August 12, 2013

The Sacramento Metropolitan Air Quality Management District (District) is pleased to announce the availability of funds from the Proposition 1B Goods Movement Emission Reduction Program (GMERP). The GMERP is a partnership between the California Air Resources Board (CARB) and local agencies 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 $9 million in GMERP funding will be available in the Sacramento Region for owners of heavy-duty diesel trucks 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 the four trade corridors.

**WHAT:** There are five project options available as part of this solicitation. **NOTE:** Drayage or “drayoff” trucks are not eligible for funding.

1. Replacement
2. Repower
3. Three-Way Truck Transaction
4. Two-for-One Truck Transaction
5. Electrification Infrastructure at a Truck Stop or Distribution Center

Equipment specifications for each of these project options can be found in Appendix A of the 2013 GMERP Guidelines at: www.arb.ca.gov/gmbond

**HOW:** Visit www.airquality.org for application forms and instructions.

**WHERE:** Originally signed hard copies of applications must be submitted via mail, delivery, or in person to:

Sacramento Metropolitan AQMD
777 12th St, 3rd Fl
Sacramento, CA 95814
Attn: Goods Movement Emission Reduction Program

**NOTE:** Facsimile, email, and incomplete submittals will not be accepted.

**WHEN:** Applications must be received between 8:00 AM on Monday, August 26, 2013 and no later than 5:00 PM on Thursday, October 10, 2013 to be considered for funding. The District will continue to accept applications for consideration as back-up projects only for an additional 30-day period after this deadline (no later than 5:00 PM on Monday, November 11, 2013).

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

Kristian Damkier, Air Quality Engineer • (916) 874-4892 • kdamkier@airquality.org

Pat Robinson, Air Quality Engineer • (916) 874-6276 • probinson@airquality.org
Notice of Funding Availability
Goods Movement Emission Reduction Program
Heavy-Duty Diesel Trucks
Year 4 – 2013 Solicitation

FUNDING AMOUNTS

Table 1: Heavy-Duty Trucks – All Fleet sizes

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Truck Class</th>
<th>Old Engine Model Year</th>
<th>Replacement Engine Emission Level (Engine MY2010 and later = 0.20 NOx and 0.01 PM)</th>
<th>Maximum Funding Amounts</th>
<th>Eligible for Fleet Compliance on:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replacement (2-for-1 also available)</td>
<td>Class 8</td>
<td>1994-2006</td>
<td>0.20 NOx - 2013 model year engine or later (New truck only)</td>
<td>$50,000</td>
<td>12/31/2015</td>
</tr>
<tr>
<td></td>
<td>Class 7</td>
<td>1994-2006</td>
<td>0.20 NOx – Used engine</td>
<td>$40,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Class 6</td>
<td>1996-2006</td>
<td>0.20 NOx – New or Used engine</td>
<td>$35,000</td>
<td></td>
</tr>
<tr>
<td>Repower</td>
<td>Class 7/8</td>
<td>1994-2006</td>
<td>0.20 NOx – 2013 model year or later HHD engine (New engine only)</td>
<td>$20,000</td>
<td>12/31/2015</td>
</tr>
<tr>
<td></td>
<td>Class 7</td>
<td>1994-2006</td>
<td>0.20 NOx – 2013 model year or later MHD engine (New engine only)</td>
<td>$10,000</td>
<td>12/31/2015</td>
</tr>
<tr>
<td></td>
<td>Class 6</td>
<td>1996-2006</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Three-way Truck Transaction</td>
<td>Class 6/7/8</td>
<td>Truck A: 1998-2006 with Level 3+ Filter installed Truck B: 1993 or older</td>
<td>• Replace Truck A with Truck C (2013 or newer meeting 2010 emission standards) • Scrap Truck B and replace with Truck A</td>
<td>Contact District</td>
<td>12/31/2015</td>
</tr>
<tr>
<td>Truck Stop Electrification</td>
<td>N/A</td>
<td>N/A</td>
<td>Landside truck electrification of truck stops, intermodal facilities, distribution centers, and other places where heavy-duty diesel trucks congregate within the four California trade corridors</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

1 All truck replacement projects must be equipped with an engine meeting the 2010 emission level (0.20 NOx and 0.01 PM)

The replacement engine must have been certified by a CARB Engine Executive Order to CERT and FEL emissions of 0.20 grams per brake-horsepower hour (g/bhp-hr) NOx or less and 0.01 g/bhp-hr PM or less.

- 2013 Solicitation - Eligible Engine Summary - HHD for Class 7 and Class 8 Trucks: http://www.arb.ca.gov/bonds/gmbond/docs/prop_1b_goods_movement_2013_eligible_engine_summary_hhd_for_class_7_and_class_8_trucks.pdf
- 2013 Solicitation - Eligible Engine Summary - MHD for Class 6 and Class 7 Trucks: http://www.arb.ca.gov/bonds/gmbond/docs/prop_1b_goods_movement_2013_eligible_engine_summary_mhd_for_class_6_and_class_7_trucks.pdf

2 If eligible, maximum funding level for new (model year 2013 or newer) zero-emission vehicles (i.e. electric) could be combined with funding from the California Hybrid Voucher Incentive Program (HVIP). Funds available in the HVIP program are subject to availability and all other requirements for the HVIP program. A list of approved zero-emission vehicles is available on the HVIP website at http://www.californiahipv.org/eligible-vehicles. All eligible zero-emission replacement projects will receive a priority position on the District’s project rank list.

IMPORTANT NOTES, HINTS, AND TIPS:

- 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.
- Register in ARB’s Truck Regulation Upload, Compliance, and Reporting System (TRUCRS).
- 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.
- Gather at least 2 records showing an odometer reading at least 6 months apart for each truck in your application.
- Determine the manufacturer’s Gross Vehicle Weight Rating (GVWR) as noted on door jamb of truck.
- Used replacement trucks must have an odometer reading less than 500,000 miles (Class 8) or less than 250,000 miles (Class 7) at the time of post-inspection. Used Class 6 trucks are not eligible for Program funding.

777 12th Street, 3rd Floor * Sacramento CA
916/874-4800 * 916/874-4899 fax
www.airquality.org
(continued on next page)

IMPORTANT NOTES, HINTS, AND TIPS: (cont.)

- Maintain current registration for existing truck; 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.
- Applicants may request reduced 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 lien holders. Clear title for the old truck will be required for replacement projects before the grant payment can be made.
- **All replacement equipment must be operational no later than 12/31/2014.**

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](http://www.arb.ca.gov/gmbond) or call the Goods Movement Information Line (916) 44-GOODS (444-6637).

### IMPORTANT DEFINITIONS:

**Drayage or “Dray-off” truck**

Drayage or “Dray-off” trucks as defined by the GMERP Program Guidelines are **not eligible** for funding at this time.

Drayage and “Dray-off” trucks are defined by Section C.15 of the Drayage Truck Regulation (13 CCR §2027) which states that any in-use on-road vehicle with a gross vehicle weight rating (GVWR) greater than 26,000 pounds that is used for transporting cargo, such as containerized, bulk, or break-bulk goods, that operates:

A. On or transgresses through port or intermodal rail yard property for the purpose of loading, unloading or transporting cargo, including transporting empty containers and chassis; or
B. Off port or intermodal rail yard property transporting cargo or empty containers or chassis that originated from or is destined to a port or intermodal rail yard property.

**“Goods”**

Defined as having the same 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

Project eligibility will be based on the GMERP Guidelines which can be found at: [www.arb.ca.gov/gmbond](http://www.arb.ca.gov/gmbond). Class 6, 7, and 8 diesel trucks are the only projects that will be funded under this solicitation.

In order to be eligible for funding, the equipment owner 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 traveled (VMT) each 12-month period for the past 24 months. Class 6 trucks must demonstrate at least 10,000 vehicle miles traveled (VMT) each 12-month period for the past 24 months.
- Registration:
o Current registration (California base-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.) in California and 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
• New engines for repower or replacement projects meet the applicable Program requirements:
  o 2010 emissions means 0.20 g/bhp-hr or less NO\textsubscript{X} (FEL and CERT values) and 0.01 g/bhp-hr or less PM (CERT value) as certified by a CARB Executive Order for on-road use.
• Engines eligible for funding in the program must be certified to the following standards by a CARB Engine Executive Order for on-road use:
  o Class 8 – Intended service of Heavy-Heavy Duty (HHD) for diesel engines or Heavy Duty Otto (HDO) for applicable alternative fuel vehicles.
  o Class 7 – Intended service of Medium Heavy Duty (MHD) or HHD for diesel engines or HDO for applicable alternative fuel vehicles.
  o 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:
  o 19,501 lbs – 26,000 lbs (Class 6)
  o 26,001 – 33,000 lbs (Class 7)
  o 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):
  o 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.
  o Replacement required by the equipment owner in order to meet a vocational need, as approved by the District.
  o 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. Please note that the funding amount would be at a Class 7 level for both scenarios.

**Table 2: Heavy-Duty Trucks – Funding examples for weight class modifications**

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Existing Truck</th>
<th>Replacement Truck</th>
<th>Funding Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replacement (1 for 1)</td>
<td>Class 7</td>
<td>Class 8</td>
<td>Class 7</td>
</tr>
<tr>
<td>Replacement (1 for 1)</td>
<td>Class 8</td>
<td>Class 7</td>
<td>Class 7</td>
</tr>
<tr>
<td>Replacement (2 for 1)</td>
<td>Class 7 and Class 8</td>
<td>Class 8</td>
<td>Class 8</td>
</tr>
<tr>
<td>Replacement (2 for 1)</td>
<td>Class 8 and Class 8</td>
<td>Class 7</td>
<td>Class 7</td>
</tr>
</tbody>
</table>
Replacement (2 for 1) | Class 6 and Class 6 | Class 7 | Class 6
Replacement (2 for 1) | Class 6 and Class 8 | Class 7 | Class 7

- Additional requirements specific to certain truck project options can be found in Appendix A of the 2013 Program Guidelines available at: [www.arb.ca.gov/gmbond](http://www.arb.ca.gov/gmbond).

**Ineligible Equipment**
- Vehicles subject to CARB’s drayage truck regulation. (13 CCR §2027)
- Vehicles subject to CARB’s public and utility fleet rule. (13 CCR §2022 and 2023)
- Vehicles subject to CARB’s solid waste collection vehicle rule. (13 CCR §2021)
- Vehicles subject to CARB’s diesel cargo handling equipment rule. (13 CCR §2479)

**General Requirements (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 the CARB Truck and Bus Regulation (13 CCR §2025) with the submittal of any required documents requested by the District or CARB without utilizing Program-funded equipment until the specified timeframe.
- Vehicle inspections at a District designated time & location.
- Destruction of existing vehicle (replacements) and/or engine (repowers & replacements) at a District-approved facility (existing vehicle must be kept in operating condition and registered as operational until it is delivered to the dismantler and must be able to be driven to the dismantler under its own power).
- Maintaining existing vehicle eligibility for Program funds. This includes maintaining registration, keeping equipment in legal operating condition, correcting any air pollution citations, and reporting, repairing, or replacing equipment that has been damaged, destroyed, or stolen.
- 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. **Out-of-state registrations, including out-of-state IRP, are prohibited.** Dual plates are only allowed for trucks that carry goods across the California/Mexico border and are required to be dual plated (California/Mexico - only for 90% California operation projects).
- Commit program-funded equipment to at least 50% travel within the four trade corridors for the duration of the project life.
- Maintain current California DMV registration for program-funded equipment at all times during the project life.
- 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.
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- 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 (1 year or 100,000 mile major component engine warranty for the program-funded equipment) that covers parts and labor (if the equipment is no longer under warranty or has less than 1 year of 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 scrap-page) prior to the ARB’s Truck and Bus Regulation regulatory requirement.
- 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 or engine as long as it meets the required emission level and is in the same vehicle class as the existing vehicle (with limited exceptions). Equipment 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. **Under no circumstances will an engine that is dirtier than a 2010 emission level engine (0.20 NOx and 0.01 PM) be eligible for funding.**

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.
- 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.
If a truck identified as a certain weight class in the application is later determined to be a 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 2.

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
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. An equipment owner may pre-order prior to contract execution at the equipment owner’s risk. The District will not reimburse equipment project applicants for orders or any payments on a new engine, piece of equipment, or vehicle that takes place prior to District approval of the project through contract execution.

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

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

Funding will not be disbursed in 2013 for eligible projects due to the anticipated timeframe for project evaluation. Accordingly, applicants are highly encouraged to plan in advance to have all new equipment operational in 2014 for compliance purposes, and to make sure their fleet is compliant with the 2014 requirements of the ARB Truck and Bus Regulation. Retirement of existing equipment included in this application, or the replacement equipment being purchased, cannot be used to demonstrate compliance with the 2014 requirements.

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.
- The District must verify with the dismantler that the old equipment has been delivered and is in custody of the dismantler.
- The equipment owner shall submit proof of minimum 1-year or 100,000 mile major component engine warranty covering parts and labor 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 2013 and 2014 requirements of the ARB Truck and Bus Regulation. **Equipment owners cannot utilize replacement truck(s) and/or retirement of the old truck(s) under contract for demonstrating compliance with the 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](http://www.arb.ca.gov/gmbond)

### SOLICITATION SCHEDULE AND MILESTONES
The projected schedule for the solicitation of projects and evaluation includes the following milestones:

<table>
<thead>
<tr>
<th>Date</th>
<th>Milestone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday, August 26, 2013 – Thursday, October 10, 2013</td>
<td>Solicitation for projects (Applications received will be considered for funding)</td>
</tr>
<tr>
<td>Friday, October 11, 2013 – Monday, November 11, 2013</td>
<td>Solicitation for projects (Applications received will be considered as back-up projects only. Back-up projects will only be considered for funding if the program is undersubscribed in the first solicitation period or if a project from the first solicitation withdraws or becomes ineligible.)</td>
</tr>
<tr>
<td>Winter 2013 / Spring 2014</td>
<td>Evaluation of applications</td>
</tr>
<tr>
<td>Spring 2014</td>
<td>Rank List approval</td>
</tr>
<tr>
<td>Spring / Summer 2014</td>
<td>District contracting</td>
</tr>
<tr>
<td>December 31, 2014</td>
<td>Deadline for all projects to be operational</td>
</tr>
</tbody>
</table>

### 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 re-
ANNUAL REPORTING REQUIREMENTS

Heavy Duty Diesel 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 provide 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 and TRU 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 electrical power to TRUs 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 electrical power to TRUs 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.
• 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
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 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
• Sacramento Metropolitan AQMD Website: http://www.airquality.org/
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TRADE CORRIDOR MAP

Trade Corridors
- Bay Area
- Central Valley
- Los Angeles / Inland Empire
- San Diego / Border

Central Valley
San Joaquin Valley Air Basin and
Sacramento Federal Ozone Nonattainment Area

Bay Area
San Francisco Bay Area Air Basin

Los Angeles / Inland Empire
South Coast Air Basin
and Port Hueneme

San Diego / Border
San Diego County
and Imperial County

Air Resources Board

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