

Eligible Projects

LMFP proposals should consider the following components for eligible projects:

Heavy and medium duty truck categories, used by the U.S. Environmental Protection Agency and the California Air Resources Board (CARB) for emission standards, are classified based on the gross vehicle weight rating of the truck. The Federal Highway Administration classifies trucks in a slightly different way, based on the number of axles that the truck has and the configuration of the truck. For the LMFP, the table below defines the truck classifications that are eligible and provides typical examples of the different types of trucks that fall in each category.

CARB Weight Class	Examples	
Medium Duty Trucks	Class 4 14,001-16,000 lbs 2 or 3 Axles Parcel Delivery Trucks	Class 5 16,001-19,500 lbs 2 Axles, 6 tires (dual rear tires) Single Unit Trucks
	Class 6 19,501-26,000 lbs 3 Axles Single Unit Trucks	Class 7 26,001-33,000 lbs 4 or more Axles Single Unit Trucks
Heavy Duty Trucks	Class 8a 33,001-60,000 lbs 3 or 4 Axles Single Trailer Trucks, "Tractor-Trailers"	Class 8b > 60,000 lbs 5 or more Axles Single or Multiple Trailers, "Tractor-Trailers"

- ZE/NZE heavy/medium duty vehicle eligible projects include but are not limited to: (1) last mile delivery vehicles supporting e-commerce industries such as package/parcel deliveries to residents and businesses; (2) last mile delivery vehicles supporting retail/wholesale trade, manufacturing, construction, and other transportation and logistics services from business to business; (3) last mile delivery vehicles supporting major freight facilities.
- ZE/NZE heavy/medium duty equipment eligible projects include but are not limited to: (1) trailer equipment supporting e-commerce industries, retail/wholesale trade, manufacturing, construction, and other transportation logistics services from business to business; (2) Last mile operating equipment for local delivery station, sortation, and other local facilities serving residents and businesses.
- ZE/NZE heavy/medium duty supporting infrastructure eligible projects include but are not limited to: (1) on- or off-site fueling charging hubs or depots.

An application may describe a project that contains more than one component and may describe components that may be carried out by parties other than the applicant. SCAG expects, and will impose requirements on fund recipients to ensure, that all components included in an application will be delivered as part of the program. SCAG may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in the LMFP Award Information section and all eligibility requirements described in the LMFP Eligibility Information section; and (2) independently aligns with the selection criteria specified in the LMFP Application Evaluation and Selection Process section. All project components that are presented together in a single application must demonstrate a relationship or connection between them.