when required (see the instructions for Part II for details),
3. The IRS tells the requester that you furnished an incorrect TIN,
4. The IRS tells you that you are subject to backup withholding because you did not report all your interest and dividends on your tax return (for reportable interest and dividends only), or
5. You do not certify to the requester that you are not subject to backup withholding under 4 above (for reportable interest and dividend accounts opened after 1983 only).

Certain payees and payments are exempt from backup withholding. See *Exempt payee code*, later, and the separate Instructions for the Requester of Form W-9 for more information.

Also see *Special rules for partnerships*, earlier.

What is FATCA Reporting?

The Foreign Account Tax Compliance Act (FATCA) requires a participating foreign financial institution to report all United States account holders that are specified United States persons. Certain payees are exempt from FATCA reporting. See *Exemption from FATCA reporting code*, later, and the Instructions for the Requester of Form W-9 for more information.

Updating Your Information

You must provide updated information to any person to whom you claimed to be an exempt payee if you are no longer an exempt payee and anticipate receiving reportable payments in the future from this person. For example, you may need to provide updated information if you are a C corporation that elects to be an S corporation, or if you no longer are tax exempt. In addition, you must furnish a new Form W-9 if the name or TIN changes for the account; for example, if the grantor of a grantor trust dies.

Penalties

Failure to furnish TIN. If you fail to furnish your correct TIN to a requester, you are subject to a penalty of \$50 for each such failure unless your failure is due to reasonable cause and not to willful neglect.

Civil penalty for false information with respect to withholding. If you make a false statement with no reasonable basis that results in no backup withholding, you are subject to a \$500 penalty.

Criminal penalty for falsifying information. Willfully falsifying certifications or affirmations may subject you to criminal penalties including fines and/or imprisonment.

Misuse of TINs. If the requester discloses or uses TINs in violation of federal law, the requester may be subject to civil and criminal penalties.

Specific Instructions

Line 1

You must enter one of the following on this line; **do not** leave this line blank. The name should match the name on your tax return.

If this Form W-9 is for a joint account (other than an account maintained by a foreign financial institution (FFI)), list first, and then circle, the name of the person or entity whose number you entered in Part I of Form W-9. If you are providing Form W-9 to an FFI to document a joint account, each holder of the account that is a U.S. person must provide a Form W-9.

a. **Individual.** Generally, enter the name shown on your tax return. If you have changed your last name without informing the Social Security Administration (SSA) of the name change, enter your first name, the last name as shown on your social security card, and your new last name.

Note: ITIN applicant: Enter your individual name as it was entered on your Form W-7 application, line 1a. This should also be the same as the name you entered on the Form 1040/1040A/1040EZ you filed with your application.

b. **Sole proprietor or single-member LLC.** Enter your individual name as shown on your 1040/1040A/1040EZ on line 1. You may enter your business, trade, or “doing business as” (DBA) name on line 2.

c. **Partnership, LLC that is not a single-member LLC, C corporation, or S corporation.** Enter the entity’s name as shown on the entity’s tax return on line 1 and any business, trade, or DBA name on line 2.

d. **Other entities.** Enter your name as shown on required U.S. federal tax documents on line 1. This name should match the name shown on the charter or other legal document creating the entity. You may enter any business, trade, or DBA name on line 2.

e. **Disregarded entity.** For U.S. federal tax purposes, an entity that is disregarded as an entity separate from its owner is treated as a “disregarded entity.” See Regulations section 301.7701-2(c)(2)(iii). Enter the owner’s name on line 1. The name of the entity entered on line 1 should never be a disregarded entity. The name on line 1 should be the name shown on the income tax return on which the income should be reported. For example, if a foreign LLC that is treated as a disregarded entity for U.S. federal tax purposes has a single owner that is a U.S. person, the U.S. owner’s name is required to be provided on line 1. If the direct owner of the entity is also a disregarded entity, enter the first owner that is not disregarded for federal tax purposes. Enter the disregarded entity’s name on line 2, “Business name/disregarded entity name.” If the owner of the disregarded entity is a foreign person, the owner must complete an appropriate Form W-8 instead of a Form W-9. This is the case even if the foreign person has a U.S. TIN.

Line 2

If you have a business name, trade name, DBA name, or disregarded entity name, you may enter it on line 2.

Line 3

Check the appropriate box on line 3 for the U.S. federal tax classification of the person whose name is entered on line 1. Check only one box on line 3.

| IF the entity/person on line 1 is a(n) . . . | THEN check the box for . . . |
|--|---|
| • Corporation | Corporation |
| • Individual • Sole proprietorship, or • Single-member limited liability company (LLC) owned by an individual and disregarded for U.S. federal tax purposes. | Individual/sole proprietor or single-member LLC |
| • LLC treated as a partnership for U.S. federal tax purposes, • LLC that has filed Form 8832 or 2553 to be taxed as a corporation, or • LLC that is disregarded as an entity separate from its owner but the owner is another LLC that is not disregarded for U.S. federal tax purposes. | Limited liability company and enter the appropriate tax classification. (P= Partnership; C= C corporation; or S= S corporation) |
| • Partnership | Partnership |
| • Trust/estate | Trust/estate |

Line 4, Exemptions

If you are exempt from backup withholding and/or FATCA reporting, enter in the appropriate space on line 4 any code(s) that may apply to you.

Exempt payee code.

- Generally, individuals (including sole proprietors) are not exempt from backup withholding.
- Except as provided below, corporations are exempt from backup withholding for certain payments, including interest and dividends.
- Corporations are not exempt from backup withholding for payments made in settlement of payment card or third party network transactions.
- Corporations are not exempt from backup withholding with respect to attorneys’ fees or gross proceeds paid to attorneys, and corporations that provide medical or health care services are not exempt with respect to payments reportable on Form 1099-MISC.

The following codes identify payees that are exempt from backup withholding. Enter the appropriate code in the space in line 4.

- 1—An organization exempt from tax under section 501(a), any IRA, or a custodial account under section 403(b)(7) if the account satisfies the requirements of section 401(f)(2)
- 2—The United States or any of its agencies or instrumentalities
- 3—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities
- 4—A foreign government or any of its political subdivisions, agencies, or instrumentalities
- 5—A corporation
- 6—A dealer in securities or commodities required to register in the United States, the District of Columbia, or a U.S. commonwealth or possession
- 7—A futures commission merchant registered with the Commodity Futures Trading Commission
- 8—A real estate investment trust
- 9—An entity registered at all times during the tax year under the Investment Company Act of 1940
- 10—A common trust fund operated by a bank under section 584(a)
- 11—A financial institution
- 12—A middleman known in the investment community as a nominee or custodian
- 13—A trust exempt from tax under section 664 or described in section 4947

The following chart shows types of payments that may be exempt from backup withholding. The chart applies to the exempt payees listed above, 1 through 13.

| IF the payment is for . . . | THEN the payment is exempt for . . . |
|--|---|
| Interest and dividend payments | All exempt payees except for 7 |
| Broker transactions | Exempt payees 1 through 4 and 6 through 11 and all C corporations. S corporations must not enter an exempt payee code because they are exempt only for sales of noncovered securities acquired prior to 2012. |
| Barter exchange transactions and patronage dividends | Exempt payees 1 through 4 |
| Payments over \$600 required to be reported and direct sales over \$5,000 ¹ | Generally, exempt payees 1 through 5 ² |
| Payments made in settlement of payment card or third party network transactions | Exempt payees 1 through 4 |

¹ See Form 1099-MISC, Miscellaneous Income, and its instructions.

² However, the following payments made to a corporation and reportable on Form 1099-MISC are not exempt from backup withholding: medical and health care payments, attorneys' fees, gross proceeds paid to an attorney reportable under section 6045(f), and payments for services paid by a federal executive agency.

Exemption from FATCA reporting code. The following codes identify payees that are exempt from reporting under FATCA. These codes apply to persons submitting this form for accounts maintained outside of the United States by certain foreign financial institutions. Therefore, if you are only submitting this form for an account you hold in the United States, you may leave this field blank. Consult with the person requesting this form if you are uncertain if the financial institution is subject to these requirements. A requester may indicate that a code is not required by providing you with a Form W-9 with "Not Applicable" (or any similar indication) written or printed on the line for a FATCA exemption code.

A—An organization exempt from tax under section 501(a) or any individual retirement plan as defined in section 7701(a)(37)

B—The United States or any of its agencies or instrumentalities

C—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities

D—A corporation the stock of which is regularly traded on one or more established securities markets, as described in Regulations section 1.1472-1(c)(1)(i)

E—A corporation that is a member of the same expanded affiliated group as a corporation described in Regulations section 1.1472-1(c)(1)(i)

F—A dealer in securities, commodities, or derivative financial instruments (including notional principal contracts, futures, forwards, and options) that is registered as such under the laws of the United States or any state

G—A real estate investment trust

H—A regulated investment company as defined in section 851 or an entity registered at all times during the tax year under the Investment Company Act of 1940

I—A common trust fund as defined in section 584(a)

J—A bank as defined in section 581

K—A broker

L—A trust exempt from tax under section 664 or described in section 4947(a)(1)

M—A tax exempt trust under a section 403(b) plan or section 457(g) plan

Note: You may wish to consult with the financial institution requesting this form to determine whether the FATCA code and/or exempt payee code should be completed.

Line 5

Enter your address (number, street, and apartment or suite number). This is where the requester of this Form W-9 will mail your information returns. If this address differs from the one the requester already has on file, write NEW at the top. If a new address is provided, there is still a chance the old address will be used until the payor changes your address in their records.

Line 6

Enter your city, state, and ZIP code.

Part I. Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. If you are a resident alien and you do not have and are not eligible to get an SSN, your TIN is your IRS individual taxpayer identification number (ITIN). Enter it in the social security number box. If you do not have an ITIN, see *How to get a TIN* below.

If you are a sole proprietor and you have an EIN, you may enter either your SSN or EIN.

If you are a single-member LLC that is disregarded as an entity separate from its owner, enter the owner's SSN (or EIN, if the owner has one). Do not enter the disregarded entity's EIN. If the LLC is classified as a corporation or partnership, enter the entity's EIN.

Note: See *What Name and Number To Give the Requester*, later, for further clarification of name and TIN combinations.

How to get a TIN. If you do not have a TIN, apply for one immediately. To apply for an SSN, get Form SS-5, Application for a Social Security Card, from your local SSA office or get this form online at www.SSA.gov. You may also get this form by calling 1-800-772-1213. Use Form W-7, Application for IRS Individual Taxpayer Identification Number, to apply for an ITIN, or Form SS-4, Application for Employer Identification Number, to apply for an EIN. You can apply for an EIN online by accessing the IRS website at www.irs.gov/Businesses and clicking on Employer Identification Number (EIN) under Starting a Business. Go to www.irs.gov/Forms to view, download, or print Form W-7 and/or Form SS-4. Or, you can go to www.irs.gov/OrderForms to place an order and have Form W-7 and/or SS-4 mailed to you within 10 business days.

If you are asked to complete Form W-9 but do not have a TIN, apply for a TIN and write "Applied For" in the space for the TIN, sign and date the form, and give it to the requester. For interest and dividend payments, and certain payments made with respect to readily tradable instruments, generally you will have 60 days to get a TIN and give it to the requester before you are subject to backup withholding on payments. The 60-day rule does not apply to other types of payments. You will be subject to backup withholding on all such payments until you provide your TIN to the requester.

Note: Entering "Applied For" means that you have already applied for a TIN or that you intend to apply for one soon.

Caution: A disregarded U.S. entity that has a foreign owner must use the appropriate Form W-8.

Part II. Certification

To establish to the withholding agent that you are a U.S. person, or resident alien, sign Form W-9. You may be requested to sign by the withholding agent even if item 1, 4, or 5 below indicates otherwise.

For a joint account, only the person whose TIN is shown in Part I should sign (when required). In the case of a disregarded entity, the person identified on line 1 must sign. Exempt payees, see *Exempt payee code*, earlier.

Signature requirements. Complete the certification as indicated in items 1 through 5 below.

1. Interest, dividend, and barter exchange accounts opened before 1984 and broker accounts considered active during 1983.

You must give your correct TIN, but you do not have to sign the certification.

2. Interest, dividend, broker, and barter exchange accounts opened after 1983 and broker accounts considered inactive during 1983.

You must sign the certification or backup withholding will apply. If you are subject to backup withholding and you are merely providing your correct TIN to the requester, you must cross out item 2 in the certification before signing the form.

3. Real estate transactions. You must sign the certification. You may cross out item 2 of the certification.

4. Other payments. You must give your correct TIN, but you do not have to sign the certification unless you have been notified that you have previously given an incorrect TIN. "Other payments" include payments made in the course of the requester's trade or business for rents, royalties, goods (other than bills for merchandise), medical and health care services (including payments to corporations), payments to a nonemployee for services, payments made in settlement of payment card and third party network transactions, payments to certain fishing boat crew members and fishermen, and gross proceeds paid to attorneys (including payments to corporations).

5. Mortgage interest paid by you, acquisition or abandonment of secured property, cancellation of debt, qualified tuition program payments (under section 529), ABLE accounts (under section 529A), IRA, Coverdell ESA, Archer MSA or HSA contributions or distributions, and pension distributions. You must give your correct TIN, but you do not have to sign the certification.

What Name and Number To Give the Requester

| For this type of account: | Give name and SSN of: |
|--|---|
| 1. Individual | The individual |
| 2. Two or more individuals (joint account) other than an account maintained by an FFI | The actual owner of the account or, if combined funds, the first individual on the account ¹ |
| 3. Two or more U.S. persons (joint account maintained by an FFI) | Each holder of the account |
| 4. Custodial account of a minor (Uniform Gift to Minors Act) | The minor ² |
| 5. a. The usual revocable savings trust (grantor is also trustee) | The grantor-trustee ¹ |
| b. So-called trust account that is not a legal or valid trust under state law | The actual owner ¹ |
| 6. Sole proprietorship or disregarded entity owned by an individual | The owner ³ |
| 7. Grantor trust filing under Optional Form 1099 Filing Method 1 (see Regulations section 1.671-4(b)(2)(i)(A)) | The grantor* |
| For this type of account: | Give name and EIN of: |
| 8. Disregarded entity not owned by an individual | The owner |
| 9. A valid trust, estate, or pension trust | Legal entity ⁴ |
| 10. Corporation or LLC electing corporate status on Form 8832 or Form 2553 | The corporation |
| 11. Association, club, religious, charitable, educational, or other tax-exempt organization | The organization |
| 12. Partnership or multi-member LLC | The partnership |
| 13. A broker or registered nominee | The broker or nominee |

| For this type of account: | Give name and EIN of: |
|---|-----------------------|
| 14. Account with the Department of Agriculture in the name of a public entity (such as a state or local government, school district, or prison) that receives agricultural program payments | The public entity |
| 15. Grantor trust filing under the Form 1041 Filing Method or the Optional Form 1099 Filing Method 2 (see Regulations section 1.671-4(b)(2)(i)(B)) | The trust |

¹ List first and circle the name of the person whose number you furnish. If only one person on a joint account has an SSN, that person's number must be furnished.

² Circle the minor's name and furnish the minor's SSN.

³ You must show your individual name and you may also enter your business or DBA name on the "Business name/disregarded entity" name line. You may use either your SSN or EIN (if you have one), but the IRS encourages you to use your SSN.

⁴ List first and circle the name of the trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.) Also see *Special rules for partnerships*, earlier.

*Note: The grantor also must provide a Form W-9 to trustee of trust.

Note: If no name is circled when more than one name is listed, the number will be considered to be that of the first name listed.

Secure Your Tax Records From Identity Theft

Identity theft occurs when someone uses your personal information such as your name, SSN, or other identifying information, without your permission, to commit fraud or other crimes. An identity thief may use your SSN to get a job or may file a tax return using your SSN to receive a refund.

To reduce your risk:

- Protect your SSN,
- Ensure your employer is protecting your SSN, and
- Be careful when choosing a tax preparer.

If your tax records are affected by identity theft and you receive a notice from the IRS, respond right away to the name and phone number printed on the IRS notice or letter.

If your tax records are not currently affected by identity theft but you think you are at risk due to a lost or stolen purse or wallet, questionable credit card activity or credit report, contact the IRS Identity Theft Hotline at 1-800-908-4490 or submit Form 14039.

For more information, see Pub. 5027, Identity Theft Information for Taxpayers.

Victims of identity theft who are experiencing economic harm or a systemic problem, or are seeking help in resolving tax problems that have not been resolved through normal channels, may be eligible for Taxpayer Advocate Service (TAS) assistance. You can reach TAS by calling the TAS toll-free case intake line at 1-877-777-4778 or TTY/TDD 1-800-829-4059.

Protect yourself from suspicious emails or phishing schemes.

Phishing is the creation and use of email and websites designed to mimic legitimate business emails and websites. The most common act is sending an email to a user falsely claiming to be an established legitimate enterprise in an attempt to scam the user into surrendering private information that will be used for identity theft.

The IRS does not initiate contacts with taxpayers via emails. Also, the IRS does not request personal detailed information through email or ask taxpayers for the PIN numbers, passwords, or similar secret access information for their credit card, bank, or other financial accounts.

If you receive an unsolicited email claiming to be from the IRS, forward this message to phishing@irs.gov. You may also report misuse of the IRS name, logo, or other IRS property to the Treasury Inspector General for Tax Administration (TIGTA) at 1-800-366-4484. You can forward suspicious emails to the Federal Trade Commission at spam@uce.gov or report them at www.ftc.gov/complaint. You can contact the FTC at www.ftc.gov/idtheft or 877-IDTHEFT (877-438-4338). If you have been the victim of identity theft, see www.IdentityTheft.gov and Pub. 5027.

Visit www.irs.gov/IdentityTheft to learn more about identity theft and how to reduce your risk.

Privacy Act Notice

Section 6109 of the Internal Revenue Code requires you to provide your correct TIN to persons (including federal agencies) who are required to file information returns with the IRS to report interest, dividends, or certain other income paid to you; mortgage interest you paid; the acquisition or abandonment of secured property; the cancellation of debt; or contributions you made to an IRA, Archer MSA, or HSA. The person collecting this form uses the information on the form to file information returns with the IRS, reporting the above information. Routine uses of this information include giving it to the Department of Justice for civil and criminal litigation and to cities, states, the District of Columbia, and U.S. commonwealths and possessions for use in administering their laws. The information also may be disclosed to other countries under a treaty, to federal and state agencies to enforce civil and criminal laws, or to federal law enforcement and intelligence agencies to combat terrorism. You must provide your TIN whether or not you are required to file a tax return. Under section 3406, payers must generally withhold a percentage of taxable interest, dividend, and certain other payments to a payee who does not give a TIN to the payer. Certain penalties may also apply for providing false or fraudulent information.

2018 Withholding Exemption Certificate**590**

The payee completes this form and submits it to the withholding agent. The withholding agent keeps this form with their records.

Withholding Agent Information

Name _____

Payee Information

Name _____

 SSN or ITIN FEIN CA Corp no. CA SOS file no.

Address (apt./sta., room, PO box, or PMB no.) _____

City (if you have a foreign address, see instructions.) _____

State _____ ZIP code _____

Exemption Reason**Check only one box.**

By checking the appropriate box below, the payee certifies the reason for the exemption from the California income tax withholding requirements on payment(s) made to the entity or individual.

- Individuals — Certification of Residency:**
I am a resident of California and I reside at the address shown above. If I become a nonresident at any time, I will promptly notify the withholding agent. See instructions for General Information D, Definitions.
- Corporations:**
The corporation has a permanent place of business in California at the address shown above or is qualified through the California Secretary of State (SOS) to do business in California. The corporation will file a California tax return. If this corporation ceases to have a permanent place of business in California or ceases to do any of the above, I will promptly notify the withholding agent. See instructions for General Information D, Definitions.
- Partnerships or Limited Liability Companies (LLCs):**
The partnership or LLC has a permanent place of business in California at the address shown above or is registered with the California SOS, and is subject to the laws of California. The partnership or LLC will file a California tax return. If the partnership or LLC ceases to do any of the above, I will promptly inform the withholding agent. For withholding purposes, a limited liability partnership (LLP) is treated like any other partnership.
- Tax-Exempt Entities:**
The entity is exempt from tax under California Revenue and Taxation Code (R&TC) Section 23701 _____ (insert letter) or Internal Revenue Code Section 501(c) _____ (insert number). If this entity ceases to be exempt from tax, I will promptly notify the withholding agent. Individuals cannot be tax-exempt entities.
- Insurance Companies, Individual Retirement Arrangements (IRAs), or Qualified Pension/Profit-Sharing Plans:**
The entity is an insurance company, IRA, or a federally qualified pension or profit-sharing plan.
- California Trusts:**
At least one trustee and one noncontingent beneficiary of the above-named trust is a California resident. The trust will file a California fiduciary tax return. If the trustee or noncontingent beneficiary becomes a nonresident at any time, I will promptly notify the withholding agent.
- Estates — Certification of Residency of Deceased Person:**
I am the executor of the above-named person's estate or trust. The decedent was a California resident at the time of death. The estate will file a California fiduciary tax return.
- Nonmilitary Spouse of a Military Servicemember:**
I am a nonmilitary spouse of a military servicemember and I meet the Military Spouse Residency Relief Act (MSRRA) requirements. See instructions for General Information E, MSRRA.

CERTIFICATE OF PAYEE: Payee must complete and sign below.To learn about your privacy rights, how we may use your information, and the consequences for not providing the requested information, go to ftb.ca.gov/forms and search for **1131**. To request this notice by mail, call 800.852.5711.

Under penalties of perjury, I declare that I have examined the information on this form, including accompanying schedules and statements, and to the best of my knowledge and belief, it is true, correct, and complete. I further declare under penalties of perjury that if the facts upon which this form are based change, I will promptly notify the withholding agent.

Type or print payee's name and title _____ Telephone (____) _____

Payee's signature ► _____ Date _____

2017 Instructions for Form 590

Withholding Exemption Certificate

References in these instructions are to the California Revenue and Taxation Code (R&TC).

General Information

Registered Domestic Partners (RDP) – For purposes of California income tax, references to a spouse, husband, or wife also refer to a Registered Domestic Partner (RDP) unless otherwise specified. For more information on RDPs, get FTB Pub. 737, Tax Information for Registered Domestic Partners.

A Purpose

Use Form 590, Withholding Exemption Certificate, to certify an exemption from nonresident withholding.

Form 590 does not apply to payments of backup withholding. For more information, go to ftb.ca.gov and search for **backup withholding**.

Form 590 does not apply to payments for wages to employees. Wage withholding is administered by the California Employment Development Department (EDD). For more information, go to edd.ca.gov or call 888.745.3886.

Do not use Form 590 to certify an exemption from withholding if you are a **Seller of California real estate**. Sellers of California real estate use Form 593-C, Real Estate Withholding Certificate, to claim an exemption from the real estate withholding requirement.

The following are excluded from withholding and completing this form:

- The United States and any of its agencies or instrumentalities.
- A state, a possession of the United States, the District of Columbia, or any of its political subdivisions or instrumentalities.
- A foreign government or any of its political subdivisions, agencies, or instrumentalities.

B Income Subject to Withholding

California Revenue and Taxation Code (R&TC) Section 18662 requires withholding of income or franchise tax on payments of California source income made to nonresidents of California.

Withholding is required on the following, but is not limited to:

- Payments to nonresidents for services rendered in California.
- Distributions of California source income made to domestic nonresident partners, members, and S corporation shareholders and allocations of California source income made to foreign partners and members.
- Payments to nonresidents for rents if the payments are made in the course of the withholding agent's business.
- Payments to nonresidents for royalties from activities sourced to California.

- Distributions of California source income to nonresident beneficiaries from an estate or trust.
- Endorsement payments received for services performed in California.
- Prizes and winnings received by nonresidents for contests in California.

However, withholding is optional if the total payments of California source income are \$1,500 or less during the calendar year.

For more information on withholding get FTB Pub. 1017, Resident and Nonresident Withholding Guidelines. To get a withholding publication, see Additional Information.

C Who Certifies this Form

Form 590 is certified by the payee. California residents or entities exempt from the withholding requirement should complete Form 590 and submit it to the withholding agent before payment is made. The withholding agent is then relieved of the withholding requirements if the agent relies in good faith on a completed and signed Form 590 unless notified by the Franchise Tax Board (FTB) that the form should not be relied upon.

An incomplete certificate is invalid and the withholding agent should not accept it. If the withholding agent receives an incomplete certificate, the withholding agent is required to withhold tax on payments made to the payee until a valid certificate is received. In lieu of a completed exemption certificate, the withholding agent may accept a letter from the payee as a substitute explaining why they are not subject to withholding. The letter must contain all the information required on the certificate in similar language, including the under penalty of perjury statement and the payee's taxpayer identification number (TIN). The withholding agent must retain a copy of the certificate or substitute for at least five years after the last payment to which the certificate applies, and provide it upon request to the FTB.

If an entertainer (or the entertainer's business entity) is paid for a performance, the entertainer's information must be provided. **Do not** submit the entertainer's agent or promoter information.

The grantor of a grantor trust shall be treated as the payee for withholding purposes. Therefore, if the payee is a grantor trust and one or more of the grantors is a nonresident, withholding is required. If all of the grantors on the trust are residents, no withholding is required. Resident grantors can check the box on Form 590 labeled "Individuals — Certification of Residency."

D Definitions

For California nonwage withholding purposes, **nonresident** includes all of the following:

- Individuals who are not residents of California.
- Corporations not qualified through the California Secretary of State (CA SOS) to do business in California or having no permanent place of business in California.
- Partnerships or limited liability companies (LLCs) with no permanent place of business in California.
- Any trust without a resident grantor, beneficiary, or trustee, or estates where the decedent was not a California resident.

Foreign refers to non-U.S.

For more information about determining resident status, get FTB Pub. 1031, Guidelines for Determining Resident Status. Military servicemembers have special rules for residency. For more information, get FTB Pub. 1032, Tax Information for Military Personnel.

Permanent Place of Business:

A corporation has a permanent place of business in California if it is organized and existing under the laws of California or it has qualified through the CA SOS to transact intrastate business. A corporation that has not qualified to transact intrastate business (e.g., a corporation engaged exclusively in interstate commerce) will be considered as having a permanent place of business in California only if it maintains a permanent office in California that is permanently staffed by its employees.

E Military Spouse Residency Relief Act (MSRRA)

Generally, for tax purposes you are considered to maintain your existing residence or domicile. If a military servicemember and nonmilitary spouse have the same state of domicile, the MSRRA provides:

- A spouse shall not be deemed to have lost a residence or domicile in any state solely by reason of being absent to be with the servicemember serving in compliance with military orders.
- A spouse shall not be deemed to have acquired a residence or domicile in any other state solely by reason of being there to be with the servicemember serving in compliance with military orders.

Domicile is defined as the one place:

- Where you maintain a true, fixed, and permanent home.
- To which you intend to return whenever you are absent.

A military servicemember's nonmilitary spouse is considered a nonresident for tax purposes if the servicemember and spouse have the same domicile outside of California and the spouse is in California solely to be with the servicemember who is serving in compliance with Permanent Change of Station orders.

California may require nonmilitary spouses of military servicemembers to provide proof that they meet the criteria for California personal income tax exemption as set forth in the MSRRA.

Income of a military servicemember's nonmilitary spouse for services performed in California is not California source income subject to state tax if the spouse is in California to be with the servicemember serving in compliance with military orders, and the servicemember and spouse have the same domicile in a state other than California.

For additional information or assistance in determining whether the applicant meets the MSRRA requirements, get FTB Pub. 1032.

Specific Instructions

Payee Instructions

Enter the withholding agent's name.

Enter the payee's information, including the TIN and check the appropriate TIN box.

You must provide a valid TIN as requested on this form. The following are acceptable TINs: social security number (SSN); individual taxpayer identification number (ITIN); federal employer identification number (FEIN); California corporation number (CA Corp no.); or CA SOS file number.

Private Mail Box (PMB) – Include the PMB in the address field. Write "PMB" first, then the box number. Example: 111 Main Street PMB 123.

Foreign Address – Follow the country's practice for entering the city, county, province, state, country, and postal code, as applicable, in the appropriate boxes. **Do not** abbreviate the country name.

Exemption Reason – Check the box that reflects the reason why the payee is exempt from the California income tax withholding requirement.

Withholding Agent Instructions

Do not send this form to the FTB. The withholding agent retains this form for a minimum of five years or until the payee's status changes, and must provide this form to the FTB upon request.

The payee must notify the withholding agent if any of the following situations occur:

- The individual payee becomes a nonresident.
- The corporation ceases to have a permanent place of business in California or ceases to be qualified to do business in California.

- The partnership ceases to have a permanent place of business in California.
- The LLC ceases to have a permanent place of business in California.
- The tax-exempt entity loses its tax-exempt status.

If any of these situations occur, then withholding may be required. For more information, get Form 592, Resident and Nonresident Withholding Statement, Form 592-B, Resident and Nonresident Withholding Tax Statement, and Form 592-V, Payment Voucher for Resident and Nonresident Withholding.

Additional Information

Website: For more information go to ftb.ca.gov and search for **nonwage**.
MyFTB offers secure online tax account information and services. For more information and to register, go to ftb.ca.gov and search for **myftb**.

Telephone: 888.792.4900 or 916.845.4900, Withholding Services and Compliance phone service

Fax: 916.845.9512

Mail: WITHHOLDING SERVICES AND COMPLIANCE MS F182
FRANCHISE TAX BOARD
PO BOX 942867
SACRAMENTO CA 94267-0651

For questions unrelated to withholding, or to download, view, and print California tax forms and publications, or to access the TTY/TDD numbers, see the information below.

Internet and Telephone Assistance

Website: ftb.ca.gov

Telephone: 800.852.5711 from within the United States

916.845.6500 from outside the United States

TTY/TDD: 800.822.6268 for persons with hearing or speech impairments

Asistencia Por Internet y Teléfono

Sitio web: ftb.ca.gov

Teléfono: 800.852.5711 dentro de los Estados Unidos

916.845.6500 fuera de los Estados Unidos

TTY/TDD: 800.822.6268 para personas con discapacidades auditivas o de habla



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

Direct Deposit Authorization

STEP 1: Please check all the appropriate boxes

- | | |
|--|--|
| <input type="checkbox"/> Individual (Employee, Governing Board Member) | <input type="checkbox"/> New Request |
| <input type="checkbox"/> Vendor/Contractor | <input type="checkbox"/> Cancel Direct Deposit |
| <input type="checkbox"/> Changed Information | |

STEP 2: Payee Information

| | | | | | |
|---|--|------------------|-----|------------------------------|-------|
| Last Name | | First Name | | Middle Initial | Title |
| Vendor/Contractor Business Name (if applicable) | | | | | |
| Address | | | | Apartment or P.O. Box Number | |
| City | | State | Zip | Country | |
| Taxpayer ID Number | | Telephone Number | | Email Address | |

Authorization

- I authorize South Coast Air Quality Management District (SCAQMD) to direct deposit funds to my account in the financial institution as indicated below. I understand that the authorization may be rejected or discontinued by SCAQMD at any time. If any of the above information changes, I will promptly complete a new authorization agreement. If the direct deposit is not stopped before closing an account, funds payable to me will be returned to SCAQMD for distribution. This will delay my payment.
- This authorization remains in effect until SCAQMD receives written notification of changes or cancellation from you.
- I hereby release and hold harmless SCAQMD for any claims or liability to pay for any losses or costs related to insufficient fund transactions that result from failure within the Automated Clearing House network to correctly and timely deposit monies into my account.

STEP 3:

You must verify that your bank is a member of an Automated Clearing House (ACH). Failure to do so could delay the processing of your payment. You must attach a voided check or have your bank complete the bank information and the account holder must sign below.

To be Completed by your Bank

| | | | | | |
|---------------------------------|---|--|-------------------------------|----------------|------|
| Staple Voided Check Here | Name of Bank/Institution | | | | |
| | Account Holder Name(s) | | | | |
| | <input type="checkbox"/> Saving <input type="checkbox"/> Checking | | Account Number | Routing Number | |
| | Bank Representative Printed Name | | Bank Representative Signature | | Date |
| | ACCOUNT HOLDER SIGNATURE: | | | | Date |

For SCAQMD Use Only

Input By _____

Date _____

Agenda Item #1

Vicki White

Amend Awards and Issue Program
Announcement for Heavy-Duty Trucks
under the Prop 1B–Goods Movement
Program, and Transfer Funds for Near-Zero
Emissions Natural Gas Trucks

Background – Proposition 1B

- The Program Announcement for “Year 5” Prop 1B-Goods Movement Program remained open until all program funds were fully committed
- All contracts were executed by March 31, 2018
- Some fleets have declined awards due to financial or other reasons
- Other fleets are opting to switch to a different truck technology allowed by the Prop 1B Program-Goods Movement (e.g., from zero emissions to optional low NOx)



Fleets Opting to Switch Truck Technologies

- Following awards in December 2016 (Prop 1B) and October 2018 (Community Air Protection), 3 fleets have opted to switch from zero to near-zero emissions trucks
- Difference in funding levels:
 - \$200,000 to \$100,000 for Class 7/8 trucks
 - \$100,000 to \$50,000 for Class 6 trucks
- 151 trucks affected, \$8.5 million in returned funds
- Other fleets are planning to submit similar requests in the coming months



Background – CEC Grant

- In October 2018, the Board recognized \$8 million in CEC revenue for early deployment of near-zero emissions natural gas trucks
- This CEC grant will be matched with \$2 million each from the Ports of LA and Long Beach
- Since the CEC grant and Port funds will be disbursed on a reimbursement basis, a temporary loan is needed until the reimbursement process is completed

Proposal

- Amend awards to switch truck technology and adjust funding level as allowed by the Prop 1B-Goods Movement Program
- Release a new solicitation for additional truck projects and execute contracts until all program funds are fully committed
- Transfer funds for a temporary loan due to CEC reimbursed process



Recommended Actions

- Amend awards for heavy-duty truck projects, upon request by the fleet owner or operator, to switch the truck technology and adjust the funding level as allowed by the Prop. 1B-Goods Movement Program
- Issue Program Announcement for heavy-duty truck projects under Prop. 1B-Goods Movement Program
- Authorize EO to execute contracts for eligible truck projects until all remaining funds are committed
- Transfer up to \$11 million as a temporary loan for deployment of near-zero emissions natural gas trucks approved under a CEC grant

[Go to SLIDES](#)

DRAFT

Technology Committee Agenda #2

BOARD MEETING DATE: October 4, 2019

AGENDA NO.

PROPOSAL: Recognize Revenue and Execute Contracts to Develop, Demonstrate and Commercialize Near-Zero Emissions Natural Gas and Propane Conversion Systems for On-Road Medium-Duty Vehicles

SYNOPSIS: South Coast AQMD has been supporting rapid deployment of near-zero NOx heavy-duty vehicles since natural gas engines became commercially available in 2015, but there is a need to develop and certify near-zero engines for medium-duty vehicles. Staff has received three proposals to develop natural gas and propane conversion systems for the new Ford 7.3-liter gasoline engine and certify the systems to CARB's optional low-NOx standard for use in Class 4-7 Ford medium-duty vehicle platforms. These actions are to recognize revenue up to \$900,000 from SoCalGas into the Clean Fuels Program Fund (31) and execute three contracts totaling \$2,099,175 to develop and commercialize the new 7.3-liter near-zero NOx emissions medium-duty natural gas and/or propane conversions systems for different market segments.

COMMITTEE: Technology, September 20, 2019; Recommended for Approval

RECOMMENDED ACTIONS:

1. Recognize revenue, upon receipt, up to \$900,000 from SoCalGas into the Clean Fuels Program Fund (31) to develop, demonstrate and commercialize near-zero emissions natural gas conversion systems for on-road medium-duty vehicles.
2. Authorize the Chairman to execute contracts from the Clean Fuels Program Fund (31) totaling \$2,099,175 with following:
 - a. A-1 Alternative Fuel Systems to develop and commercialize a near-zero emissions natural gas conversion system for on-road medium-duty vehicles in an amount not to exceed \$891,350.
 - b. Landi Renzo USA to develop and commercialize a near-zero natural gas conversion system for on-road medium-duty vehicles in an amount not to exceed \$600,000.

- c. Agility Fuel Solutions to develop, demonstrate and commercialize near-zero natural gas and propane conversion systems for on-road medium-duty vehicles in an amount not to exceed \$607,825.

Wayne Natri
Executive Officer

MMM:NB:JI:SC

Background

The U.S. Department of Transportation maintains that natural gas plays a key role as a versatile, low emission fuel and is an increasingly attractive alternative to conventional diesel fuel on a nationwide basis. Due to low carbon fuel and renewable fuel initiatives, renewable natural gas (RNG) further increases interest and motivation in expanding the use of natural gas in the transportation sector. In addition, renewable propane has recently become available from local producers.

South Coast AQMD has been supporting the rapid deployment of near-zero 0.02 g/bhp-hr NO_x vehicles through its incentive programs since the first near-zero heavy-duty natural gas engines became commercially available in 2015. However, the 2016 AQMP identified medium-duty trucks as contributing over 40% of the on-road mobile source NO_x inventory in 2012, and a 2018 fleet survey showed opportunities for additional medium-duty truck emission reductions.

Earlier this year, Ford announced a new 7.3-liter V8 gasoline engine option for the upcoming 2020 model year (MY) medium-duty vehicles as a replacement to the existing popular Ford 6.8-liter V10. The 6.8-liter engine has significant market share in multiple applications, including local and regional goods movement, municipal fleets, utilities, and a variety of transit, shuttle and school bus operations, and has been successfully converted to near-zero NO_x emission levels for natural gas and propane fuel options. Staff has received three proposals to develop the new 7.3-liter low NO_x engine conversion systems. Each proponent has a distinct commercialization strategy for their system that includes addressing different medium-duty vehicle market segments such as public fleets, goods movement, utility vehicles and potentially buses.

Proposal

A-1 Alternative Fuel Systems

A-1 Alternative Fuel Systems is partnering with SoCalGas and others to develop and commercialize a natural gas conversion system for the new Ford 7.3-liter gasoline engine including certification of the system to CARB's optional low NO_x standard for use in Class 4-7 Ford medium-duty vehicle platforms. A-1 has selected Westport Fuel

Systems, a Ford Qualified Vehicle Modifier (QVM) Developer, and Badillo Engineering, a Ford Qualified Calibration Modifier (QCM), to develop the alternative fuel system and the engine control calibrations to the 0.02 g/bhp-hr NOx emission levels per Ford guidelines. Upon successful demonstration of meeting the optional low-NOx standard, the project will proceed with U.S. EPA and CARB emission certification and Ford compliance testing. U.S. Gain, a market leader in natural gas and RNG refueling infrastructure development, and Worthington Industries, Inc., the largest alternative fuel cylinder and system supplier in the world, are cost-sharing partners this project.

Landi Renzo USA

Landi Renzo USA (LRUSA), along with SoCalGas, will also develop and commercialize a natural gas conversion system for the new Ford 7.3-liter gasoline engine including certification of the system to CARB's optional low NOx standard for use in Class 4-7 Ford medium-duty vehicle platforms. LRUSA will work closely with Badillo Engineering, a Ford QCM, and Ford Motor Company to perform the calibration and certify this engine to 0.02 g/bhp-hr NOx emission level.

Agility Fuel Solutions

Agility Fuel Solutions will develop, commercialize and certify the near-zero NOx propane and natural gas conversion systems for the new 7.3-liter Ford engine with support from SoCalGas for the natural gas conversion. Agility has selected MAHLE Powertrain, LLC, a Ford QCM, to codevelop the alternative fuel system and engine control calibrations to the 0.02 g/bhp-hr NOx emission levels in MAHLE's laboratory. Agility will also demonstrate the certified natural gas and propane engine in two separate chassis configurations for system integration and validation, as well as fleet customer drive events. Ford will provide two engines for the demonstration.

Benefits to South Coast AQMD

Availability of more near-zero NOx alternative fuel medium-duty engines, combined with renewable fuels, will lead to further near-term NOx reductions for ozone attainment, and greenhouse gas reductions. Furthermore, this will expand the number of engine offerings for South Coast AQMD incentive programs, which will contribute towards lower emissions, particularly in environmental justice communities. Projects to support development of near-zero emission engines are included in the *Technology Advancement Office Clean Fuels Program 2019 Plan Update* under the category "Engine Systems."

Sole Source Justification

Section VIII.B.2 of the Procurement Policy and Procedure identifies provisions by which sole source awards may be justified. This request for a sole source award is made under provision B.2.c.: The desired services are available from only the sole-source based upon one or more of the following reasons: specifically, B.2.c.(1): The unique experience and capabilities of the proposed contractor or contractor team; and

B.2.c.(2): The project involves the use of proprietary technology. The request for sole source award is also made under provision B.2.d.(1): Project involving cost-sharing by multiple sponsors. For an alternate fuel conversion system to retain original manufacture warranty, Ford requires a certified Ford QVM Developer in alternative fuels with the proven capability to perform the development and certification. Westport Fuel Systems, A-1's contractor for this project, LRUSA and Agility are all companies approved by Ford to perform this work. The proposed projects include cash and in-kind cost-sharing from SoCalGas, Ford Motor Company, U.S. Gain, Worthington Industries and the project proponents.

Resource Impacts

South Coast AQMD's cost-share will not exceed \$1,199,175. Total contracts to be executed will not exceed \$2,099,175 from the Clean Fuels Program Fund (31), including SoCalGas's pass-through funding of \$900,000, which will be received into Fund 31. The estimated total costs for each project are summarized below:

| Proposed Project | A-1 | LRUSA | Agility | Total | Percent |
|--|-------------|--------------|----------------|--------------|----------------|
| Proponent & Partner Cost-Share* | \$382,000 | \$855,072 | \$1,226,175 | \$2,463,247 | 54 |
| SoGalGas | \$445,675 | \$300,000 | **\$154,325 | \$900,000 | 20 |
| South Coast AQMD (requested) | \$445,675 | \$300,000 | \$453,500 | \$1,199,175 | 26 |
| Total Project Cost | \$1,273,350 | \$1,455,072 | \$1,834,000 | \$4,562,422 | 100 |

*Partner cost-share includes U.S. Gain and Worthington Industries cost-sharing and Ford's in-kind.

**Cost-share for CNG conversion only

Sufficient funds are available in the Clean Fuels Program Fund (31) for this proposed project. The Clean Fuels Program Fund (31) is established as a special revenue fund resulting from the state-mandated Cleans Fuels Program. The Clean Fuels Program, under Health and Safety Code Sections 40448.5 and 40512 and Vehicle Code Section 9250.11, establishes mechanisms to collect revenues from mobile sources to support projects to increase the utilization of clean fuels, including the development of the necessary advanced enabling technologies. Funds collected from motor vehicles are restricted, by statute, to be used for projects and program activities related to mobile sources that support the objectives of the Clean Fuels Program.

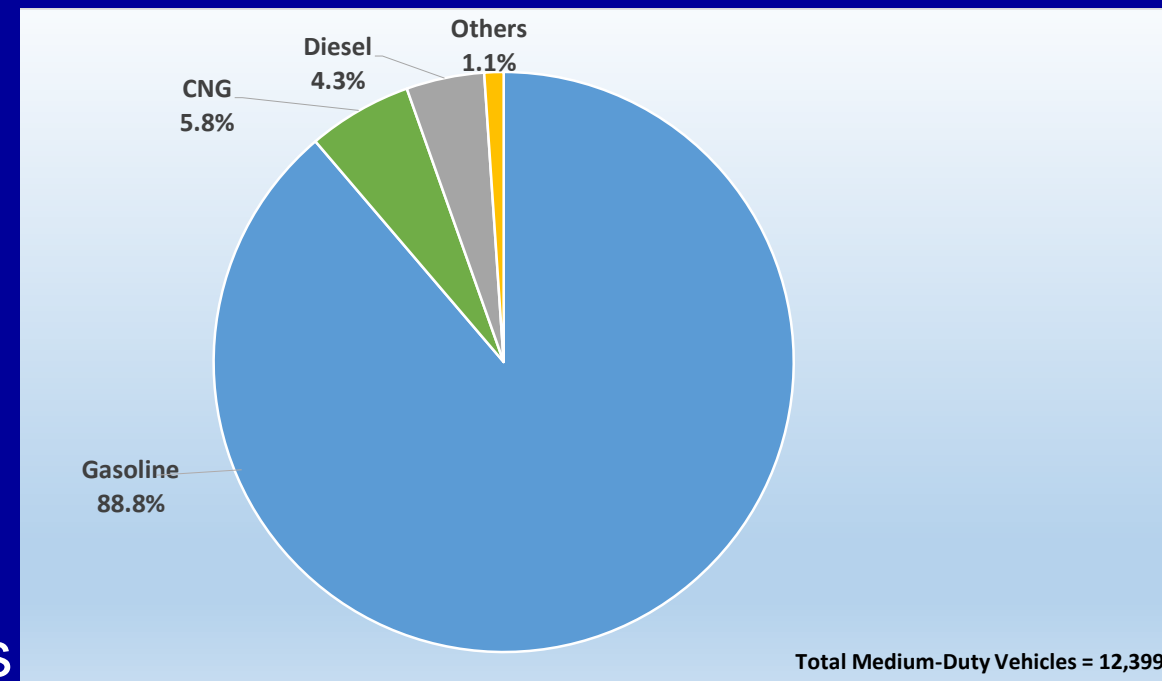
Agenda Item #2

Sam Cao

Recognize Revenue and Execute Contracts to Develop, Demonstrate and Commercialize Near-Zero Emissions Natural Gas and Propane Conversion Systems for On-Road Medium-Duty Vehicles

Background

- Medium-duty vehicles are 40% of on-road vehicle NOx inventory in 2016 AQMP
- 2018 fleet survey showed opportunities for additional medium-duty emission reductions
- Ford unveiled a new gasoline engine option for MY2020 medium-duty trucks/buses (Class 4-7) – the 7.3-liter V8, replacing popular 6.8-liter V10
- Three proposals were received to develop natural gas and propane conversion systems for the 7.3-liter engine and achieve near-zero NOx levels



Source: South Coast AQMD 2018 Fleet Survey – Mobile Source Committee

Proposal: A-1 Alternative Fuel Systems

Develop and commercialize a natural gas conversion system to near-zero NOx level

- Partnering with SoCalGas, U.S. Gain and Worthington Industries
- Westport Fuel Systems, a Ford Qualified Vehicle Modifier (QVM) Developer, to work with Badillo Engineering, a Ford Qualified Calibration Modifier (QCM), to develop near-zero NOx calibration
- Perform U.S. EPA & CARB certifications
- Ford compliance testing



Proposal: Landi Renzo USA

Develop and commercialize a natural gas conversion system to near-zero NOx level

- Partnering with SoCalGas
- Badillo Engineering (Ford QCM) to develop near-zero NOx calibration
- Perform U.S. EPA & CARB certifications
- Ford compliance testing



Proposal: Agility Fuel Solutions

Develop, demonstrate and commercialize natural gas and propane conversion systems to near-zero NOx level

- Partnering with SoCalGas
- MAHLE Powertrain, a Ford QCM to develop near-zero NOX calibration
- U.S. EPA & CARB certifications
- Ford compliance testing
- Two demonstration vehicles for full system integration, on-road validation and fleet demonstrations



Proposed Project Costs

| | A-1 | Landi Renzo | Agility | Total | Percent |
|--|-------------|-------------|-------------|-------------|---------|
| Proponent & Partner Cost-Share* | \$382,000 | \$855,072 | \$1,226,175 | \$2,398,247 | 54 |
| SoCalGas | \$445,675 | \$300,000 | **\$154,325 | \$900,000 | 20 |
| South Coast AQMD (requested) | \$445,675 | \$300,000 | \$453,500 | \$1,199,175 | 26 |
| Total Project Cost | \$1,273,350 | \$1,455,072 | \$1,834,000 | \$4,562,422 | 100 |

*Partner cost-share includes U.S. Gain and Worthington Industries cost-sharing and Ford's in-kind.

**Cost-share for CNG conversion only

Recommended Actions

- Recognize Revenue up to \$900,000 from SoCalGas into Clean Fuels Program Fund (31)
- Execute contracts for near-zero emissions natural gas and propane conversion projects for \$2,099,175 from the Clean Fuels Fund (31):
 - A-1 Alternative Fuel Systems: \$891,350
 - Landi Renzo USA: \$600,000
 - Agility Fuel Solutions: \$607,825

Background

Heavy-duty on-road vehicles represent one of the largest categories in the NOx emissions inventory in the South Coast Air Basin (Basin). In order to meet the 2023 and 2031 ozone standards, NOx emissions need to be reduced by 45% and 55% from future business as usual scenarios, respectively, and most of the NOx in the basin is from mobile sources. Previous in-use emission studies, including studies funded by South Coast AQMD, have shown significantly higher NOx emissions from heavy-duty on-road vehicles than the certification limit under certain in-use operations, such as low power duty cycles.

In CARB's proposed Heavy-Duty On-Road "Omnibus" Low NOx regulation, multiple lower NOx standards will be phased in starting in 2022. In addition to the lower certification values, a low load test cycle, revisions to the not-to-exceed compliance test and NOx sensor data reporting are also proposed to ensure real-world emission reductions are realized over various duty cycles, especially those low power duty cycles in urban areas. An alternative proposed new methodology is to continuously measure real-time emissions from trucks with onboard sensors.

The Truck & Engine Manufacturers Association (EMA) and U.S. EPA are proposing a project with Southwest Research Institute (SwRI) to perform laboratory evaluation of NOx and ammonia sensors as part of a larger initiative to enable continuous emissions monitoring and demonstrate in-use compliance in the 2027-2030 timeframe. Concurrently, the University of California Riverside (UCR)/CE-CERT, along with other industry, government and academia members, has formed a consortium to develop the next generation of onboard sensors, analysis and reporting methodology. This project is part of a larger consortium effort to develop a cloud-based emissions/energy management system. Under these two projects, SwRI would initially conduct the lab evaluation and compliance testing and UCR/CE-CERT would perform the real-world emissions data collection for methodology development.

Proposal

SwRI

SwRI will evaluate NOx and ammonia sensors from five leading sensor suppliers and focus the effort on regulation-required verification in the laboratory setting. The key aspect of this evaluation is to characterize and explore interferences from real-world driving parameters under controlled conditions on sensor accuracy and durability. The SwRI work is expected to supplement the onboard sensor data used in UCR/CE-CERT's project.

UCR/CE-CERT

Under the consortium oversight, UCR/CE-CERT will develop and demonstrate a low-cost onboard NOx and PM sensor-based emissions measurement reporting methodology for heavy-duty engines. The low-cost system would be designed to enable

future capabilities, such as dynamic engine calibration control, in-use policy enforcement and a data-driven exposure model specific to the Basin. The proposed low-cost system will be demonstrated on up to eight heavy-duty trucks and up to two different vocations for up to 180 days. From the demonstration data, UCR/CE-CERT plans to investigate the activity patterns of the vehicle, the location of the routes being driven by the vehicle, cold start emissions and differences between the existing onboard diagnostic sensors and the advanced low-cost sensors' results. This project will provide valuable information in understanding the emission impacts of heavy-duty vehicle emissions for specific neighborhoods, including disadvantaged communities. The consortium will meet on a bi-monthly basis to receive project updates and solicit input from members.

Sole Source Justification

Section VIII.B.2 of the Procurement Policy and Procedure identifies four major provisions under which a sole source award may be justified. This request for a sole source award is made under provision B.2.d.: Other circumstances exist which in the determination of the Executive Officer require such waiver in the best interest of the South Coast AQMD. Specifically, these circumstances are B.2.d.(1): Projects involving cost-sharing by multiple sponsors. The proposed projects will include in-kind contributions and cost-sharing by CARB, U.S. EPA, EMA and its members, NGK Spark Plug (NGK), EmiSense Technologies, LLC (EmiSense), Center for Advancing Research in Transportation Emissions, Energy and Health (CARTEEH) and the Manufacturers of Emission Controls Association (MECA).

Benefits to South Coast AQMD

The proposed research projects will assist the trucking industry to monitor emissions, using sensors as one of the design platform options. Reduction of NOx and PM emissions from mobile sources is imperative for Basin to achieve federal ambient air quality standards and protect public health. Projects to support development and demonstration of advanced technologies are included in the *Technology Advancement Office Clean Fuels Program 2019 Plan Update* under the categories of "Engine Systems."

Resource Impacts

The estimated cost for the SwRI project is \$433,780, of which EMA's cost-share is \$250,000. The U.S. EPA is currently in the process of obtaining funding approval in the amount of \$133,780, requesting cost-sharing of \$50,000 from South Coast AQMD. The contract with SwRI will not exceed \$50,000 from the Clean Fuels Program Fund (31).

Proposed funding sources and amounts for the SwRI project are in the table below:

| Funding Source | Funding Amount | Percent |
|---------------------------------------|-----------------------|----------------|
| U.S. EPA | *\$133,780 | 30 |
| EMA | \$250,000 | 58 |
| South Coast AQMD (<i>requested</i>) | \$50,000 | 12 |
| Total | \$433,780 | 100 |

*funding not yet fully secured

The estimated cost for the UCR/CE-CERT project is \$688,587. UCR/CE-CERT is in the process of securing additional funding for this project and has requested cost-sharing from the South Coast AQMD. Our cost-share will not exceed \$201,087 from the Clean Fuels Program Fund (31). Proposed funding sources and amounts for this project are in the table below:

| Funding Source | Funding Amount | Percent |
|---|-----------------------|----------------|
| NGK (in-kind) | \$42,500 | 6 |
| CARTEEH | \$80,000 | 12 |
| EmiSense (in-kind) | \$115,000 | 17 |
| EMA (cash and in-kind) | \$200,000 | 29 |
| Other Entities (e.g., CARB, MECA, U.S. EPA) | *\$50,000 | 7 |
| South Coast AQMD (<i>requested</i>) | \$201,087 | 29 |
| Total | \$688,587 | 100 |

*funding (cash and in-kind) not yet fully secured.

Sufficient funds are available in the Clean Fuels Program Fund (31) for this proposed project. The Clean Fuels Program Fund (31) is established as a special revenue fund resulting from the state-mandated Cleans Fuels Program. The Clean Fuels Program, under Health and Safety Code Sections 40448.5 and 40512 and Vehicle Code Section 9250.11, establishes mechanisms to collect revenues from mobile sources to support projects to increase the utilization of clean fuels, including the development of the necessary advanced enabling technologies. Funds collected from motor vehicles are restricted, by statute, to be used for projects and program activities related to mobile sources that support the objectives of the Clean Fuels Program.

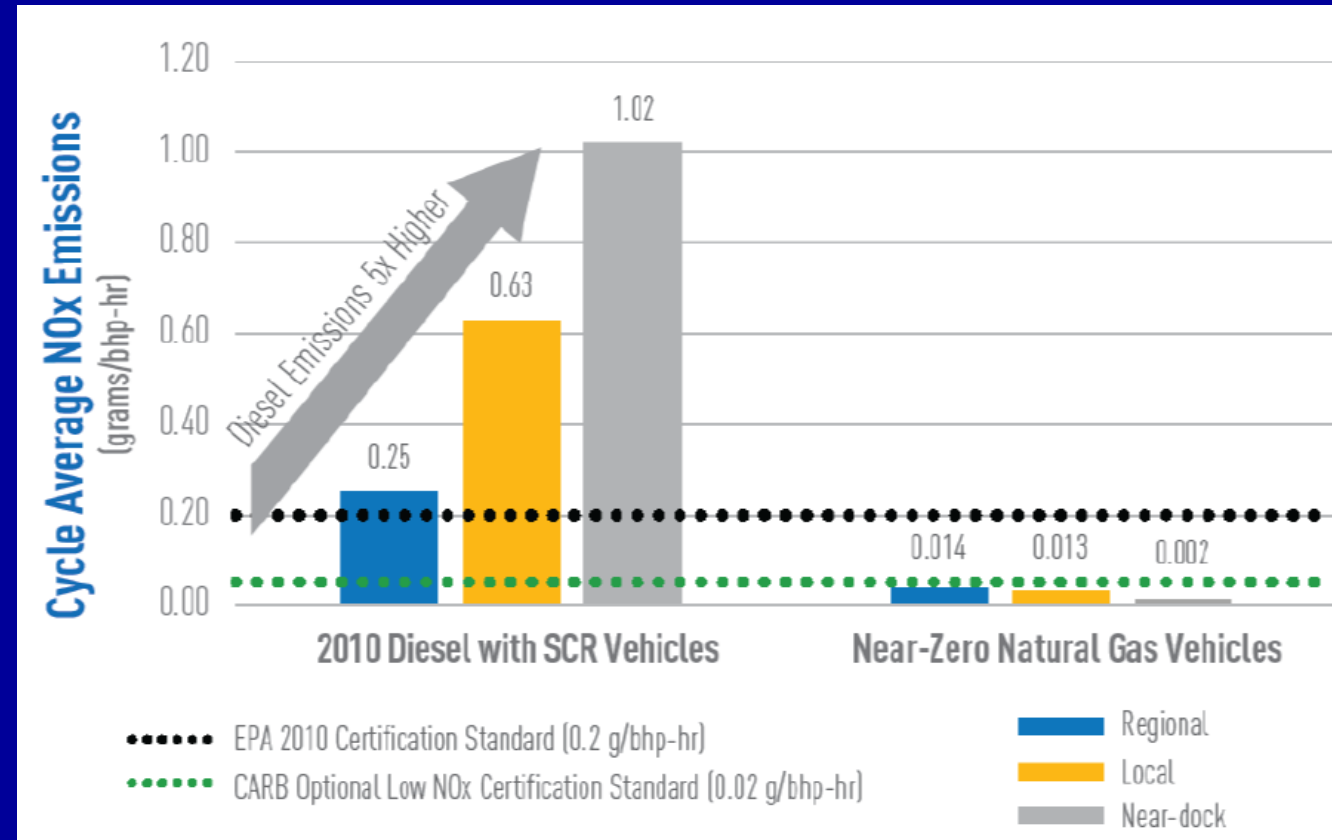
Agenda Item #3

Sam Cao

Execute Contracts to Develop Methodology
and Evaluate Onboard Emission Sensors
for On-Road Heavy-Duty Vehicles

Background

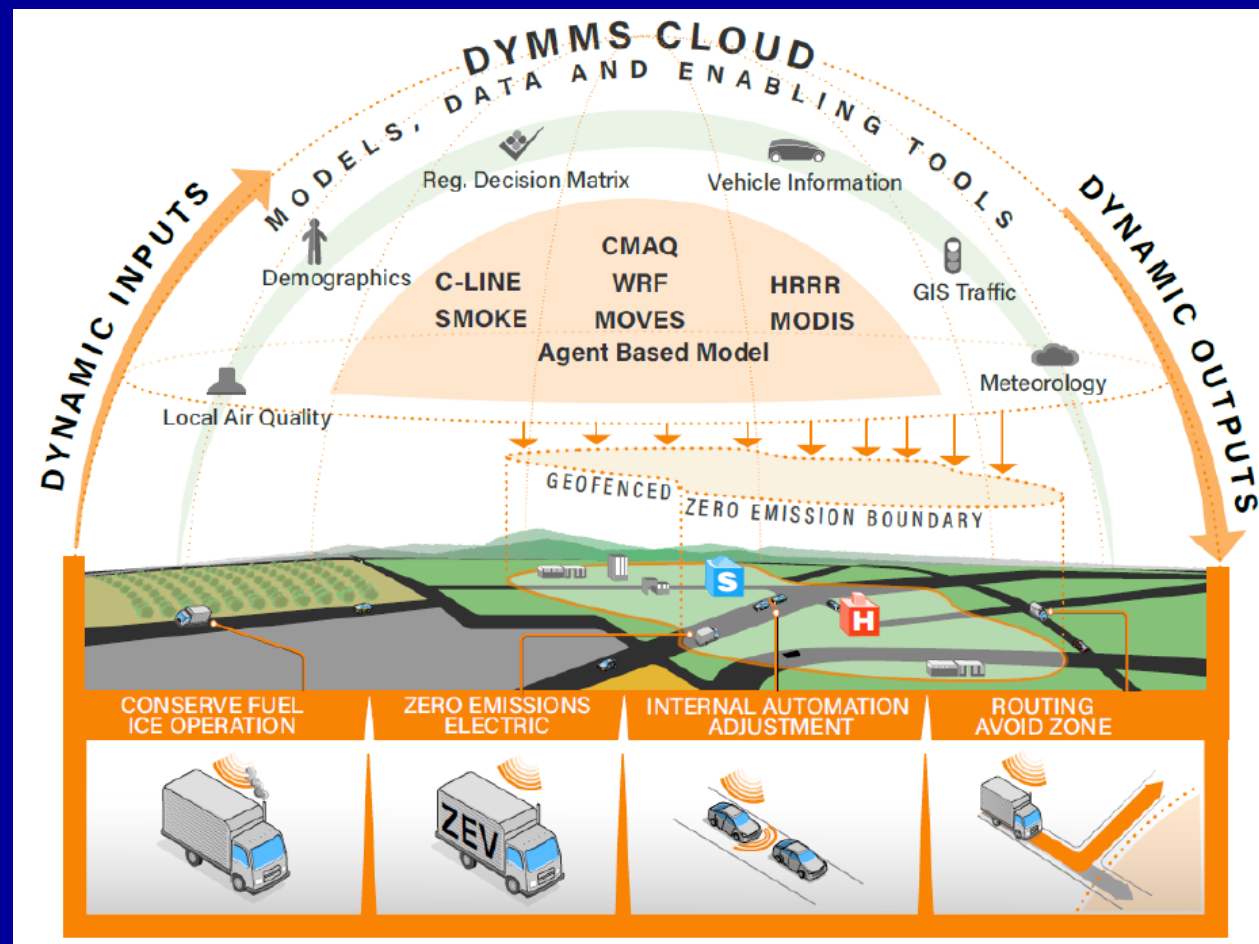
- In April 2019, CARB released the latest requirements for lower level HD NOx standards starting MYs 2022 - 2027
- Past studies show emissions much higher under certain “in-use” operations compared to the certification limit
- Onboard sensors have been identified as a critical metric for ensuring in-use compliance



Source: Johnson et al (2015, 2018, 2019), “Ultra-Low NOx Near-Zero Natural Gas Vehicle Evaluation“, Final Reports to SCAQMD

Background (cont'd)

- Recent advances in connected technology has enabled location-aware and connected vehicles
- These vehicles allowed possibility of dynamic emissions/energy management
- Onboard emission sensors are critical enablers for this future vision



Proposal: Southwest Research Institute

Southwest Research Institute (SwRI) will demonstrate an onboard sensor-based emissions in-use compliance program by first evaluating NOx and ammonia sensors from five suppliers:

- Perform regulation required verifications/calibrations to determine accuracy
- Characterization and exploration of interferences under controlled laboratory environment

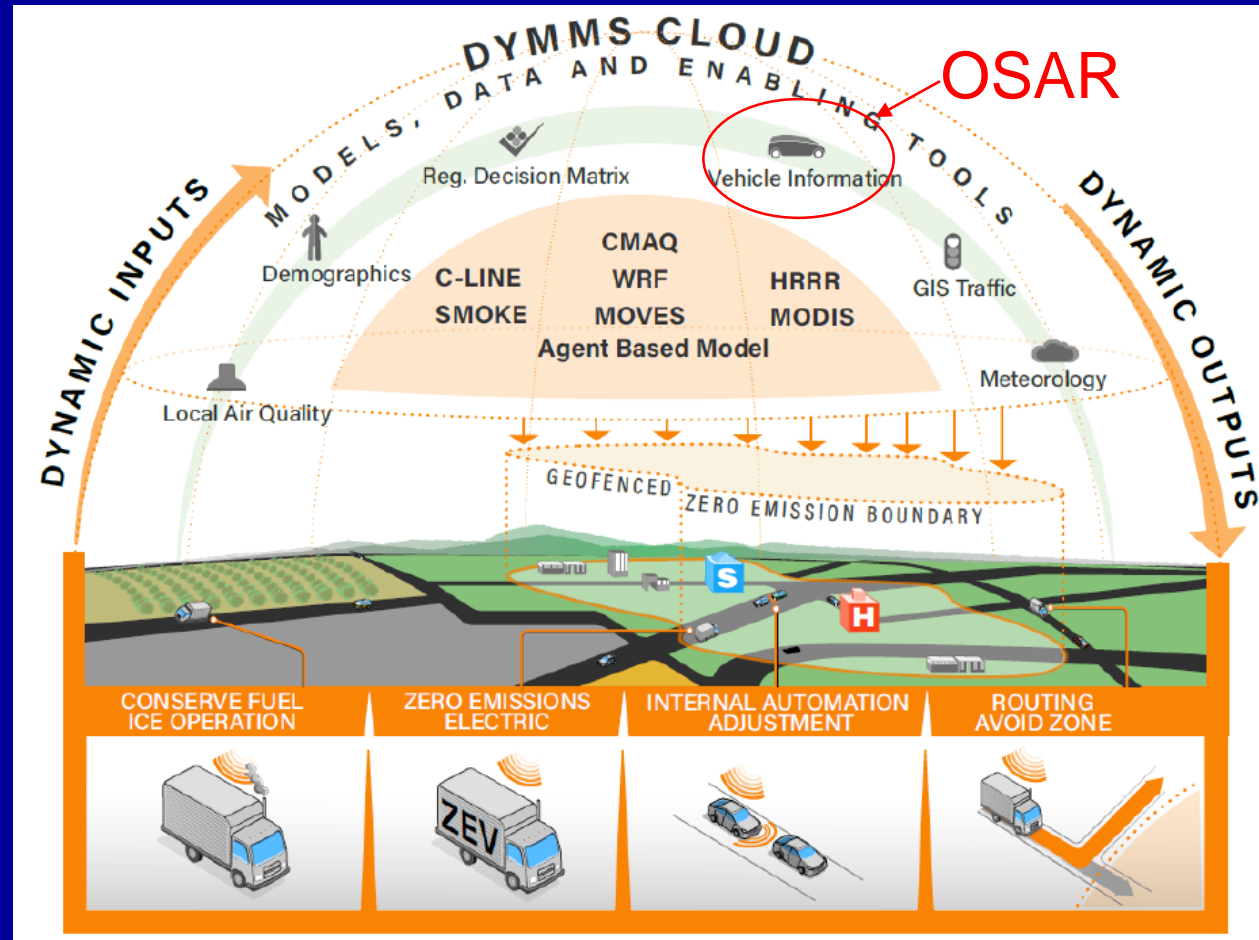


Source: SwRI, SEMNA Presentation

Proposal: UCR/CE-CERT

Consortium lead by UCR/CE-CERT will develop and demonstrate low-cost NOx and PM sensor-based emissions measurement system under real-world operating conditions

- Develop low-cost NOx and PM sensors based measurement system
- Real-world data collection for up to eight heavy-duty trucks in two different vocations for up to six months
- Develop on-board sensors, analysis and reporting algorithms



Proposed Project Costs: SwRI

| Funding Source | Funding Amount | Percent |
|--|-----------------------|----------------|
| U.S. EPA | *\$133,780 | 30 |
| Engine Manufacturers Association (EMA) | \$250,000 | 58 |
| South Coast AQMD <i>(requested)</i> | \$50,000 | 12 |
| Total | \$433,780 | 100 |

* funding not yet fully secured

Proposed Project Costs: UCR/CE-CERT

| Funding Source | Funding Amount | Percent |
|--|------------------|------------|
| NGK Spark Plug (in-kind) | \$42,500 | 6 |
| Center for Advancing Research in Transportation Emissions | \$80,000 | 12 |
| EmiSense Technologies (in-kind) | \$115,000 | 17 |
| EMA (cash and in-kind) | \$200,000 | 29 |
| Other Entities (e.g. CARB, U.S. EPA, Manufacturers of Emission Controls Association) | *\$50,000 | 7 |
| South Coast AQMD <i>(requested)</i> | \$201,087 | 29 |
| Total | \$688,587 | 100 |

* funding (cash and in-kind) not yet fully secured

Recommended Actions

Execute contracts for onboard sensor research for \$251,087 from the Clean Fuels Fund (31) :

- SwRI to perform laboratory investigations of onboard NOx and ammonia sensors in an amount not to exceed \$50,000
- UCR/CE-CERT to develop and demonstrate onboard sensor-based measurement program under real-world conditions in an amount not to exceed \$201,087

[Go to SLIDES](#)

DRAFT

Technology Committee Agenda #4

BOARD MEETING DATE: October 4, 2019

AGENDA NO.

PROPOSAL: Transfer Funds and Amend Contracts for the Commercial Electric Lawn and Garden Equipment Incentive and Exchange Program

SYNOPSIS: On April 6, 2018, the Board approved awards to six qualified manufacturers to participate in the Commercial Electric Lawn and Garden Equipment Incentive and Exchange Program. These contracts are funded using \$2,327,250 from a U.S. EPA 2016 Targeted Air Shed Grant and \$628,077 from South Coast AQMD's Rule 2202 Air Quality Investment Program. Staff proposes to increase participation in the program by providing an additional 25 percent discount (Plus Up Discount) on eligible lawn and garden equipment. This action is to approve the transfer of up to \$750,000 from the Rule 1111 Air Quality Investment Fund (27) into the Advanced Technology, Outreach and Education Fund (17). This action is to also amend contracts with the participating manufacturers and suppliers of commercial lawn and garden equipment to offer the Plus Up Discount on eligible lawn and garden equipment.

COMMITTEE: Technology, September 20, 2019; Recommended for Approval

RECOMMENDED ACTIONS:

1. Transfer up to \$750,000 from the Rule 1111 Air Quality Investment Fund (27) into the Advanced Technology, Outreach and Education Fund (17).
2. Authorize the Chairman to amend contracts with the following manufacturers/distributors to provide an additional 25 percent discount on eligible lawn and garden equipment in an amount not to exceed \$750,000 among all of the below listed manufactures/distributors from the Advanced Technology, Outreach and Education Fund (17):
 - a. Golden Eagle Distributing Corporation to exchange ECHO brand of lawn mowers, leaf blowers, chain saws, and string and hedge trimmers in an amount not to exceed \$750,000;
 - b. Husqvarna Group to exchange lawn mowers, leaf blowers, string and hedge trimmers, chainsaws and robotic lawn mowers in an amount not to exceed \$750,000;

- c. Makita U.S.A., Inc., to exchange leaf blowers, chain saws, and string and hedge trimmers in an amount not to exceed \$750,000;
 - d. Mean Green Products LLC, dba Mean Green Mowers, to exchange walk-behind, stand-on and ride-on lawn mowers in an amount not to exceed \$750,000;
 - e. Blount Inc., dba Oregon, to exchange leaf blowers, string and hedge trimmers and edgers in an amount not to exceed \$750,000; and
 - f. Pacific STIHL to exchange lawn mowers, leaf blowers, chain saws, and string and hedge trimmers in an amount not to exceed \$750,000.
3. Authorize the Executive Officer to amend contracts with the above six manufacturers to move funding amongst the contractors based on demand.

Wayne Natri
Executive Officer

MMM:NB:LCM:VAW:VY

Background

On April 6, 2018, following release of a Program Announcement, the Board approved awards to six qualified manufacturers/distributors to participate in the Commercial Electric Lawn and Garden Incentive and Exchange Program. These contracts are funded using \$2,327,250 from a U.S. EPA 2016 Targeted Air Shed Grant and \$628,077 from South Coast AQMD's Rule 2202 Air Quality Investment Program. The program provides incentive funds to purchase battery-electric lawn and garden equipment including the battery(s) and a charger. The incentive funding is used to reduce the purchase price of each piece of commercial electric lawn and garden equipment. Including the manufacturer/distributor's discounted price offered to the South Coast AQMD for this program, the current discount results in a 50 percent cost reduction for participants. The program prioritizes allocating the funding to the extent possible in disadvantaged communities.

Each of the six manufacturers/distributors offer their qualifying commercial-grade, electric lawn and garden equipment at distribution centers located within the four counties that are included within South Coast AQMD's jurisdiction. At these centers, the old lawn and garden equipment is tested for operation and then drained of all fluids in a responsible manner and taken to a scrapping yard where the equipment is permanently destroyed by a licensed dismantler.

The participants, which include local governments, school districts, nonprofit organizations and commercial gardeners and landscapers, select from a variety of available makes and models of commercial-grade electric lawn and garden equipment including handheld trimmers, chainsaws, pruners, backpack and handheld blowers, and

lawnmowers including ride-on, stand-on and walk-behind mowers with a cutting width greater than 31 inches.

Staff estimates that up to 5,600 pieces of old gasoline- or diesel-powered commercial lawn and garden equipment will be replaced with new battery-electric commercial lawn and garden equipment. However, since the beginning of the program only 1,000 units have been exchanged which translates to approximately 10 percent of the eligible funds. Staff proposes to increase participation in the program by providing an additional 25 percent discount (Plus Up Discount) on eligible lawn and garden equipment. Additionally, increasing the incentive funding is expected to help offset the additional cost to operators of purchasing additional batteries for the equipment to allow for longevity and fulfill the needs of their business.

Proposal

The Plus Up Discount for the Commercial Electric Lawn and Garden Equipment Incentive and Exchange Program will provide an additional 25 percent discount on eligible lawn and garden equipment, providing up to a total of 75 percent reduction in the price for eligible lawn and garden equipment. The program will continue to prioritize allocating the funding to the extent possible in disadvantaged communities by implementing coordinated and enhanced outreach efforts.

Tables 1 through 6 list the participating manufacturers/distributors and the approved makes and models of the qualifying electric lawn and garden equipment, including the manufacturer's suggested retail price (MSRP), the discounted price offered by manufacturers for this program, South Coast AQMD's incentive amount (including the Plus Up Discount) and the participant's final cost. If any of the approved equipment is no longer available by the manufacturer, an equivalent replacement will be considered, subject to approval by management staff overseeing the program.

These actions are to transfer up to \$750,000 from the Rule 1111 Air Quality Investment Fund (27) into the Advanced Technology, Outreach and Education Fund (17); amend contracts with the six manufacturers/distributors to provide an additional 25 percent discount on eligible lawn and garden equipment; and authorize the Executive Officer to amend contracts to move funding amongst the contractors based on demand.

Staff will report back in six months to the Technology Committee regarding the effectiveness of the Plus Up program and with recommendations on continuing the program.

Benefits to South Coast AQMD

The program's primary objective is to reduce emissions of harmful criteria air pollutants, including NOx, by replacing gasoline- or diesel-powered lawn and garden equipment with zero emissions equipment, prioritizing those replacements to the extent possible in disadvantaged communities within South Coast AQMD's jurisdiction.

Resource Impacts

Total contract modifications for the Plus Up Discount will not exceed \$750,000 from Rule 1111 Air Quality Investment Fund (27).

Attachments

Table 1 – Price information for ECHO Products

Table 2 – Price information for Husqvarna Group Products

Table 3 – Price information for Makita U.S.A. Products

Table 4 – Price information for Mean Green Products

Table 5 – Price information for Oregon Products

Table 6 – Price information for Pacific STIHL Products

Table 1: Price Information

ECHO Products 

| Equipment, Battery, Charger (bundle) | MSRP | Discounted Price | South Coast AQMD's Incentive Amount with Additional Funding | Participant Cost with Additional Discount |
|--|-------|------------------|---|---|
| Lawn mower, CLM-58V4AH, 58V4AH, 58VA | \$500 | \$400 | \$300 | \$100 |
| String trimmer, CST-58V2AH, 58V2AH, 58VA | \$250 | \$200 | \$150 | \$50 |
| Handheld blower, CPLB-58V2AH, 58V2AH, 58VA | \$230 | \$184 | \$138 | \$46 |
| Chain saw, CCS-58V4AH, 58V4AH, 58VA | \$300 | \$240 | \$180 | \$60 |
| Hedge Trimmer, CHT-58V2AH, 58V2AH, 58VA | \$300 | \$240 | \$180 | \$60 |

Table 2: Price Information

Husqvarna Group Products



| Equipment, Battery, Charger (bundle) | MSRP | Discounted Price | South Coast AQMD's Incentive Amount with Additional Funding | Participant Cost with Additional Discount |
|---|---------|------------------|---|---|
| String trimmer, 536LiLX, QC500 & BLi300 | \$800 | \$640 | \$480 | \$160 |
| Articulated hedge trimmer, 536LiHE3, QC500 & BLi300 | \$900 | \$720 | \$540 | \$180 |
| Powered hedge trimmer, 536LiHD60x, QC500 & BLi300 | \$900 | \$720 | \$540 | \$180 |
| Top handle chainsaw, T536LiXP, QC500 & BLi300 | \$900 | \$720 | \$540 | \$180 |
| Leaf blower w/backpack battery, 536Li XP, QC500 & BLi300 | \$1,400 | \$1,120 | \$840 | \$280 |
| Quiet leaf blower w/backpack battery, 540iBx, QC500 & BLi950x | \$1,500 | \$1,200 | \$900 | \$300 |
| Pole Saw, 536LiP4, QC500 & BLi300 | \$900 | \$720 | \$540 | \$180 |
| Telescopic pole saw, 536LiPT5, QC500 & BLi300 | \$1,000 | \$800 | \$600 | \$200 |
| Lawn Mower, LE121P, QC80 & BLi20 | \$500 | \$400 | \$300 | \$100 |
| Lawn Mower, self-propelled, LE221R, QC80 & BLi20 | \$600 | \$480 | \$360 | \$120 |
| Lawn Mower, robotic, 315 | \$2,000 | \$1,600 | \$1,200 | \$400 |
| Lawn Mower, robotic, 415X | \$3,500 | \$2,800 | \$2,100 | \$700 |

Table 3: Price Information

Makita U.S.A. Products



| Equipment, Battery, Charger (bundle) | MSRP | Discounted Price | South Coast AQMD's Incentive Amount with Additional Funding | Participant Cost with Additional Discount |
|---|-------------|-------------------------|--|--|
| Handheld blower XBU02PT1, BL1850B, DC18RD | \$330 | \$290 | \$218 | \$72 |
| Chain saw, XCU03PT1, BL1850B, DC18RD | \$430 | \$345 | \$259 | \$86 |
| String Trimmer, XRU09PT, BL1850B, DC18RD | \$370 | \$315 | \$236 | \$79 |
| Hedge Trimmer, XHU04PT, BL1850B, DC18RD | \$370 | \$315 | \$236 | \$79 |

Table 4: Price Information

Mean Green Products



| Equipment, Battery, Charger (bundle) | MSRP | Discounted Price | South Coast AQMD's Incentive Amount with Additional Funding | Participant Cost with Additional Discount |
|--|-------------|-------------------------|--|--|
| Walk behind mower, WBX-33 Estate package | \$8,341 | \$7,795 | \$5,847 | \$1,948 |
| Walk behind mower, WBX-33 Contractor package | \$9,629 | \$8,999 | \$6,750 | \$2,249 |
| Walk behind mower, DWBX-48 Contractor package | \$13,370 | \$12,495 | \$9,372 | \$3,123 |
| Walk behind mower, DWBX-48 Industrial package | \$17,115 | \$15,995 | \$11,997 | \$3,998 |
| Walk behind mower, DWBX-52 Contractor package | \$13,857 | \$12,950 | \$9,712 | \$3,238 |
| Walk behind mower, DWBX-52 Industrial package | \$17,602 | \$16,450 | \$12,338 | \$4,112 |
| Stand on Zero Turn mower, SK-48 Estate package | \$14,230 | \$13,299 | \$9,975 | \$3,324 |
| Stand on Zero Turn mower, SK-48 Contractor package | \$17,975 | \$16,799 | \$12,600 | \$4,199 |
| Ride on Zero Turn mower, CXR-52 Industrial package | \$20,329 | \$18,999 | \$14,250 | \$4,749 |
| Ride on Zero Turn mower, CXR-52 Industrial package | \$24,074 | \$22,499 | \$16,250 | \$6,249 |
| Ride on Zero Turn mower, CXR-60 Contractor package | \$20,864 | \$19,499 | \$14,625 | \$4,874 |
| Ride on Zero Turn mower, CXR-60 Industrial package | \$24,609 | \$22,999 | \$16,500 | \$6,499 |

Table 5: Price Information

Oregon Products 

| Equipment, Battery, Charger (bundle) | MSRP | Discounted Price | South Coast AQMD's Incentive Amount with Additional Funding | Participant Cost with Additional Discount |
|--|-------------|-------------------------|--|--|
| Backpack blower, BL120V-NA, BX975, C1600 | \$1,317 | \$1,088 | \$816 | \$272 |
| String trimmer w/backpack battery, ST120VX, BX975, C1600 | \$1,385 | \$1,142 | \$856 | \$286 |
| Hedge trimmer w/backpack battery, EHT120VX, BX650, C1600 | \$1,225 | \$1,004 | \$753 | \$251 |
| Edger w/backpack battery, EG120VX, BX650, C1600 | \$1,185 | \$972 | \$729 | \$243 |

Table 6: Price Information

Pacific STIHL Products 

| Equipment, Battery, Charger (bundle) | MSRP | Discounted Price | South Coast AQMD's Incentive Amount with Additional Funding | Participant Cost with Additional Discount |
|--|-------------|-------------------------|--|--|
| Blower, BGA 85, AP 300 battery, AL300 charger | \$500 | \$410 | \$308 | \$102 |
| Blower, BGA 100, AR 2000 backpack battery, AL 300 charger | \$1,340 | \$1,000 | \$750 | \$250 |
| Blower, BGA 100, AR 3000 backpack battery, AL 300 charger | \$1,390 | \$1,080 | \$810 | \$270 |
| Grass Trimmer, FSA 90 R, AP 300 battery, AL 300 charger | \$570 | \$450 | \$338 | \$112 |
| Hedge Trimmer, HLA 65, AP 300 battery, AL 300 charger | \$600 | \$510 | \$383 | \$127 |
| Hedge Trimmer , HLA 85, AP 300 battery, AL 300 charger | \$670 | \$655 | \$492 | \$163 |
| Hedge Trimmer, HSA 66, AP 300 battery, AL 300 charger | \$490 | \$400 | \$300 | \$100 |
| Pole Pruner , HTA 65, AP 300 battery, AL 300 charger | \$664 | \$500 | \$375 | \$125 |
| Telescoping Pole Pruner , HTA 85, AP 300 battery, AL 300 charger | \$764 | \$650 | \$488 | \$162 |
| Chain saw, MSA 160, AP 300 battery, AL 300 charger | \$584 | \$450 | \$338 | \$112 |
| Chain saw, MSA 200, AP 300 battery, AL 300 charger | \$604 | \$550 | \$413 | \$137 |
| Lawn mower, RMA 510 w/catcher, AP 300 battery, AL 300 charger | \$580 | \$480 | \$360 | \$120 |

Agenda #4

Vasken Yardemian

Transfer Funds and Amend Contracts for the
Commercial Electric Lawn and Garden Equipment
Incentive and Exchange Program

Background



- In April 2018, the Board approved awards to six qualified manufacturers/distributors to participate in a new Commercial Electric Lawn and Garden Equipment Incentive and Exchange Program
 - Echo, Husqvarna, Makita, Mean Green, Oregon and STIHL
- These contracts are funded using \$2,327,250 from a U.S. EPA Targeted Air Shed Grant and \$628,077 from the Rule 2202 Air Quality Investment Program
- The program provides incentive funds to purchase commercial-grade battery-electric lawn and garden equipment, providing a 50 percent cost reduction for participants

Background (cont'd)

- Up to 5,600 pieces of old gasoline or diesel-powered commercial lawn and garden equipment will be replaced with new battery-electric models
- A variety of makes and models are available through this program:



Mean Green Stand-On Zero Turn Mower



Stihl Handheld Leaf Blower



Makita Chainsaw with Batteries and Charger

Background (cont'd)

- Participants include local government, school districts, nonprofits, and commercial gardeners and landscapers, prioritizing disadvantaged communities
- Since January 2019, only 1,000 units have been exchanged
- 10 percent of the funds have been spent

Proposal

- Increase participation in the program by adding an additional 25% discount (Plus Up Discount) on eligible lawn and garden equipment
- Discount would be up to 75 percent for each piece of eligible lawn and garden equipment
- Disadvantaged communities would continued to be prioritized to the extent possible

STIHL Leaf Blower with Backpack Battery and Charger (Example 1)

| Current Program | | Proposal | |
|--|---------------------------------|---|--|
| MSRP | \$1,390 | MSRP | \$1,390 |
| Manufacturer/ Distributor Volume Price | \$1,080 | Manufacturer/ Distributor Volume Price | \$1,080 |
| Participant Cost | \$540 (with 50% discount) | Participant Cost | \$270 (with additional 25% discount) |
| EPA/South Coast AQMD funds | \$540 | EPA/South Coast AQMD Funds w/Plus Up Discount | \$810 |

Mean Green 60-inch Ride-on Mower with Battery and Charger (Example 2)

| Current Program | | Proposal | |
|--|-----------------------------------|---|--|
| MSRP | \$20,864 | MSRP | \$20,864 |
| Manufacturer/ Distributor Volume Price | \$19,499 | Manufacturer/ Distributor Volume Price | \$19,499 |
| Participant Cost | \$9,750 (with 50% discount) | Participant Cost | \$4,874 (with additional 25% discount) |
| EPA/South Coast AQMD funds | \$9,750 | EPA/South Coast AQMD funds w/Plus Up Discount | \$14,625 |

Recommended Actions

- Transfer up to \$750,000 from Rule 1111 Air Quality Investment Fund into the Advanced Technology, Outreach and Education Fund
- Amend contracts with six manufacturers in an amount not to exceed \$750,000 to provide the Plus Up Discount for up to 75 percent off eligible lawn and garden equipment
- Authorize EO to amend contracts to move funding amongst the contractors based on demand