

The following change in language (strikeout/underline) is a clarification related to the annual update of the funding tables (On-Road Voucher Incentive Program (VIP) Guidelines, Section B) and references to updated definitions in the Truck and Bus Regulation (VIP Guidelines, Section D.):

B. Project Funding Amounts

The maximum total project funding amounts associated with reducing the eligible costs of a VIP project are pre-determined and shown in Appendix O, to be updated annually. Funding amounts are determined based on surplus emission reductions dependent on the compliance path chosen under the Truck and Bus Regulation. Vehicles reported under mileage-limited compliance options will be funded no more than the mileage limits of the compliance option and must provide mileage documentation. Vehicles reported under the NOx Exempt Areas Option will only be funded for mileage in the NOx Exempt areas as indicated in the usage map in the application. Low-Use exemption vehicles are not eligible. Funding amounts shown in Appendix O are not applicable to vehicles with 2010 model year emissions equivalent engine requirements before January 1, ~~2020~~ 2021. Each funding table provides guidance on when funded vehicles can count toward meeting compliance requirements.

D. Definitions

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

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

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

(A) A dump truck with a GVWR greater than 26,000 lbs that operates less than 20,000 miles per calendar year and is designed to transport construction materials such as dirt, asphalt, rock or construction debris including a transfer truck, or a tractor trailer combination used exclusively to pull bottom dump, end dump or side dump trailers, or

(B) A truck with a GVWR greater than 26,000 lbs that travels less than 15,000 miles per calendar year and is a concrete mixer truck, truck with a concrete placing boom, a water tank truck, a single engine crane with a load rating of 35 tons or more, a tractor that exclusively pulls a low-boy trailer, or a truck owned by a company that holds a valid license issued by the California Contractors State License Board.

“Specialty Agricultural Vehicle” means an agricultural vehicle having one of the following body types and has been approved for the exemption in California Code of Regulations, title 13, section ~~2025(d)(55)~~(m)(11) by the Executive Officer:

Appendix A

TRUCRS Reporting and Compliance Options for Truck and Bus Regulation/DTR Registration for Drayage Truck Regulation

Check all that apply (first box required)

- Fleet is reported in TRUCRS and the attached TRUCRS documentation includes (in its entirety): a Compliance Certificate, Compliance Status printout, a Vehicle Info printout that includes the entire fleet and compliance options used, and the Company Info printout with printout dates that are the same as the application date; or for drayage trucks, attached DTR documentation shows VIN and compliance
- Fleet is currently reported under the NOx Exempt Area Option, Low mileage ~~Work~~ Construction Truck Option, Agricultural Vehicle Option, or Log Truck Phase-In Option. Only mileage documentation will be accepted.
NOx Exempt Option: Each year during the previous 24 months, what percentage of the total mileage was in NOx Exempt areas? Year 1: Year 2: