

Combustion Freight & Marine Projects Frequently Asked Questions (FAQs)

1. When will the solicitation open for the Combustion Freight & Marine Projects category?
 - The 1st solicitation for the Combustion Freight and Marine Projects category is open on December 6, 2019.
2. When is the deadline to submit an application?
 - The deadline to submit an application is by 1:00:00 PM on March 4, 2020. No applications will be accepted after this deadline.
3. How do I submit an application?
 - Applications will only be accepted through an online application portal. No paper applications will be accepted. To apply, please visit <http://www.aqmd.gov/vw>.
4. How much total project funds will be available for this solicitation?
 - A total of \$30 million will be available for this 1st solicitation.
5. Can I apply for multiple vehicles/equipment/engines at the same time?
 - Yes. If you are applying for multiple units, please make sure to submit all units under one application number. The online application system will allow applicants to enter information for multiple vehicles/equipment/engines. Please make sure to select the "Add Equipment" for multiple units or "Add" button in the engine section of the application for multiple engines.
6. What vehicle/equipment types are eligible for funding and what are the maximum allowed funding limits?
 - Please refer to Table 1: Project Eligibility and Funding located at the end of this document.
7. Is co-funding or grant-stacking allowed?
 - Co-funding or grant-stacking that includes other state funds with the VW Mitigation funds is not allowed. For example, projects may not receive funding from both the VW Mitigation program and the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP). In addition, co-funding may not be from funding sources where any

portion of the NOx reductions could be double-counted, including but not limited to the Carl Moyer Program or AB 617.

8. What else should I know about eligibility?

- Existing vehicle/equipment/engine must be scrapped.
- The existing vehicle/equipment must have operated in California for at least 90% of the time during the past two years.
- The Program-funded (new) vehicle/equipment/engine must operate in California for at least 90% of the time for the term of the contract.
- Both the existing and new vehicle/engine/equipment must be inspected by South Coast AQMD or designee prior to payment of the mitigation funds.
- Fleet must be currently in compliance with applicable CARB rules or regulations.

9. Are out-of-state International Registration Plan (IPR) registrations allowed?

- IPRs may be allowed if the registration documentation shows that the vehicle was operated for at least 90% of the time within the state of California.

10. Do existing vehicles/equipment have to be replaced or is repower an option?

- Please refer to Table 1: Project Eligibility and Funding located at the end of this document.

11. Are there any compliance requirements?

- Yes. All units must be in compliance with existing laws and regulations at the time of application, contract execution, and throughout the duration of the contract term.

12. What kind of documentation is needed to complete my application?

- Please select from the following vehicle/equipment checklists:
 - Checklist: Class 7 and 8 Freight Trucks – [Click Here](#)
 - Checklist: Switcher Locomotives – [Click Here](#)
 - Checklist: Ferries/Tugs/Tows – [Click Here](#)

13. How much of the funding for Combustion Freight & Marine Projects category will benefit disadvantaged or low-income communities?

- At least 50% of the funding allocation for this category is expected to benefit disadvantaged and low-income communities.

14. How do I determine if my project will benefit a disadvantaged or low-income community?

- Please click on the link below to CARB's website, scroll down to "Priority Population Maps" and enter the address of your unit's domiciled address (physical location address).

This will provide a guide as to whether the location of your unit will benefit a disadvantaged or low-income community.

<https://ww3.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>

15. Will projects be selected based on a first come, first served basis or by competitive solicitation?

- The solicitation will be competitive and the selection of projects for this category will be determined based on cost effectiveness for NOx emissions that will be reduced by the project.

16. What is a competitive solicitation?

- This means that all projects submitted in response to this solicitation will compete with each other based on established criteria. For this solicitation, all projects will be ranked by cost effectiveness for NOx emissions reductions (i.e. dollars per ton of NOx reduced) and whether a project will benefit a disadvantaged or low-income community.

17. If my project is selected to receive an award, do I have to scrap my existing vehicle/equipment/engine?

- Yes. For each vehicle, locomotive, or engine replaced/repowered, an existing vehicle, locomotive, or engine must be scrapped.

18. Who can I contact with questions or more information?

- If you have any questions regarding the Program Announcement for Combustion Freight and Marine Projects or pertaining to the VW Mitigation Program, please contact the South Coast AQMD team members assigned below:

Contact Name	Phone number	Email
Adan Velasco	(909) 396-3246	avelasco@aqmd.gov
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Definitions:

1. Class 4-7 Local Freight Trucks (Medium Trucks)
Trucks, including drayage trucks, and commercial trucks, used to deliver cargo and freight (e.g., courier services, delivery trucks, box trucks moving freight, waste haulers, dump trucks, concrete mixers) with a Gross Vehicle Weight Rating (GVWR) between 14,001 and 33,000 lbs.
2. Class 8 Local Freight, and Port Drayage Trucks (Eligible Large Trucks)
Trucks with a Gross Vehicle Weight Rating (GVWR) greater than 33,000 lbs. used for port drayage and/or freight/cargo delivery (including waste haulers, dump trucks, concrete mixers).
3. Concrete Mixer (or cement mixer)
On-road vehicle used for transporting and mixing concrete.
4. Drayage Trucks
Trucks hauling cargo to and from ports and intermodal rail yards.
5. Dump Truck
On-road vehicle used for the transportation of bulk material and that has a body which tilts to dump its contents.
6. Ferry
Any self-propelled vessel or boat owned, controlled, operated, or managed for public use in transportation of carrying passengers, property or vehicles on scheduled services. A ferry is not an excursion or research vessel.
7. Freight Switcher
A locomotive that moves rail cars around a rail yard as compared to a line-haul engine that moves freight long distances.
8. Freight Truck
Trucks, including commercial trucks, used to deliver cargo and freight (e.g., courier services, delivery trucks, box trucks moving freight, waste haulers, dump trucks, concrete mixers).
9. Garbage-packer vehicle
A vehicle specially designed to collect and compact residential or commercial solid waste on the vehicle for purposes of transportation and disposal. These include but are not limited to vehicles commonly referred to as front loader, rear loader, and automated and semi-automated side loaders.

10. Garbage-roll off vehicle

A vehicle that is designed to drop off and pick up open boxes or other containers that are commonly used to collect residential and commercial solid waste at a site.

11. Gross Vehicle Weight Rating (GVWR)

The maximum weight of the vehicle, as specified by the manufacturer. GVWR includes total vehicle weight plus fluids, passengers, and cargo.

Class 1: < 6,000 lb.

Class 2: 6,001-10,000 lb.

Class 3: 10,001-14,000 lb.

Class 4: 14,001-16,000 lb.

Class 5: 16,001-19,500 lb.

Class 6: 19,501-26,000 lb.

Class 7: 26,001-33,000 lb.

Class 8: > 33,000 lb.

12. Towboat

Any self-propelled vessel engaged in or intending to engage in the service of pulling, pushing, or hauling alongside barges or other vessels, or any combination of pulling, pushing, or hauling alongside barges or other vessels.

13. Tugs

Dedicated vessels that push or pull other vessels in ports, harbors, and inland waterways (e.g., tugboats and towboats).

14. Waste Hauler

An on-road vehicle that is a “garbage-packer vehicle” or a “garbage-roll off vehicle”.

Table 1: Project Eligibility and Funding

Baseline Equipment Category	Baseline Technology	Replacement Technology	Project Type	Ownership Category	Maximum Percentage (%) of Funding (of cost)	Maximum Funding Up To
Class 7 & 8 Freight Trucks (including drayage trucks, waste haulers, dump trucks, concrete mixers)	Non-Drayage: Engine Model Years 2005-2012 Drayage: Engine Model Years 2007-2012	Low NOx (certified 0.02 g/bhp-hr)	Replacement	Non-Government	25% (or 50% for Class 8 Port Drayage)	\$85,000
				Government	100%	
			Repower	Non-Government	40%	\$35,000
				Government	100%	\$50,000
Freight Switcher Locomotives	Pre-Tier 1	Tier 4	Replacement	Non-Government	25%	\$1,350,000
				Government	100%	
			Repower	Non-Government	40%	
				Government	100%	
Ferry, tugboats, & towboats	Pre-Tier 3	Tier 4, or Hybrid w/ Tier 4 equivalent NOx emissions	Repower	Non-Government	40%	\$1,000,000
				Government	100%	