



AB 617 Community Air Protection - Proposed Electric Bus Project Application

Project Eligibility Criteria

Projects must meet the criteria described in the most recent Carl Moyer Program and Community Air Protection Incentives Guidelines. These criteria include, but are not limited to, the following:

General:

- The project must be of a replacement of an older, dirtier vehicle with a new electric one.
- Buses with gross vehicle weight ratings (GVWR) greater than 14,000 pounds (lbs.) are subject to the Statewide Truck and Bus Regulation.
- Buses following the Engine Model Year Schedule or taking one of the Statewide Truck and Bus Regulation compliance options are eligible.
- Transit buses are subject to the Fleet Rule for Transit Agencies and must be compliant with final regulatory requirements.
- Emission reductions obtained through CAP Incentives projects must not be required by any federal, state or local regulation, memorandum of agreement/understanding with a regulatory agency, settlement agreement, mitigation requirement or other legal mandate.
- Projects must meet a cost-effectiveness established by the District and calculated in accordance with the cost-effectiveness methodology in the 2017 Carl Moyer Guidelines and 2019 CAP Incentives Guidelines. All State funds (except tax credits, tax deductions, public rebates, or public loans) plus any other funds under a district's budget authority or fiduciary control contributed toward a project must be included in the cost-effectiveness calculation.
- No emission reductions generated by the CAP Incentives shall be used as marketable Emission Reduction Credits, or to offset any emission reduction obligation of any person or entity.
- No project funded by the CAP Incentives shall be used for credit under any federal or State emission averaging banking and trading program.
- Emission reduction technologies must be certified/verified by CARB and must comply with durability and warranty requirements. For the purposes of the CAP Incentives, a technology granted conditional certification/verification by CARB is considered certified/verified.
- The existing bus must be in operational condition and have operated in the fleet for at least two years.
- Except for emergency vehicles, no more than 95 percent of vehicle cost for fleets with three or fewer vehicles, no more than 90 percent for fleets with more than three and ten or fewer, and no more than 60 percent of vehicle cost for fleets with greater than ten vehicles.
- Projects must operate at least 51% of their total annual usage in California.
- The existing vehicle must be based in California as shown through vehicle registration.
- Engines operating under an extension not included in the applicable regulation, such as the Statewide Truck and Bus Regulation, or under program advisory are not eligible. This includes extensions received under enforcement settlement agreements. Fleets with PM filter availability extensions and economic hardship extensions are eligible but PM reductions will not be funded. Fleet owners must submit documentation confirming extensions.
- The engine's primary intended service class must match the replacement vehicle's weight class.
- Electric vehicles must demonstrate an all-electric range of at least 35 miles.
- The replacement engine horsepower must be no more than 25 percent greater than the existing engine horsepower.
- The replacement vehicle must be in the same weight class as the existing vehicle.
- The replacement vehicle must have the same axle and body configuration as the old vehicle.
- The replacement vehicle must have a clean title prior to purchase and must be registered in California or in the California IRP (International Registration Plan).



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Project Eligibility Criteria Continued

- The minimum warranty period required for electric buses is 3 years or 50,000 miles.
- For school buses, the vendor warranty must provide protection for a minimum of 60 months or 75,000 miles, whichever comes first, and provide full warranty coverage of, at a minimum, zero-emission or all-electric motor, drive train, batteries/energy storage system(s), parts and labor. Warranties must be fully transferable to subsequent school bus purchasers for the full warranty coverage period. Warranties must cover the following for the full warranty period (unless otherwise denoted):
 - Extended Motor, Drivetrain (including Battery), and Zero-Emission Components: Provide warranty coverage against defects in material and workmanship for the motor, transmission, rear axle, and electric or zero-emission system components including the battery. Gaskets and seals are not required to be included under the warranty coverage.
 - Frame Rails, Cross Members, and Cab: For new school buses, coverage extends to structural cracks in the frame caused by defects in material workmanship and against corrosion perforation of the cab. For school bus conversions, the all-electric school bus vendor is only responsible for damage or corrosion tied to, or resulting from, their workmanship on, or handling of, these parts.
 - Battery Degradation Warranty: Provide warranty coverage against battery degradation below 80 percent of capacity.

Electric School Bus Projects within disadvantaged or low-income communities are exempt from the following:

- A grant applicant subject to an in-use regulation may be eligible to receive funding through the Moyer Program if the applicant has met all compliance requirements of applicable regulations. Documentation of regulatory compliance must be provided by applicants to air districts prior to funding.
- For all on-road and emergency vehicle projects, should a compliance check indicate that there is an outstanding violation with any vehicle in the applicant's fleet, no payment may be made until the applicant provides proof to the air district that each violation has been corrected and each fine has been paid.
- [School buses] are required to be filtered unless operating under a CARB-issued extension up to January 1, 2018.
- Before contract execution, participants must be pre-screened for regulatory compliance, outstanding violations, open cases, and previous project funding by supplying to the air district the registered owner's name, company name or Doing Business As (DBA), address, Vehicle Identification Number (VIN) of the vehicle being replaced/repowered/converted, and TRUCRS ID or Drayage Truck Registry (DTR) number, if applicable. VINs of vehicles not subject to in-use diesel rules, such as CNG vehicles, need not be submitted, but every vehicle in the fleet needs to be in compliance and have no outstanding violations in order to receive funding. The air district need not validate this information and will not be held liable if participants falsify this information. The air district shall email this information to its ARB Moyer Program liaison.



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Project Eligibility Criteria Continued

- a. The fleet owner will report in TRUCRS vehicles Subject to the Statewide Truck and Bus Regulation. The fleet owner must also provide the air district with the following:
 - i. A copy of the TRUCRS Fleet List located on the Vehicle Info tab showing the compliance option each vehicle in the fleet is using, and
 - ii. A copy of the TRUCRS General Fleet and Compliance Information Summary showing compliance located on Compliance Status tab (“Meets Small Fleet Option” will specify “yes” if the fleet is using the Small Fleet option), and
 - iii. A copy of the Compliance Certificate printed from TRUCRS, if applicable.
- b. For Vehicles subject to the Drayage Truck Regulation, a copy of the DTR Compliance Search Page printout showing VIN and compliance status.
- c. Vehicles Subject to Other On-Road Regulations:
 - i. Fleet information must be submitted by the air district to the ARB Moyer Program district liaison to check compliance with other regulations such as the Public Agency and Utility Regulation, when applicable. The fleet information needed for the compliance check may change with time.
 - ii. To receive funding, a fleet owner/operator must be compliant with all federal, State, and local air quality rules and regulations including the Periodic Smoke Inspection Program (PSIP). The application must include a statement of compliance in which the applicant must certify that they are in compliance at the time of application submittal. Air districts must also include the following language with a checkbox for the fleet owner/operator to indicate compliance:
 - I have read and understand that I am responsible for meeting the requirements of the PSIP. I am either currently in compliance with PSIP requirements or I have paid all penalties for non-compliance and continue to meet requirements since payment.
- d. A regulation index for statewide on-road regulations is available at <https://ww2.arb.ca.gov/our-work/programs/truck-and-bus-regulation>.
- Truck and Bus Regulation Compliance: School buses subject to the Truck and Bus Regulation are only eligible if they meet one of the following requirements:
 - a. The existing school bus must have an OEM diesel particulate filter (DPF) installed.
 - b. The existing school bus must be retrofitted with a DPF that reduces diesel PM emissions by at least 85 percent.
 - c. The existing school bus must be reported in TRUCRS under the Low-Use exemption.
 - d. The existing school bus must be reported in TRUCRS under the Extension for the Unavailability of Verified Diesel Emission Control Strategy (VDECS). This extension expires on January 1, 2018, at which point such school buses will no longer be eligible for Moyer Program funding.
- For zero-emission school bus projects funded using this exemption, if the baseline school bus does not have a diesel particulate filter installed, only NOx and ROG emission reductions may be considered when calculating cost-effectiveness and determining the maximum grant amount.

Additional criteria may be found in the 2017 Carl Moyer Guidelines (Ch. 4: On-Road Heavy-Duty Vehicles) and the 2019 Community Air Protection Incentives Guidelines.



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APPLICATION REQUIREMENTS

Completed application

Current CHP certification

Proof of vehicle insurance for the past 24 months (Certificate of Liability Insurance Form)

Proof of existing equipment usage documenting annual miles traveled in California covering the previous 24 months prior to application date and certifying that at least 51 percent of total usage has been in California (Maintenance logs, logbooks, odometer reading logs, etc.)

Proof of ownership covering the previous 24 months prior to application: Existing vehicle title and DMV registration for the past 24 months

TRUCRS Compliance Certificate

TRUCRS General Fleet and Compliance Information Summary located on the Compliance Status tab found within CARB's online TRUCRS reporting program

TRUCRS Fleet List located on the Vehicle Info tab showing the compliance option of each vehicle found on CARB's online TRUCRS reporting program

Itemized quote for replacement bus (including dealership name and contact, and warranty information)

Executive Order for Old Equipment

Executive Order for New Equipment

Scope of Work Letter

Funding Amount and Cost Share:

For projects sponsored by schools, grants for qualified projects will be provided for up to 100% of eligible project costs. For projects sponsored by municipal entities or non-profits, cost sharing ranges from 60-95% of the total eligible project costs depending on fleet size. For projects sponsored by non-public entities, cost sharing is required at 50% of the total eligible project costs. Applicants who are awarded funding are required to solicit and select project materials and suppliers through a competitive bidding process. A minimum of two competitive bids must be obtained before a supplier is selected, and the selection must be approved by ICAPCD.

How to Apply:

- Submitting an application does not guarantee approval for grant funds.
- Only applications deemed complete will be eligible for grant funds.
- Incomplete applications will be returned to the applicant and they can resubmit additional information to complete the application.
- All eligible applications will be presented to AB 617 Community Steering Committee for project approval.
- Once grant funds are depleted, any applicants with pending complete applications will be notified that grant funding is no longer available.
- The District issues grant funds on a reimbursement basis. Distribution of funds does not occur until the applicant has paid for or financed the entire cost of the project with a down payment equal to the awarded amount.
- Submit the attached application and required documents to:

Imperial County Air Pollution Control District

Attn: Adriana Carrillo

150 S. 9th Street

El Centro, CA 92243

(442) 265-1800

adrianacarrillo@co.imperial.ca.us



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For APCD Internal Use Only

Date _____

Project _____
Please give your project a brief title

Beneficiary _____
Who benefits from this project? i.e. City of El Centro

PROJECT OVERSIGHT INFORMATION

Name _____

Agency _____ Company _____

Title _____

Address _____

City _____

State _____

Zip Code _____

CONTACT INFORMATION

Telephone _____

E-Mail _____

Other _____

CONTRACT-SIGNING AUTHORITY

Print Name

Signature

PROJECT SUMMARY

Please use this section to briefly describe your project. Indicate in this section how your project will meet environmental goals or have an environmental benefit.



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SCOPE OF WORK - Equipment

Provide the information necessary to accomplish your project. Should a question not apply to your project please indicate in writing that it is "Not Applicable" or "N/A"

Old Equipment and Engine Information

Equipment Make	Engine Make
Equipment Model	Engine Model
Vehicle Identification Number	Engine Serial Number
Intended Service Class	Gross Vehicle Weight Rating (GVWR)
Equipment Year	Engine Year
Fuel Type	Engine Horsepower
Type of Service	Engine Family Number
Years in Service	Engine Duty Cycle:
Original Equipment Cost	Heavy heavy-duty (>33,000 lbs.)
Odometer Reading	Medium heavy-duty (19,501 - 33,000 lbs.)
Annual miles traveled (mi/yr)	Light heavy-duty (14,001-19,500 lbs.)
*Over past 24 months	
Operation within California (%)	
Operation within ICAPCD boundaries (%)	

New Equipment and Engine Information

Equipment Make	Engine Make
Equipment Model	Engine Model
Vehicle Identification Number	Engine Serial Number
Intended Service Class	Gross Vehicle Weight Rating (GVWR)
Equipment Year	Engine Year
Fuel Type	Engine Horsepower
Type of Service	Engine Family Number
Estimated Cost of Equipment	

*Projects will be required to submit a dealers formal price quote.

Dealer Information

Dealer Business Name:	Dealer Email:
Dealer Representative:	Dealer Phone Number:

Additional Information

Please provide any additional information that will support the selection of this project for funding.



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SCOPE OF WORK - All Projects

Describe the project goals and objectives

Describe the approach that will be used to implement the proposed project.

Please use this section to describe potential timelines and phases in general terms. (i.e. the project will go out to bid for an estimated 3 months at the end of which construction is expected to start. Construction is expected to be phased in 3 three phases each phase lasting 2 month with a total completion date of 6 months.)

Please provide an estimated timeline knowing that this is subject to change.

Describe the measures that will be utilized to assure completion of the project within the indicated time.

Describe the roles and responsibilities associated with the entities receiving funds.

Please utilize this section to describe your organizations roles, policies and procedural process for either construction or equipment purchase. Identify the main titles of individuals responsible for assuring completion of projects.

NAME

TITLE/POSITION

Date _____

Signature _____



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APPLICATION STATEMENTS

Please initial each item to signify that you understand and agree with each statement. If you have questions on any of the statements, please call or email Adriana Carrillo, Special Projects Coordinator I, at (442) 265-1800 or adrianacarrillo@co.imperial.ca.us.

Note: This statement will be attached to, and made part of, any Grant Agreement eventually reached for your project.

Initials

I have legal authority to apply for grant funding for the entity described in this application.

The proposed project is not required to be implemented by any local, state, and/or federal rule, regulation, or other legally binding requirement.

No replacement engine/equipment/vehicles have been purchased and no work on this project has begun or will begin until the Grant Agreement is approved by the Board and signed by the Executive Director.

I understand that I must complete the purchase, repower, or retrofit work specified in the application no later than 18 months after approval of the Grant Agreement and will be required to submit a progress report until that work is complete. This deadline may be earlier than 18 months after approval of the Grant Agreement in cases where a regulatory deadline is approaching. This deadline may be extended in some circumstances if requested by the applicant and approved in writing by the ICAPCD.

I understand that it is my responsibility to ensure that all technologies are either verified or certified by the California Air Resources Board (CARB) to reduce NOx and/or PM pollutants.

I understand that any engine/equipment/vehicles being replaced under Carl Moyer Program must be permanently destroyed and rendered useless. Dismantler requirements include, but are not limited to severed frame rails and a hole in the engine block as specified in the current guidelines. This work will be documented by ICAPCD inspection.

I understand that for engine replacement projects, the engine may not be removed from the vehicle/equipment until the manufacturer's permanently marked serial number is made clearly legible and inspected by ICAPCD personnel. If no serial number is legible, I will make certain that an ICAPCD representative has documented a unique indelible mark on the engine prior to removal that ensures the engine's identity can be verified after removal. Alternatively an ICAPCD representative may witness that the engine has been permanently destroyed and rendered useless before it is removed from the vehicle or equipment.

I understand that there will be conditions placed upon receiving a grant and agree to refund the grant (or a pro-rated portion) if it is found that at any time I do not meet those conditions. One condition is that at least 51 percent of the equipment's operation must be in California for the entire term of the Grant Agreement. I understand that I must document compliance with these conditions and submit reports annually.

I certify that I must disclose to the Grantor/District any and all funding applications directly or indirectly submitted to any other source of funds, including but not limited to federal, state, or local agencies for the same specific equipment as listed in this application.

I understand that I will be prohibited from applying for any form of emission reduction credits for Moyer-funded vehicles/engines, including Emission Reduction Credit (ERC); Mobile Source Emission Reduction Credit (MSERC) and/or Certificate of Advanced Placement (CAP), for all time, from the ICAPCD, CARB or any other Air Quality Management or Air Pollution Control District.



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I understand that I will be prohibited from applying for any form of emission reduction credits for Moyer-funded vehicles/engines, including Emission Reduction Credit (ERC); Mobile Source Emission Reduction Credit (MSERC) and/or Certificate of Advanced Placement (CAP), for all time, from the ICAPCD, CARB or any other Air Quality Management or Air Pollution Control District.

I understand that disclosure is required of the value of any current or prospective financial incentive or other public financial assistance for the same specific equipment as listed in this application. For projects sponsored by schools, grants for qualified projects will be provided for up to 100% of eligible project costs. For projects sponsored by municipal entities or non-profits, cost sharing is required at 25% of the total eligible project costs (i.e., AB 617 incentive funds will cover a maximum of up to 75% of eligible project costs). For projects sponsored by non-public entities, cost sharing is required at 50% of the total eligible project costs. The sum of project funding from all sources, including Moyer Program funds shall not exceed the total project cost. Applicants who are awarded funding are required to solicit and select project materials and suppliers through a competitive bidding process. A minimum of two competitive bids must be obtained before a supplier is selected, and the selection must be approved by ICAPCD.

I certify that the requested funding does not include administrative costs. Administrative costs are defined as costs related to project submittal preparation, project administration, monitoring, oversight, data gathering, and report preparation. I will include funds necessary to cover administrative costs and any required matching funds in my budget for the duration of the project.

I will review and accept the terms of the Grant Agreement as proposed prior to signing.

I have attached records, fuel receipts or logs or mileage or operating hour documentation that can be used to validate the amount of historical operation within ICAPCD boundaries. I understand that if the amount of future annual operation is less than the required amount, I hereby agree to abide by actions taken by the District to ensure emission benefits are realized and captured including refunding the grant, or a pro-rated portion of the grant.

I understand that an IRS Form 1099 will be issued to me for each source of funds received. I understand that it is my responsibility to determine the tax liability associated with participating in the Moyer Program.

I understand that the ICAPCD has the right to conduct unannounced inspections to ensure the project equipment is fully operational and at the activity level committed to in the grant agreement.

I understand that a tamper proof, non-resettable digital odometer must be installed and maintained in operating condition on all vehicles/equipment.

I understand that all projects must achieve the current cost-effectiveness limit per weighted ton of air pollutants reduced. Pollutants included in the cost-effectiveness calculation are NO_x (oxides of nitrogen), ROG (reactive organic gases) and diesel PM (particulate matter). PM is weighted by a factor of 20; (NO_x + ROG + 20*PM). APCD staff will calculate cost effectiveness.

I understand that for ranking purposes, only emission reductions occurring in the Imperial County APCD will be used to calculate cost-effectiveness.

I understand that information regarding fleet size and compliance status must be submitted at time of application submittal by providing a copy of either the Diesel Off-Road On-line Reporting System (DOORS) ID and/or the Truck Regulation Upload, Compliance and Reporting System (TRUCRS) of the fleet. All documentation submitted must be signed and dated by the applicant and include language certifying that the fleet list provided is accurate and complete.



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APPLICATION STATEMENTS

I understand that CAP Incentives projects are not to be used for compliance extension or credit.

I certify to the best of my knowledge that the information contained in this application is true and accurate.

I understand that third party contracts are not permitted. A third party may, however, complete an application on an owner's behalf. Third parties are required to list how much compensation, if any, they are receiving to prepare the application, and to certify that no CAP Incentives funds are being used for this compensation.



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GRANT AMOUNT AND GRANT TERM REQUESTED

Specify Desired Grant Amount for Bus:	Note: The District will disburse funds according to the Carl Moyer Guidelines and Community Air Protection Incentives Guidelines.
Specify Desired Grant Term for Bus:	Note: Grant terms may be up to 12 years. The grant contract will require you to annually report mileage, proof of insurance, and DMV registration.

Funds Disclosure

Has the engine/vehicle in this application been awarded funds from another public agency or is it being considered for funds?

YES NO

I hereby certify to the best of my knowledge that all information provided in this application and any attachments are authentic and accurate:

Name of responsible party:	Title:
Signature of responsible party:	Date:

Third Party Certification

I have completed the application, in whole or in part, on behalf of the applicant:

Name of third party:	Title:
Signature of third party:	Date:
Amount paid to third party:	Source of funds to third party:



COMMUNITY AIR PROTECTION INCENTIVES REGULATORY COMPLIANCE STATEMENT

As an applicant/participant of the Community Air Protection Incentives, I declare:

I am in compliance with, and will remain in compliance with, and do not have any outstanding/unresolved/unpaid Notices of Violations (NOV) or citations for any federal, state, or local air quality regulation including, but not limited to, the following:

- Cargo Handling Equipment Regulation
- Commercial Harbor Craft Regulation
- Drayage Truck Regulation (including dray-off trucks)
- In-Use Off-Road Diesel Vehicle Regulation
- Marine Shore Power Regulation
- Off-Road Large Spark Ignition Fleet Regulation
- Portable Diesel Airborne Toxic Control Measure
- Public Agency and Utility Rule
- Sleeper Berth Truck Idling Regulation
- Solid Waste Collection Vehicle Regulation
- Statewide Truck and Bus Regulation
- Stationary Engine Airborne Toxic Control Measure
- Transit Fleet Rule

For applications for on-road diesel equipment subject to the Periodic Smoke Inspection Program (PSIP):

I have read and understand that I am responsible for meeting the requirements of the PSIP. I am either currently in compliance with PSIP requirements or I have paid all penalties for non-compliance and continue to meet requirements since payment.

I certify under penalty of perjury that the information provided is accurate.

Authorized Signature: _____ **Date:** _____

1. Authorized Representative's Name:		
2. Authorized Representative's Title:		
3. Legal Owner Name:		
4. Company Name:		
5. Street Address:		
6. City:	7. State:	8. Zip code:
9. Phone:	10. Email:	

**CALIFORNIA AIR RESOURCES
BOARD COMMUNITY AIR
PROTECTION INCENTIVES
DISCLOSURE STATEMENT**

Have you applied for or been awarded other grants for any engines/vehicles listed in this application?	
<input type="checkbox"/> Yes, complete section below <input type="checkbox"/> No, skip the remaining items in this table and sign below	
Agency Applied to:	
Date of Application:	
Funding Amount:	
Engines Included In This Request (list engine serial numbers):	
Status of Application:	
<input type="checkbox"/> Cancelled <input type="checkbox"/> Pending <input type="checkbox"/> Funded <input type="checkbox"/> Other, explain:	

(photocopy this page when blank to complete for engines or infrastructure included in separate funding/grant requests)

By signing below, the Applicant hereby certifies the following:

- (1) Applicant has disclosed to the Grantor/District any and all other grant or funding applications it has directly or indirectly submitted to any other air pollution control districts or air quality management districts for the same specific engine(s)/vehicle(s).
- (2) Applicant agrees not to submit other Community Air Protection Incentives applications or sign other contracts or Grant Agreements for the same specific engine(s)/vehicle(s) or infrastructure with any other source of funds, including but not limited to, other state or local air pollution control district or the California Air Resources Board for a multi-district solicitation. Applicant further agrees and understands that this Grant Agreement shall, at a minimum, be immediately terminated and may result in the Applicant being banned from submitting future applications to any and all Community Air Protection Incentives administering air pollution control district or air quality management district if it is discovered that the Applicant has submitted multiple applications or signed multiple contracts or grant agreements, not previously disclosed, for the same engine(s)/vehicle(s) as set forth in this Grant Agreement.
- (3) **Applicant has disclosed the value of any current financial incentive that directly reduces the project price, including tax credits or deductions, grants, or other public financial assistance, for the same engine(s) and certifies that the funding requested in the Grant Agreement has been reduced by the amount of this financial incentive.**
- (4) Applicant understands that if it is found to be in violation of the terms and conditions of this Grant Agreement and/or this Disclosure Statement, the California Air Resources Board may levee fines and/or seek criminal charges to the fullest extent allowed by law against the Applicant, including but not limited to the Business and Professional Code and California Health and Safety Code Section 43016.

Printed Name of Responsible Party:	Title:
Signature of Responsible Party:	Date: