



Notice of Funding Availability Goods Movement Emission Reduction Program Heavy-Duty Diesel Trucks

Air Pollution Control Board

Greg Cox	District 1
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September 30, 2016

The San Diego County Air Pollution Control District (District) is pleased to announce the availability of funds from the State Goods Movement Emission Reduction Program (GMERP). The GMERP is a partnership between the State Air Resources Board (ARB) and local agencies (like air districts and seaports) to quickly 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. Approximately \$5.5 million in GMERP funding is available for owners of heavy-duty diesel trucks, commercial diesel harbor craft vessels, locomotives, ships at berth, and cargo handling equipment used in freight movement to upgrade to cleaner technologies.

APPLICATION INFORMATION

WHO: Owners of heavy-duty diesel trucks used to move goods as part of a sales transaction (a majority of the time) with a manufacturer's gross vehicle weight rating (GVWR) of 19,501 lbs or greater (Class 6, 7 and 8 trucks) and owners of truck stops, distribution centers, and other places where heavy duty diesel trucks congregate within California's four primary trade corridors.

WHAT: There are four projects options for **heavy-duty diesel trucks** available as part of this solicitation:

1. Truck Replacement - Diesel to Natural Gas or Advanced Technology (e.g., electric or hydrogen)
2. Three-Way Truck Transactions - Diesel to Natural Gas or Advanced Technology**
3. Electrification Infrastructure for Truck Stop or Distribution Center**
4. Electric Charging Station or Hydrogen Fueling Units**

***Please contact the District for an application form.*

For complete Program requirements, please refer to the latest Program Guidelines and related supplemental materials listed on the Program website at www.arb.ca.gov/gmbond or call the Goods Movement Information Line (916) 44-GOODS (444-6637).

HOW: Submit applications online through the County's online Citizen Access system - <https://publicservices.sdcounty.ca.gov/citizenaccess/>. Paper applications, fax, email, and incomplete submittals will not be accepted. Staff at the District will be available to help applicants use the online application system by appointment during the application period. Please contact the District at (858) 586-2600 or cleanairgrants@sdcounty.ca.gov if you have questions about the program, have difficulty with the online application process, or have a project that does not fit into the online application categories. Applications and all supporting documentation **must be received by the District by 4:00 pm on October 31, 2016.**

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For general information or questions about the Program, please contact:

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IMPORTANT NOTES, HINTS, AND TIPS:

- **All eligible equipment must be involved in the movement of “Goods” the majority of the time.** “Goods” is defined as having the same meaning in Commercial Code section 2105, which essentially requires that:
 - The goods must be movable.
 - The goods being moved must be part of a transaction that involves a contract for the sale of the goods.
- Clear all outstanding CARB violations for vehicle and/or fleet, and maintain compliance with ARB’s Truck and Bus Regulation, and all other ARB regulations.
- Visit your local DMV office and request a Vehicle Registration Information Record (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>.
- For truck projects, the existing (old) truck must have operated at least 75% within California for the past 2 years.
- For truck projects, gather at least 2 records showing an odometer reading at least 6 months apart for each truck in your application.
- For truck projects, determine the manufacturer’s Gross Vehicle Weight Rating (GVWR) as noted on door jamb of truck.
- Maintain current registration for existing truck or trailer; 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 is not allowed at any time.
- Applicant must commit to operate the new truck at least 50% within the four California trade corridors.
- Applicants may request lower 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 current truck titles of any liens. Clear title for the old truck will be required for replacement projects before the grant payment can be made.

Table 1: Replacement – Large Fleets (4 or more trucks)

Existing Diesel Engine Model Year	Project Type*	Existing Truck Class	Maximum Funding Amounts
2009 or older	New zero emission replacement truck MY2015 or newer	7 or 8	\$200,000
2009 or older	New hybrid replacement truck capable of zero emission miles MY2015 or newer	7 or 8	\$150,000
2009 or older	New optional low-NOx replacement truck MY 2015 or newer engine (0.02 g/bhp-hr or less NOx)	7 or 8	\$100,000
2009 or older	New hybrid replacement truck MY2015 or newer	7 or 8	\$80,000
2009 or older	New natural gas replacement truck MY2015 or newer	7 or 8	\$65,000
1998-2009	New zero emission replacement truck MY 2015 or newer	6	\$100,000
1998-2009	New hybrid capable of zero emission miles replacement truck MY2015 or newer	6	\$65,000
1998-2009	New optional low-NOx replacement truck MY 2015 or newer	6	\$50,000

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	engine (0.02 g/bhp-hr or less NOx)		
1998-2009	New hybrid replacement truck MY2015 or newer	6	\$45,000
1998-2009	New natural gas replacement truck MY 2015 or newer	6	\$40,000
*All diesel truck replacement projects must be equipped with an engine meeting the 2010 emission level for PM of 0.01 g/bhp-hr or less, and the replacement engine must have been certified by a CARB Engine Executive Order to CERT and FEL emissions of 0.01 g/bhp-hr PM or less.			

Three-Way Truck Transaction – Large Fleets (4 or more trucks)

Please contact District staff if you are interested in the Three-Way Truck Transaction funding options.

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GENERAL REQUIREMENTS (APPLICABLE TO ALL PROJECT CATEGORIES)

All eligible equipment must be involved in the movement of “Goods” the majority of the time. “Goods” is defined as having the meaning in 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.

ELIGIBILITY

Heavy-Duty Trucks (Project Options 1 & 2)

Project eligibility will be based on the GMERP Guidelines which can be found at: www.arb.ca.gov/gmbond. Only projects involving Class 6, 7, and 8 diesel trucks will be funded under this solicitation.

All eligible equipment must be involved in the movement of “Goods” the majority of the time. “Goods” is defined as having the meaning in Commercial Code section 2105

To be eligible for funding, equipment owners must demonstrate:

- At least 75% operation within California for the past 24 months.
- Class 7 and 8 trucks must demonstrate at least 20,000 vehicle miles each 12-month period for the past 24 months. Class 6 trucks must demonstrate at least 10,000 miles each 12-month period for the past 24 months.
- Registration:
 - Current registration (California based-plated, 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)
 - Minimum 8-period registration history available from California Department of Motor Vehicles (DMV) documenting that the vehicle:
 - has been registered in CA for at least 6 months out of the past 24 months and,
 - that there is registration activity shown in each of the past two 12-month periods.
- Large fleets (4 or more) are no longer eligible to purchase diesel replacement trucks. All replacement equipment purchased must be considered zero or near-zero emission equipment by the California Air Resources Board (CARB).
- Engines eligible for funding must be certified to the following standards by a CARB Engine Executive Order for on-road use:
 - Class 8 – Intended service of Heavy-Heavy Duty (HHD) for diesel engines or Heavy Duty Otto (HDO) for applicable alternative fuel vehicles.
 - Class 7 – Intended service of Medium Heavy Duty (MHD) or HHD for diesel engines or HDO for applicable alternative fuel vehicles.

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- Class 6 – Intended service of MHD for diesel engines or HDO for applicable alternative fuel vehicles.
- All replacement trucks must have a manufacturer’s GVWR of:
 - 19,501 lbs – 26,000 lbs (Class 6)
 - 26,001 – 33,000 lbs (Class 7)
 - 33,001 lbs or greater (Class 8)
- The replacement truck must be in the same weight classification range (Class 6, 7, or 8) as the existing truck except for the following conditions (funding levels for trucks in different weight classification ranges are specified in Table 2):
 - The equipment owner chooses to replace 2 eligible trucks for 1 replacement truck (Two-for-one option). For 2 for 1 replacement projects, existing Class 6, 7, or 8 trucks are eligible for funding based on the highest class of the two existing trucks, or the class of the replacement truck, whichever is less. Replacement Class 8 trucks must have HHD engines.
 - Replacement required by the equipment owner in order to meet a vocational need, as approved by the District. The funding amount is based on the weight classification of the existing or new truck, whichever is less.
 - 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. The funding amount is based on the weight classification of the existing or new truck, whichever is less.
Please note that the funding amount would be at a Class 7 level for both scenarios.
- Additional requirements specific to certain truck project options can be found in Appendix A of the 2015 Program Guidelines available at: www.arb.ca.gov/gmbond.

Vehicles subject to CARB’s public and utility fleet rule (13 CCR §2022 and 2023), solid waste collection vehicle rule (13 CCR §2021), or diesel cargo handling equipment rule (13 CCR §2479) are not eligible.

Three-Way Truck Transactions (All Fleet sizes)

All potential applicants may also apply for the Three-Way Truck Transaction, which entails replacing a MY2007-2009 with an OEM or Level 3 PM filter (Truck A) with a new advanced technology truck (Truck C). Large fleets are not eligible to purchase a new diesel truck (Truck C). A third truck (Truck B) that is MY2006 or older and compliant with the CARB Truck and Bus Regulation must be scrapped. The grant award shall apply to the purchase of Truck C and provide the same amount as listed in Table 1. Please contact District staff if you are interested in the Three-Way Truck Transaction funding options.

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Electrification Infrastructure for Truck Stop or Distribution Center (Project Option 3)

Project eligibility will be based on the GMERP Guidelines which can be found at: www.arb.ca.gov/gmbond. Interested applicants should contact the District prior to applying.

Existing truck stop facilities located within the four California trade corridors (i.e. San Diego/Border corridor) are eligible to apply and receive funding to install landside truck electrification infrastructure. Truck Stop Electrification reduces diesel engine idling and use of diesel-fuel internal combustion auxiliary power systems while parked.

Eligible projects 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 dollar invested. 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 dollar invested.

Eligible costs include purchase and installation of electrical infrastructure or equipment to enable heating, cooling, and the use of cab power for parked trucks at truck stops. Ineligible costs include on-board auxiliary power units and other equipment installed on trucks, equipment, and services unrelated to heating and cooling (i.e. telephone, internet, television, etc.), electricity costs, operation cost, and maintenance costs.

Total reimbursement of eligible costs shall be based on demonstrated use over the first year of operation. If the actual usage for the first year of operation is less than the projected usage, the maximum allowable reimbursement payment shall be pro-rated based on the following formula:

$$\text{Maximum Reimbursement (\$)} = \left(\text{Original Maximum Reimbursement (\$)} \times \frac{\text{Actual Usage (\# of hours)}}{\text{Projected Usage (\# of hours)}} \right)$$

Additional requirements can be found in Appendix A of the 2015 Program Guidelines available at: www.arb.ca.gov/gmbond.

Electric Charging Station or Hydrogen Fueling Units (Project Option 4)

Project eligibility will be based on the GMERP Guidelines which can be found at: www.arb.ca.gov/gmbond. Interested applicants should contact the District prior to applying.

Applicants applying for zero-emission (electric) or fuel-cell (hydrogen) truck replacements in the program can also apply for the purchase of electric charging or hydrogen fueling units. Funding is only available if the equipment owner also replaces a minimum of three vehicles within the Proposition 1B GMERP program. All infrastructure projects must be located within the four California trade corridors (i.e. San Diego/Border corridor).

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Eligible projects may be funded at the lower of 50% or \$90,000 for the purchase of electric charging or hydrogen fueling units for three vehicles. In addition, the equipment owners must demonstrate proof of equipment warranty of at least three years, commit to a five (5) year project life, and comply with all local permitting requirements.

Additional requirements can be found in Appendix A of the 2015 Program Guidelines available at: www.arb.ca.gov/gmbond.

General Requirements for Trucks (applicable to all project options)

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

- Demonstrate that your fleet is in full compliance with all applicable CARB regulations with the submittal of any required documents requested by the District or CARB without utilizing Program-funded equipment until the specified timeframe.
- Vehicle or equipment inspections at a District designated time & location.
- Destruction of existing vehicle (replacements) and engine (repowers & replacements) at a District-approved facility. (Existing vehicle and/or equipment must be kept in operating condition and registered as operational until it is delivered to the dismantler. Vehicles must be able to be driven to the dismantler under its own power.) Trucks with MY2007-2009 engines may be considered for the reuse program and not subject to scrappage as described in the (page 99).
- Maintaining eligibility for Program funds throughout application evaluation, ranking, and contracting process. This includes maintaining California base-plated registration or California IRP, keeping equipment in legal operating condition ensuring the vehicle travels in California at least 75 percent of the time and moves goods a majority of the time, correcting any air pollution citations, and reporting, repairing, or replacing equipment that has been damaged, destroyed, or stolen, following all requirements in Program Guidelines (page 118).
- 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 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 (vehicles applying for replacements). **Out-of-state registrations, including out-of-state IRP, are prohibited.** Dual plates are only allowed for trucks and trailers that carry goods across the California/Mexico border and are required to be dual plated (California/Mexico - only for 90% California operation projects). Infrastructure projects must commit to 100% California operation.
- Commit program-funded equipment to at least 50% travel within the four trade corridors for the duration of the project life.
- Truck replacement projects must maintain current California DMV registration for program-funded equipment at all times during the project life.

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- Ownership of the existing equipment shall not change from the time an equipment project application is submitted to invoice payment.
- Agree to accept an on-board electronic monitoring unit on Program-funded equipment at any time during 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 replacements.
- Demonstrate proof of equipment warranty that covers parts and labor (if the equipment is no longer under warranty or has less than 1 year of warranty). Truck replacement projects require 1 year or 100,000-mile major component engine warranty that covers parts and labor to include diesel particulate filter (DPF) for the Program-funded equipment. Infrastructure projects must also be able to demonstrate proof of equipment warranty.
- Correct outstanding CARB equipment violations associated with the owner's **entire fleet of vehicles**.
- Program-funded projects must be purchased and operational (i.e. post-inspected, except scrapage) prior to any regulatory requirement, if applicable.
- Agree and acknowledge that the District 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 implementing agency for the awarded amount, if required.
- Any other program provisions described in the Program Guidelines.

Modifying an Application

Equipment owners are limited in what they can change in the application, 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, engine, or equipment as long as it meets the required emission level as required in the Program Guidelines. For Truck replacement projects, the new vehicle class must be the same as the existing vehicle (with limited exceptions). Truck replacement projects must meet all other program requirements, including, but not limited to, maximum odometer mileage at post inspection. Please note that your funding amount may change. Large fleets applying for truck replacements must purchase an engine that is zero-emission, near-zero emission, or natural gas, as defined in the Program Guidelines.

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.

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- 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 vehicle identified on the application after the solicitation period has closed.

For truck replacement projects, if a truck identified as a certain weight class in the application is later determined to be in a different weight class, the District will reduce the amount of funding requested to the amount associated with the appropriate weight class or as specified above in Table 1.

The equipment owner may be allowed to re-apply for equipment project funding if a previous application for the same project has been rejected and is no longer being considered by a local agency for funding.

APPLICATION SUBMITTAL REQUIREMENTS

An equipment owner **cannot** submit an application for the same vehicle to multiple agencies. Equipment owners who are found to have submitted multiple 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 equipment owner may also be prohibited from submitting future applications to any and all CARB incentive programs, or local agency incentive programs.

EQUIPMENT PROJECT PURCHASE RESTRICTIONS

For all equipment, an equipment owner may pre-order prior to contract execution at the equipment owner's risk. 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 unless permitted in the Program Guidelines (page 104).

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

PAYMENT PROCESS

The District shall expend Program funds through Invoice Payment. Invoice payments provide Program funding to equipment owners on a reimbursement basis.

Award of grant funding is contingent upon the availability of funds from the California Air Resources Board. In the event funds are not available, the District shall have no liability to pay any funds whatsoever or to furnish any other considerations.

Funding will not be disbursed in 2016 for eligible projects due to the anticipated timeframe for project evaluation. New equipment funded can only be purchased or ordered once the existing equipment

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has been pre-inspected and the contract signed between the equipment owner and the District. Retirement of existing equipment included in this application, or the replacement equipment being purchased, cannot be used to demonstrate compliance with any applicable CARB regulations.

Invoice Payments

Reimbursement may only occur after the replacement equipment has passed a post-inspection and the District has received from the equipment owner a valid invoice package for the fully operational new engine, vehicle, or piece of equipment. The District may reimburse the equipment owner upon submission of a valid invoice once the following requirements have been met:

- Equipment owner or dealer must deliver the old truck(s) to a District-approved licensed dismantler within 30 calendar days of receiving the new fully operational equipment. Trucks with NMY2007-2009 engines may be considered for the reuse program and not subject to scrappage as described in the Program Guidelines (page 99).
- The District must verify with the dismantler that the old equipment has been delivered and is in the custody of the dismantler.
- The equipment owner shall submit proof of warranty. (Trucks must demonstrate a minimum of 1-year or 100,000-mile major component engine warranty covering parts and labor including diesel particulate filter for the new or used 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 equipment.
- Equipment owner must demonstrate compliance with the 2016 requirements of all applicable CARB regulations, and submit a valid compliance certificate for the current year with a TRUCRS ID that matches the information on the application. **Equipment owners cannot utilize replacement equipment and/or retirement of the old equipment under contract for demonstrating compliance with any CARB regulation.**
- 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 District.
- Reimbursement to equipment owners cannot exceed the amount directly paid by the equipment owner.

For complete reimbursement payment information, please refer to the latest Program Guidelines and related supplemental materials listed on the Program website at www.arb.ca.gov/gmbond.

PROJECT EVALUATION AND COMPETITIVE RANKING

Complete applications will be evaluated by the District and posted on a competitive rank list on the District's website to determine grant eligibility, based on availability of funds. For complete information regarding project evaluation and the competitive ranking process, please refer to Chapter IV of the 2015 Program Guidelines found on the ARB Program website at www.arb.ca.gov/gmbond.

ANNUAL REPORTING REQUIREMENTS

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Heavy Duty Truck Projects

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

- Contact information (owner name, address, phone number, etc.)
- Proof of California registration
- Fleet size
- Proof of insurance
- Current odometer reading, including the date read (estimate total vehicle mileage if odometer is missing or broken)
- VMT since last report
- 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 providing 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
- Certification that the bond-funded project was operated in accordance with the signed contract, and that all information submitted is true and accurate
- Other information as requested by the District

Truck Stop/Distribution Center Electrification Projects

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

- Contact information (owner name, company, address, phone number, etc.)
- Facility location
- 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 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 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

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- Signed certification statement that the Program-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 District

Electric Charging and Hydrogen Fueling Unit

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

- Contact information (owner name, company, address, phone number, etc.)
- Facility location
- 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.
- 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.
- 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 District

INFORMATION ON TRUCK EFFICIENCY UPGRADES FOR TRUCK REPLACEMENT OR REPOWER PROJECTS

The Proposition 1B GMERP 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)*. The 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

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their operating profile. While GMERP 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>).

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>
- San Diego County Air Pollution Control District – Grants and Incentives:
<http://www.sdapcd.org/grants>
- California Hybrid Voucher Incentive Program (HVIP):
<http://www.californiahvip.org/>
- Providing Loan Assistance for California Equipment (PLACE) Program:
<http://www.arb.ca.gov/ba/loan/on-road/on-road.htm>
- Buy-down Incentives for Natural Gas and Propane Vehicles (CEC)
<https://ngvip.its.uci.edu/>

DISTRICT SPECIFIC INFORMATION

Program funding plus HVIP, CEC funding, or other funding sources cannot exceed eligible cost of project or any required caps dictated by CARB via advisory of within the Program Guidelines.

Geographic Operations

For truck projects, existing equipment must have traveled or operated **at least 10 percent** of its annual miles (or hours) within the San Diego/Border trade corridor in order to be eligible for GMERP funding.

Please note that other local air Districts in the state may have specific requirements or eligibility restrictions for projects applying for funding through their agency.

