

AGENDA

City of Los Angeles and The Los Angeles Clean Cities Coalition Workshop for Drayage and Cleaner Truck Owners

Tuesday, February 22, 2011, 12:00 PM – 3:30 PM

Banning's Landing Community Center
100 East Water Street, Wilmington, CA 90748

LIGHT REFRESHMENTS WILL BE SERVED

- | | |
|--|---|
| I. Opening Remarks | Wayne King,
City of Los Angeles, Bureau of Sanitation and
Los Angeles Clean Cities Coalition
Connie Day
South Coast Air Quality Management District |
| II. Port of Los Angeles Clean Air
Challenge – Clean Truck Program | Tim DeMoss
City of Los Angeles, Port of Los Angeles |
| III. Grant Funding (who to Call / where
do I get funding assistance) | |
| a. AQMD | Ashkaan Nikravan
South Coast Air Quality Management District
(AQMD) |
| i. Goods Movement
Emission Reduction
Funding Program
(Proposition 1B) | |
| ii. Carl Moyer On-Road
Heavy-Duty Vehicle
Voucher Incentive
Program (VIP) | |
| iii. Upcoming – Carl
Moyer Program | |
| b. CALSTART | David Kantor
CALSTART |
| i. Hybrid Truck and
Bus Voucher
Incentive Project
(HVIP) | |
| IV. California Fleet Solutions | Matt Schrap, California Fleet Solutions |
| a. Application Assistance and
Education | |
| V. Equipment Update | All Equipment Suppliers |
| VI. Questions and Answers | All participants |
| VII. Application Assistance | All Participants |
| VIII. Closing Remarks | Wayne King and Connie Day |

Voucher Incentive Program (VIP)	Requirements	Proposition 1B
3 or Fewer Trucks	Fleet Size	No Fleet Size Limitation
19,501 and higher	Eligible GVWR	26,001 and higher
Engine Model Year 2002 or Older	Existing Model Year	Engine Model Year 2003 or Older
No drayage operations for replacement truck for 3 years from date of taking delivery.	Restrictions	Applicant must execute a contract with AQMD and comply with all contract reporting requirements for term of the contract.
\$10,000 to \$45,000	Maximum Funding for Truck Replacement	Up to \$60,000 for class 8 and \$40,000 for class 7
No Compliance Check Required	Vehicle or Fleet Violations	Must Pass Compliance Check
Must provide clean title (no salvaged vehicles and no active lien holder)	Vehicle Ownership	Must provide clean title (no active lien holder)
2 years / DMV Printout (Seasonal Operations Acceptable)	DMV Registration History	2 years / DMV Printout (Seasonal Operations Acceptable)
2 years	Mileage/Fuel Usage Documentation	2 years
2 years	Proof of Insurance	2 years
Applicants must apply through approved AQMD VIP Dealerships	Applying for Funds	Applicants apply directly to AQMD.
New Or Used (If used, must have less than 500,000 miles)	Replacement Vehicle	New Or Used (If used, must have less than 500,000 miles)
5-business day turn around	Notification	All applicants evaluated and ranked after solicitation period closes. Response time dependent on number of applications received.
Operate vehicle 75% of the time within California for 3 years	Operation of vehicle	Operate vehicle at least 90% or 100% operation in California
Existing Vehicle must be scrapped through approved dismantler.	Old Vehicle	Existing Vehicle must be scrapped through approved dismantler

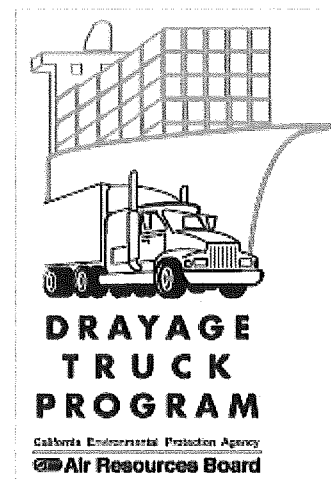
ARB's Drayage Truck Regulatory Activities

This page last reviewed January 13, 2011

Drayage Truck Regulation

The Drayage Truck Regulation is part of the Air Resources Board's (ARB) ongoing efforts to reduce PM and NOx emissions from diesel-fueled engines and improve air quality associated with goods movement. In addition, this regulation also provides green house gas benefits and is designed to support local emissions reduction goals such as the Clean Air Action Plan by the ports of Los Angeles and Long Beach and the Comprehensive Truck Management Plan by the Port of Oakland.

This webpage will be maintained to provide a single site to obtain information on public meeting schedules, documents, contact information, regulatory status, and shared information.



The Local Links in the left-hand column provide quick navigation to the different areas of the Drayage Truck Website.

All drayage trucks must be registered with the DTR prior to port or rail yard entry.

[Register Your Truck!](#)

[Check Truck Status](#)

Both the DTR registration and truck labels are free of charge (labels are optional). To register your truck or check the compliance status of a truck please click the appropriate button above.

[Exemption Application](#)

What's New!

A brief summary of the Air Resources Board's actions at the December 17, 2010 hearing

to consider amendments that staff had proposed to the Drayage Truck regulation.

The Board considered written public comments and oral testimony at the hearing. The Board supported some, but not all, of the amendments that staff had proposed. The Board delegated the responsibility to the ARB Executive Officer to move forward with the supported amendments to complete the regulatory process and then make a final determination of whether those amendments should be adopted.

Proposed Amendments that the Board Directed the Executive Officer to Adopt:

The amendment to include noncompliant trucks operating off of port and rail yard grounds that engage in dray-off activities.

The amendment to sunset the Drayage Truck regulation on December 31, 2016. However, staff will propose a later sunset date as part of the 15-day change package to support the retention of the Phase 2 requirement as described below.

Proposed Amendment that the Board Directed the Executive Officer to Adopt with Modifications:

The amendment to include Class 7 drayage trucks. The Board directed that staff's proposal be modified as follows: (a) to accelerate the filter requirement to January 1, 2012 for Class 7 drayage trucks in the South Coast Air Basin, and (b) to require Class 7 drayage trucks statewide to operate with a 2007 or newer emission standard engines by January 1, 2014. These modifications will be covered in the 15-day change package.

Proposed Amendment that the Board Did Not Support:

The amendment that would have delayed the current Phase 2 requirement (which mandates that drayage trucks are to operate with 2007+ standard engines by January 1, 2014). The Board found that the requirement should not be deleted from the regulation and is necessary to safeguard emission reductions and health benefits for communities near ports and rail yards and to provide regulatory consistency for truck owners who have already complied with Phase 2 requirements. Therefore, all drayage trucks will still be required to operate with 2007 or newer emission standard engines by January 1, 2014.

The Drayage Truck Regulation is part of ARB's ongoing efforts to reduce emissions and health risks from diesel-fueled engines and improve air quality associated with goods movement. The regulation is designed to remove 85 percent of fine particle emissions from drayage trucks, helping clean the air in port-adjacent communities throughout California. To date, 64 percent of drayage trucks have particulate filters, or have been upgraded to the cleanest engines.

Please verify your engine model year in the Drayage Truck Registry!

Engine model years are typically not the same as the truck model year.
Incorrect information in the registry could result in enforcement action - including fines.
For more [information](#).

ARB's Complaint Program

To reach the ARB's Vehicle Complaint Hotline, please call 1-800-END-SMOG or 1-800-363-7664.

Upcoming Deadlines

Deadline	Description
Will expire on December 31, 2011	Trucks with 12/31/2011 compliance dates will no longer be compliant on 1/1/2012. Most often, these trucks can be identified with a 2011 label. 
February 15, 2011	Port and rail authorities are required to report noncompliant truck information collected from 10/1/2010 through 12/31/2010 to the Air Resources Board. Additional information can be found under the July 2, 2009 post at the bottom of this page.
December 31, 2010 Extension Expired!	Trucks with 12/31/2010 compliance dates are no longer compliant on 1/1/2011. Most often, these trucks can be identified with a 12/31/10 label. 
November 15, 2010	Port and rail authorities are required to report noncompliant truck information collected from 7/1/2010 through 9/30/2010 to the Air Resources Board. Additional information can be found under the July 2, 2009 post at the bottom of this page.
July 1, 2010 Extension Expired!	Trucks with 6/30/2010 compliance dates are no longer compliant on 7/1/2010. Most often, these trucks can be identified with a 6/30/10 label. This label has expired ! 
May 1, 2010 Extension Expired!	Trucks with 4/30/2010 compliance dates are no longer compliant on 5/1/2010. Most often, these trucks can be identified with a 2010 label. This label has expired ! 
Ongoing	All drayage trucks must be registered in the Drayage Truck Registry before they are dispatched to a port or rail yard. Register a Truck

Important note regarding trucks with 1993 and older model year engines.

The Drayage Truck Registry will not accept the registration of trucks with model year 1993 and older engines as these trucks are no longer legal at the ports and rail yards beginning January 1, 2010.

Please contact us if you have any questions.

Non Compliant Trucks

The regulation requires each motor carrier to provide a copy of the regulation or ARB approved summarized version to each drayage truck owner that it contracts with for deliveries to ports and intermodal rail yards. Both versions are available below. Motor carriers must ensure this requirement is met prior to the dispatching of any drayage trucks.

The regulation requires port and rail authorities to report noncompliant truck information to the Air Resources Board according to a set schedule. The following Excel document (SSD/PAB - #40) lists what information is required, the proper data format, and provides spreadsheets to report noncompliant truck information.

Noncompliant truck reporting Excel form (SSD/PAB-#40)

This form must be used to report noncompliant truck information. However, a CSV file may be used with prior authorization. The CSV file must be able to be exported cleanly with the same column breakdown as SSD/PAB-#40. Please contact us for additional information.

Background

A Board Hearing to consider the proposed amendments, took place on December 17, 2010.

Staff held workshops in August 2010 and September 2010 to discuss the revised emission inventory and the proposed amendments.

Staff held workshops in June 2010 and July 2010 regarding proposed amendments to the Truck and Bus, Off-Road, Tractor-Trailer GHG, and Drayage Truck Regulation.

Summarized version of the Drayage Truck Regulation - (Does not include proposed amendments presented during the December 17, 2010 Board hearing.)

Full version of the Drayage Truck Regulation - (Does not include proposed amendments presented during the December 17, 2010 Board hearing.)

On-Road Mobile Source Programs



**South Coast
Air Quality Management District**
Cleaning the air that we breathe...

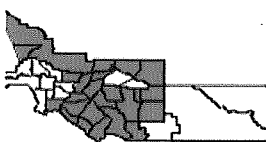
Get Health Effects Info

E-mail Address

Zip Code

Home Inside AQMD Community Business Technology Health & Education Governing Board
Español | ☐ | ☐

Air Quality Forecast/Advisories

[Current Hourly Air Quality](#)[Current Advisories](#)

Daily Forecast:

[Today](#) [Tomorrow](#) [PDF version](#)☒ [Check Before You Burn](#)[Map](#)[Sign up for Air Alerts](#)

Select Language

Powered by  Translate

RELATED LINKS

QUICK LINKS

[AQMD Newsroom](#)
[Budgets/Audited Financial Reports](#)
[Calendar of Events](#)
[CEQA](#)
[Certification Programs/Certified Equip](#)
[Compliance Information](#)
[Employment/Business Opportunities](#)
[Enforcement](#)
[Frequently Asked Questions](#)
[Funding Incentives/Opportunities](#)
[Governing Board](#)
[Health Studies](#)
[Hearing Board](#)
[Links To Other Websites](#)
[Onsite Services](#)
[Permitting Information](#)
[Public Workshops/Hearings/Meetings](#)
[Public Records Requests](#)
[Publications/Media](#)
[Reporting Air Quality Complaints](#)
[Rules & Regulations](#)
[Staff Directory](#)
[Training/Compliance Assist. Classes](#)
[Transportation Programs](#)
[Webcasts](#)



Goods Movement Emission Reduction Funding Program (Proposition 1B)

Approved Contract Documents for AQMD's Heavy-Duty Diesel Drayage Truck Replacement Program

The California Air Resources Board (CARB) has approved three (3) contract models for AQMD's implementation of the Proposition 1B Goods Movement Emission Reduction Program. This program is also known as the "AQMD Heavy-Duty Diesel Drayage Truck Replacement Program."

If your truck replacement project has been approved by AQMD, you will need to select one of the approved contract models. You will need to inform the AQMD Project Officer of the applicable contract model for each truck replacement project approved by AQMD. If you do not know who your assigned AQMD Project Officer is, you may call Penny Shaw Cedillo at (909) 396-3179 for assistance.

Locomotive Funding Program

[Prop 1B Frequent Asked Questions](#) (PDF, 98KB)

[AQMD Approved Dismantlers](#) (PDF, 8KB) - updated 10-26-10

[Dealer Certification Letter](#) (PDF, 30KB)

[Dealer Certification Form](#) (PDF, 42KB)

Below please find a brief description of the three contract models approved for this program and a link to the boilerplate contract documents. These documents set forth all of the conditions and obligations that you must meet under this Program. It is also important to note that the contract documents below are the final versions approved by CARB. Any requested changes to these documents will require CARB approval which will delay the contracting process and may not result in an approval by CARB.

Important Note: Placing a Purchase Order prior to the execution of contract documents does not guarantee payment of the grant award and is, therefore, done at the applicant's risk of not receiving the grant funds. Also, all liens on the old truck must be cleared prior to contract execution.

- 1) **Direct Purchase** - Applicant will purchase the new truck(s) with own funds or obtain a loan from a bank to purchase the new truck(s). The applicant will be the registered owner of the new truck(s) and is responsible for complying with the operating and reporting requirements of the Program.
 - a. [Standard Grant Agreement](#) (PDF, 256KB)
 - b. [Standard Purchase Statement of Work](#) (PDF, 150KB)
- 2) **Lease-To-Own Programs:**

a) LMC model - The Licensed Motor Carrier (LMC) will purchase the new truck(s) and then enter into a lease agreement with the truck operator. The LMC will be the registered owner of the new truck. The LMC will enter into an agreement with the AQMD, accepting overall responsibility for implementation of the

Download Forms

AQMD Forms

project, including operating and reporting requirements. The truck operator will serve as the lessee, and will also be responsible for complying with the operational requirements of the Proposition 1B Program. The lease must be with the driver of the old truck, unless the old truck was owned by the LMC. This contract model includes two documents: an agreement with the LMC as the Lessor, and a Lease Rider which must be included in the lease agreement between the LMC and the lessee.

1. CSS.LMC Agreement (PDF, 280KB)
2. LMC Lease Statement of Work (PDF, 159KB)
3. Lease Rider (PDF, 77KB)

b) Bank model - The bank will purchase the new truck(s) and serve as the Lessor directly to the lessee. The LMC will enter into an agreement with the AQMD and will be responsible for administering the operational and reporting requirements of the Proposition 1B Program. The bank will be the registered owner of the new truck(s). The 1099 will be issued to the bank. There are two agreements under this model: one with the bank as the Lessor, and the other agreement with the LMC as the Administrator. There is also a Lease Rider which must be included in every lease agreement between the bank and the lessee.

1. Agreement with Lessor-CC2 (PDF, 275KB)
2. Bank Lease Statement of Work (PDF, 151KB)
3. Lease Rider (PDF, 77KB)
4. Agreement/Administrator - coming soon
5. Lease Statement of Work-Administrator (PDF, 156KB)

Background

Proposition 1B, the wide-reaching transportation bond voters approved in 2006, included one billion dollars to fund projects that reduce air pollution associated with freight movement along California's trade corridors. The first \$25 million of that funding was allocated by the California Air Resources Board (CARB) in February 2008 to "jump start" the program and fund projects that are ready for quick implementation. The AQMD received \$13.8 million of the "early grant" funds and used these funds to implement a successful truck replacement program in the region. A total of 263 heavy-duty diesel trucks were replaced under the early grant reducing emissions by 10.5 and 209 tons per year of PM and NOx, respectively. Concurrent reductions in greenhouse gas emissions were also achieved by at least 50% of the projects which involved replacing a diesel truck with an LNG-fueled truck.

Statewide Proposition 1B Funding Targets

- \$400 Million for Heavy Duty Diesel Trucks Serving Ports and Intermodal Facilities
- \$360 Million for Other Heavy Duty Trucks
- \$100 Million for Shore Power for Cargo Ships at Berth, and Cargo Handling Equipment
- \$100 Million for Diesel Freight Locomotives
- \$40 Million for Commercial Harbor Craft

For additional information or questions, please contact Brian Choe at (909) 396-2617 or bchoe@aqmd.gov

AQMD Board Actions Regarding Prop 1B Funding

Copies of Governing Board letters can be viewed by clicking on the following items.

- May 2, 2008 Board Letter recognizing \$13.8 million in Prop 1B funds and executing contracts to replace heavy duty diesel trucks
- July 11, 2008 Board Letter recognizing additional Prop 1B funds and amending early grant awards.
- Competitively ranked priority lists of projects approved in the May 2 and July 11, 2008 Board Letters:

1. Trucks serving ports and intermodal railyards (Grant Number G07GMLP1)
 - [Ranked Priority List #1 dated Oct. 2, 2008](#) (PDF, 69KB)
 - [Ranked Priority List #2 dated Nov. 17, 2008](#) (PDF, 26KB)
 - [Ranked Priority List #3 dated Jan. 6, 2009](#) (PDF, 66KB)
 - o [Financial and other required information](#) pertaining to the lease-to-own program for the trucks serving the ports and intermodal railyards (PDF, 10KB)
2. [Other heavy duty diesel trucks](#) (Grant Number G07GMLT1) (PDF, 27KB)
 - [March 6, 2009 Board Letter](#)
 - [September 11, 2009 Board Letter](#)
 - [November 6, 2009 Board Letter](#)
 - [June 4, 2010 Board Letter](#)
 - Competitively ranked priority lists of projects approved in the March 6, September 11, 2009, November 6, 2009, June 4, 2010, and December 3, 2010 Board Letters:
 1. Trucks serving ports and intermodal railyards (Grant Number G07GMLP2)
 - [Ranked Priority List Solicitation 1](#) (PDF, 21KB)
 - [Ranked Priority List Solicitation 2](#) (PDF, 121KB) updated 10-20-10
 2. Trucks Serving Port of Los Angeles and Port of Long Beach (Grant Number G07GMLP3-03)
 - [Ranked Priority List, Tier 1](#) (PDF, 350KB)
 - [Ranked Priority List, Tier 2](#) (PDF, 16KB)
 - [Ranked Priority List, Tier 3](#) (PDF, 119KB) updated 10-6-10
 - [Ranked Priority List, Backup](#) (PDF, 41KB) updated 10-6-10
 3. Other trucks and truck stop/distribution centers (Grant Number G07GMLT2)
 - [Ranked Priority List](#) (PDF, 211KB) updated 8-25-10
 - [Ranked Priority List, Backup](#) (PDF, 201 KB) new 12-10-10

On May 22, 2008, the CARB Board approved the allocation of approximately \$24 million to the AQMD from the remaining \$225 million budgeted for FY 2007-2008. Additionally, the CARB Board allocated \$98 million to the Ports of Los Angeles and Long Beach. In total, the South Coast region received 55% of the FY 2007-08 funds. Over the four year period ending in 2011, the South Coast region will receive 55% of the total \$1 billion in Prop 1B funding.

[Click here to go to ARB's web site for their documents regarding Prop 1B \(Goods Movement Emission Reduction Program\).](#)

This page updated: December 10, 2010

URL: <http://www.aqmd.gov/tao/Implementation/Prop1B.htm>



Facebook

Stay Connected



Twitter



YouTube

A-Z Index

Contact Us

Employment

Questions/Need Info?

Terms of Use/Accessibility/Privacy

Webmaster

Viewers



PDF

South Coast AQMD • 21865 Copley Dr • Diamond Bar, CA 91765 • (909) 396-2000 • 800-CUT-SMOG (288-7664)

This site best viewed in the latest version of Internet Explorer


South Coast
Air Quality Management District
Cleaning the air that we breathe...

[Translated to:](#)
[Show original](#)

[Obtener Información de Efectos de Salud](#)
[Learn more](#)

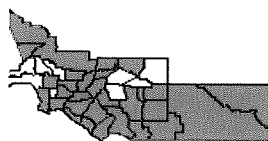
[Español](#) | [中文](#) | [한국어](#)

[Inicio](#) [Dentro de AQMD](#) [Comunidad](#) [Negocios](#) [Tecnología](#) [Salud y Educación](#) [Junta de Gobierno](#)

[SHARE](#)

Pronóstico de la Calidad del Aire / Avisos

[La calidad actual del aire por hora](#)
[Actual Avisos](#)



Pronóstico diario:

[Hoy](#) [Mañana](#) [versión PDF](#)



[Llame Antes de Quemar](#)

[Mapa](#)

[Regístrate para recibir alertas de aire](#)

Búsqueda

Spanish

Powered by  Translate

ENLACES RELACIONADOS

ENLACES

[AQMD Sala de prensa](#)
[Presupuestos / informes financieros auditados](#)
[Calendario de Eventos](#)
[CEQA](#)
[Los programas de certificación / certificado Equipo](#)
[Información de cumplimiento](#)
[Empleo / Oportunidades de Negocio](#)
[Aplicación](#)
[Preguntas más frecuentes](#)
[La financiación Incentivos / Oportunidades](#)
[Junta de Gobierno](#)
[Estudios de la Salud](#)
[Audiencia de la Junta](#)
[Enlaces a otros sitios web](#)
[Servicios in situ](#)
[Permitir que la información](#)
[Talleres Públicos / Audiencias / Juntas](#)
[Los registros públicos solicitudes](#)
[Publicaciones y Medios de Comunicación](#)
[Las quejas de Información de Calidad del Aire](#)
[Normas y Reglamentos](#)



Movimiento de Bienes de Reducción de Emisiones de financiación del programa (la Proposición 1B)

Aprobado Documentos del Contrato para el Programa de AQMD diesel de servicio pesado Acarreo de repuesto de camiones

El California Air Resources Board (CARB) ha aprobado tres (3) modelos de contrato para la ejecución de AQMD de la Proposición 1B Transporte de Mercancías Programa de Reducción de Emisiones. Este programa es también conocido como el "AQMD para servicio pesado diesel Programa de sustitución de camiones de acarreo".

Si el proyecto de recambio para camiones ha sido aprobado por AQMD, tendrá que seleccionar uno de los modelos de contratos aprobados. Usted tendrá que informar al AQMD Oficial de Proyectos del modelo de contrato aplicable a cada proyecto de recambio para camiones aprobado por AQMD. Si usted no sabe quién es su asignados AQMD Oficial del Proyecto es, puede llamar a Penny Cedillo Shawal (909) 396-3179 para obtener ayuda.

Locomotora Programa de Financiamiento

[Proposición 1B Preguntas frecuentes](#) (PDF, 98KB)

[AQMD Aprobado Desmanteladores](#) (PDF, 5 KB) - Actualizado 2-18-11

[Distribuidor Carta de Certificación](#) (PDF, 30 KB)

[Distribuidor Formulario de Certificación](#) (PDF, 42KB)

A continuación encontrará una breve descripción de los tres modelos de contratos aprobados para este programa y un enlace a los documentos repetitivo contrato. Estos documentos se establece todas las condiciones y obligaciones que debe cumplir en virtud del presente Programa. También es importante señalar que el pliego de condiciones que figuran abajo son las versiones finales aprobadas por CARB. Todos los cambios solicitados a estos documentos se requiere la aprobación del CARBURADOR lo que retrasará el proceso de contratación y no puede dar lugar a una aprobación por CARB.

Nota importante: Colocar una orden de compra antes de la ejecución del pliego de condiciones no garantiza el pago de la concesión de una subvención y, por tanto, hecho en demandante riesgo de no recibir los fondos de subvención. Además, todos los gravámenes sobre el camión viejo debe ser limpiado antes de la ejecución del contrato.

- 1) **Compra Directa** - El solicitante comprar el camión nuevo (s) con fondos propios u obtener un préstamo de un banco para comprar el carro nuevo (s). El solicitante será el titular de la nueva camioneta (s) y es responsable de cumplir con el funcionamiento y los requisitos de información del Programa.
 - a. [Norma Acuerdo de Subvención](#) (PDF, 256 KB)
 - b. [Declaración estándar de compra de Trabajo](#) (PDF, 150 KB)
- 2) **con Opción a Compra Programa de Arrendamiento:**

a) **Modelo LMC** - La licencia de Autotransportes (LMC) va a comprar el camión nuevo (s) y luego entrar en un contrato de arrendamiento con el operador del camión. La Gran Nube de Magallanes será el titular de la nueva camioneta. La LMC

Directorio del personal
 Capacitación / Cumplimiento Assist.
 Clases
 Programas de transporte
 Webcasts

Descargar formularios

AQMD formas

se entrará en un acuerdo con el AQMD, aceptar la responsabilidad general de la ejecución del proyecto, incluido el funcionamiento y requisitos de información. El operador del camión será el arrendatario, y también será responsable de cumplir con los requisitos operativos de la Proposición 1B del Programa. El contrato de arrendamiento debe ser con el conductor del camión viejo, a menos que el viejo camión era propiedad de la LMC. Este modelo de contrato incluye dos documentos: un acuerdo con la Gran Nube de Magallanes como el arrendador, y un jinete de arrendamiento que debe ser incluido en el contrato de arrendamiento entre la LMC y el arrendatario.

1. Acuerdo CSS.LMC (PDF, 280KB)

2. LMC Declaración de Renta de Trabajo (PDF, 159KB)

3. Cláusula de Arrendamiento (PDF, 77KB)

b) el modelo del Banco - El banco va a comprar el camión nuevo (s) y sirven como el Arrendador directamente al arrendatario. La LMC se entrará en un acuerdo con el AQMD y será responsable de administrar las necesidades de funcionamiento y presentación de informes de la Proposición 1B del Programa. El banco será el titular de la nueva camioneta (s). El 1099 será emitido al banco. Hay dos acuerdos en virtud de este modelo: una con el banco como el arrendador, y el otro acuerdo con la LMC como el Administrador. También hay un Jinete de arrendamiento que se debe incluir en cada contrato de arrendamiento entre el banco y el arrendatario.

1. Acuerdo con el arrendador-CC2 (PDF, 275KB)

2. Declaración del Banco de arrendamiento de Trabajo (PDF, 151 KB)

3. Cláusula de Arrendamiento (PDF, 77KB)

4. Acuerdo / Administrador - disponible en breve

5. Arrendamiento Declaración de Trabajo, Administrador (PDF, 156 KB)

Antecedentes

La Proposición 1B, el logro de transporte de bonos votantes amplia aprobado en 2006, incluidos mil millones de dólares para financiar proyectos de reducción de la contaminación atmosférica asociada con el movimiento de mercancías a lo largo de los corredores de comercio de California. Los primeros \$ 25 millones que se asignaron fondos por la Junta de Recursos Atmosféricos de California (CARB) en febrero de 2008 para "reactivar" el programa y financiar proyectos que están listos para una rápida implementación. El AQMD recibió \$ 13.8 millones de la "concesión de principios de" fondos y utilizar estos fondos para implementar un programa de reemplazo de camiones con éxito en la región. Un total de 263 diesel de camiones pesados, fueron reemplazados con el subsidio de principios de reducción de las emisiones en un 10,5 y 209 toneladas anuales de PM y NOx, respectivamente. reducción simultánea de las emisiones de gases de efecto invernadero También se lograron al menos un 50% de los proyectos que se sustituyeron un camión diesel con un camión de combustible de GNL .

En todo el estado la Proposición 1B objetivos de financiación

- \$ 400 millones para el diesel pesados camiones servicios en los puertos e instalaciones intermodales
- 360 millones de dólares para otros camiones de servicio pesado
- \$ 100 millones para la energía en tierra para buques de carga en el atracadero, y Equipo de Manejo de Carga
- \$ 100 millones para las locomotoras diesel de carga
- \$ 40 millones de naves del puerto comercial

Para obtener información adicional o preguntas, póngase en contacto con Brian a Choe (909) 396-2617 o bchoe@aqmd.gov

AQMD Acciones Junta respecto a la Proposición 1B financiación

Copias de las cartas Consejo de Administración se pueden ver haciendo clic en los

siguientes elementos.

- 02 de mayo 2008 la Junta Carta reconoce \$ 13.8 millones en fondos de la Proposición 1B y los contratos de ejecución para reemplazar pesados camiones diesel de servicio pesado
- 11 de julio 2008 la Junta Carta reconoce la Proposición 1B fondos adicionales y se modifica la concesión de premios temprana.
- Competitivamente clasificado listas de prioridades de los proyectos aprobados en el 2 de mayo y 11 de julio 2008 Cartas Junta:
 1. Camiones servicios en los puertos y railyards intermodal (Grant Número G07GMLP1)
Clasificados Lista de prioridades # 1, de fecha 02 de octubre 2008 (PDF, 69KB)
Clasificado # Lista de Prioridades de fecha 2 de Nov.17, 2008 (PDF, 26KB)
Calificada la Lista de Prioridades # 3 de fecha 06 de enero 2009 (PDF, 66KB)
 o Financieros y otra información necesaria referente a la-a-propio programa de arrendamiento de los camiones al servicio de los puertos y railyards intermodal (PDF, 10KB)
 2. Otros camiones pesados diesel (Grant Número G07GMLT1) (PDF, 27KB)
- 06 de marzo 2009 Carta de la Junta
- 11 de septiembre 2009 Carta de la Junta
- 06 de noviembre 2009 Carta de la Junta
- 04 de junio 2010 Carta de la Junta
- Competitivamente clasificado listas de prioridades de los proyectos aprobados en las Cartas 06 de marzo, 11 de septiembre de 2009, 06 de noviembre 2009, 4 de junio de 2010, y 03 de diciembre 2010 la Junta:
 1. Camiones servicios en los puertos y railyards intermodal (Grant Número G07GMLP2)
Prioridad destacados Invitación Lista 1 (PDF, 21KB)
Clasificados Lista de prioridades de Licitación 2 (PDF, 121KB) actualizado 10-20-10
 2. Camiones Servicio del Puerto de Los Ángeles y Puerto de Long Beach (Número de subvención G07GMLP3-03)
Prioridad Lista de clasificación, el Nivel 1 (PDF, 350 KB)
Lista de clasificación de prioridad, Nivel 2 (PDF, 16KB)
Clasificados Lista de prioridades, de Nivel 3 (PDF, 119KB) actualizado 10-6-10
Clasificados Lista de prioridades, de copia de seguridad (PDF, 41 KB)
 Actualización 10-6-10
 3. Otros camiones y parada de camiones y centros de distribución (Grant Número G07GMLT2)
Calificada la Lista de Prioridades (PDF, 211KB) actualizado 8-25-10
Ranking lista de prioridades, de copia de seguridad (PDF, 201 KB) nuevo 12-10-10

El 22 de mayo de 2008, la Junta de CARB aprobó la asignación de aproximadamente \$ 24 millones para el AQMD de los restantes \$ 225 millones presupuestados para el año fiscal 2007-2008. Además, la Junta de CARB asignó \$ 98 millones a los puertos de Los Ángeles y Long Beach. En total, la región de la Costa Sur recibió el 55% del año fiscal 2007-08 los fondos. Durante el período de cuatro años que termina en 2011, la región de la Costa Sur recibirán el 55% del total de \$ 1 mil millones en la Proposición 1B financiación.

Haga clic aquí para ir al sitio web del ARB para sus documentos relativos a la Proposición 1B (Transporte de Mercancías Programa de Reducción de Emisiones).

Esta página fue modificada el 18 de febrero 2011

URL: <http://www.aqmd.gov/tao/Implementation/Prop1B.htm>

Proposition 1B: Goods Movement Emission Reduction Program

Hints & Tips:

Prepare for the Upcoming Competitive Goods Movement Program Solicitation (March/April 2011)

Clear Outstanding Vehicle or Fleet ARB Violations

Gather DMV Registration History (2 Years)

Gather and Organize Mileage Documentation (2 Years)

- Service receipts with odometer readings
- Tax forms and/or fuel receipts

Determine Gross Vehicle Weight Rating (GVWR)

- Class 8 defined as greater than 33,000 GVWR
- Class 7 defined as 26,001 – 33,000 GVWR
- Typically found on door tag

Research Engine Emission Levels and New Truck Options

- Class 8 must be replaced with a Class 8
- Class 7 must be replaced with a Class 7
- Check with dealers or ARB website for list of qualifying engines
(<http://www.arb.ca.gov/gmbond>)

Maintain Current Registration

Maintain Truck in Legal Operating Condition

Contact Local Agency with any Questions

[Local Agency to include contact information]

Proposition 1B: Goods Movement Emission Reduction Program

Operational Deadlines **Truck Projects for March/April 2011 Solicitation Period**

Table 1: Port and Rail Yard (Drayage) Trucks – All Fleet Sizes

Old Engine Model Year	Project Type	Maximum Funding		New Equip. Must be Operational by:
		Class 8	Class 7	
1993 or older	Not eligible for funding	-	-	-
1994-2003	2010 Replacement (0.20 g/bhp-hr or lower NOx)	\$50K	\$30K	12/31/2013
1994-2006	2010 Repower (0.20 g/bhp-hr or lower NOx)	\$30K		

Table 2: Other Trucks – Small Fleets (1-3 Trucks)

Old Engine Model Year	Project Type	Maximum Funding		New Equip. Must be Operational by:	Eligible for Fleet Averaging on:
		Class 8	Class 7		
2003 or older	2010 Replacement (0.20 g/bhp-hr or lower NOx)	\$60K	\$40K	12/31/2013	12/31/2015
	2007+ Replacement (0.50 g/bhp-hr or lower NOx)	\$50K	\$30K		
	2007 Replacement (1.20 g/bhp-hr or lower NOx)	\$40K	\$25K		
1994-2006	2010 Repower (0.20 g/bhp-hr or lower NOx)	\$30K			12/31/2014
1996-2006	PM Retrofit (Level 3+) w/ 4 year contract	\$10K			
1994-2006	PM Retrofit (Level 3+) w/ 2 year contract	\$5K			

Table 3: Other Trucks – Larger Fleets (4+ Trucks)

Old Engine Model Year	Project Type	Maximum Funding		New Equip. Must be Operational by:	Eligible for Fleet Averaging on:
		Class 8	Class 7		
2003 or older	2010 Replacement (0.20 g/bhp-hr or lower NOx)	\$60K	\$40K	12/31/2012	12/31/2015
	2007+ Replacement (0.50 g/bhp-hr or lower NOx)	\$50K	\$30K		
	2007 Replacement (1.20 g/bhp-hr or lower NOx)	\$40K	\$25K		
1994-2006	2010 Repower (0.20 g/bhp-hr or lower NOx)	\$30K			12/31/2013
2005-2006	PM Retrofit (Level 3+) w/ 4 year contract	\$10K			
1994-2006	PM Retrofit (Level 3+) w/ 2 year contract	\$5K			

Notes:

- Funding may be applied to purchase a new or used truck meeting the emission requirements of the Program. Used 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. See dealers or ARB website at <http://www.arb.ca.gov/gmbond> for a list of complying engines.
- For complete Program requirements, please refer to the latest Program Guidelines and related supplemental materials listed on the Program website at <http://www.arb.ca.gov/gmbond> or call the Goods Movement Information Line (916) 44-GOODS (444-6637).

PM Retrofit

- The Program will provide the following incentives to retrofit an eligible MY1994-2006 heavy duty diesel engine with a CARB-verified Level 3 Plus device that reduces PM by at least 85%:
 1. \$5,000/truck with a project life of two years
 2. \$10,000/truck with a project life of four years
- Program-funded retrofit devices shall be installed and operational (with post-inspection completed) prior to a regulatory requirement for that technology or level of emissions control under the best available control technology provisions of any applicable rule or regulation for in-use trucks. CARB will post and update information on the Program's website describing the operational deadlines for this and other project options.
- Truck serving ports and intermodal rail yards are not eligible.
- Equipment owner must commit to at least 90% or 100% operation in California.
- Equipment owner must demonstrate that any mid-1990s engine subject to the software upgrades for diesel trucks (i.e., chip reflash) has completed the upgrade.

Replacement

Drayage Trucks:

- Drayage Truck means any in-use on-road vehicle with a gross vehicle weight rating (GVWR) greater than 26,000 lbs that pulls a trailer or chassis that is used for transporting cargo, such as containerized, bulk, or break-bulk goods, that operates:
 - 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:
 - 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 property.
 - Self certification in the application is required. Verification of the truck in the Drayage Truck Registry (DTR) will be performed.
- Program will provide funding up to the amounts below to replace an eligible truck with engine MY1994 -2003 with a new diesel or alternative fuel truck.
- \$50,000 for replacement of a Class 8 truck (GVWR 33,001 lbs or greater) with an engine that meets the MY2010 emissions (0.20 g/bhp-hr or less NOx). To be eligible, the replacement truck must have less than 500,000 miles with odometer verification at the time of post-inspection.

- \$40,000 for replacement of a Class 7 truck (GVWR 26,001 lbs to 33,000 lbs) with an engine that meets the MY2010 emissions (0.20 g/bhp-hr or less NOx). To be eligible, the replacement truck must have less than 250,000 miles with odometer verification at the time of post-inspection.
- Equipment owner must commit to at least 90% or 100% operation in California.
- Class 7 trucks will need to be replaced with eligible Class 7 trucks. Class 8 trucks will need to be replaced with eligible Class 8 truck. Trucks Classes downgrade or upgrade is not allowed.

Other Trucks

- Program will provide funding up to the amounts below to replace a Class 7 or Class 8 truck equipped with eligible engine MY2003 or older with a newer diesel or alternative fuel truck.
- Class 7 trucks will need to be replaced with eligible Class 7 trucks. Class 8 trucks will need to be replaced with eligible Class 8 truck. Trucks Classes downgrade or upgrade is not allowed.

Class 7 Truck Replacement

Option	Emissions Level	Maximum (\$)
1	Cleanest "2010": Exceeds 2010 Engine Standard (0.20 g/bhp-hr or lower NOx)	\$40,000
2	Cleaner "2007+": Exceeds 2007 Engine Standard (0.50 g/bhp-hr or lower NOx)	\$30,000
3	Clean "2007": Meets 2007 Engine Standard (1.20 g/bhp-hr or lower NOx)	\$25,000

To be eligible, the replacement truck must have less than 250,000 miles with odometer verification at the time of post-inspection.

Class 8 Truck Replacement

Option	Emissions Level	Maximum (\$)
1	Cleanest "2010": Exceeds 2010 Engine Standard (0.20 g/bhp-hr or lower NOx)	\$60,000
2	Cleaner "2007+": Exceeds 2007 Engine Standard (0.50 g/bhp-hr or lower NOx)	\$50,000
3	Clean "2007": Meets 2007 Engine Standard (1.20 g/bhp-hr or lower NOx)	\$40,000

To be eligible, the replacement truck must have less than 500,000 miles with odometer verification at the time of post-inspection.

- Applicants must provide a copy of the CARB Executive Order for the newer, lower-emitting **diesel or natural gas** truck engine documenting that the engine complies with both FEL and CERT values equal to or lower than the emission level specified in the application.
- Equipment owner must commit to at least 90% or 100% operation in California.
- Program-funded replacement projects shall be purchased and operational (with post-inspection completed, except scrappage) prior to a regulatory requirement for that technology or level of emissions control under the best available control technology provisions of any applicable rule or regulation for in-used trucks. CARB will post and update information on the Program's website describing the operational deadlines for this and other project options.
- Equipment owner must commit to a project life of 5 years or 500,000 miles, whichever comes first.
- **Equipment owner must scrap the old truck.**
- **Two for One option:** equipment owner is allowed to scrap two old trucks and replace with one truck. The combined mileage of the two old trucks will be used in the emission reduction calculation. This option does not increase the amount of available funding however; the project may rank higher due to the increased emission reduction from using the emission reduction from two older vehicles instead of just one. If two older trucks are not within the same classification (one is Class 7 and one is Class 8), the applicant may choose either a Class 7 or Class 8 replacement vehicle and the corresponding funding cap.

Three-Way Truck Transactions:

1. Up to \$60,000 to replace an eligible truck that has a MY1998-2006 engine (Truck A) with a diesel or alternative fuel truck (Truck C) meeting MY2010 emissions.
2. Optional \$5,000/truck to equip Truck A with a CARB-verified Level 3 Plus diesel particulate filter that reduces diesel PM by at least 85%
3. Scrap a MY1993 or older diesel truck (Truck B) and replace with Truck A.

Truck A: Heavy duty diesel truck with MY1998-2006 engine.

Truck B: Heavy duty diesel truck with MY1993 or older engine.

Truck C: Heavy duty diesel truck that meet MY2010 emissions.

PROGRAM HIGHLIGHTS

- All eligible vehicles will be evaluated and competitively ranked based on criteria set forth in this PA and the Program Guidelines. The trucks will be ranked based on specifications including, but not be limited to: engine model year, vehicle miles traveled per year (VMT), and the requested funding amount. **Applicants may request a lower funding amount to increase the cost-effectiveness of their truck project and to place higher in the ranking order for funding.**
- Eligible vehicles include Class 7 and Class 8 heavy-duty diesel trucks involved in goods movement activities and that have operated in California at least 75% of the time during the past 2 years. The vehicle's Gross Vehicle Weight Rating (GVWR) must be 26,001 lbs. or greater to be eligible for program funding.
- Applicants shall provide a copy of the title to show proof of ownership at the time of application.
- Applicants must provide a copy of the current California DMV vehicle registration.
- Applicant must provide documentation of annual miles traveled over the past 2 years (e.g., maintenance or inspection records with odometer readings, shipment logs, fuel receipts with vehicle identification, etc).
- Applicant must also provide proof of DMV registration for the past 2 years (California Base-plated or International Registration Plan (IRP)). Monthly or seasonal registrations are acceptable with sufficient documentation. If proof of 2-year registration history is not available, then the applicant must provide alternative documentation (e.g., DMV printout with registration history or 8 months registration and proof of insurance or shipment records, or fuel consumption records) that establishes a pattern of California operation over the last 2 years.
- Applicant must demonstrate that the truck was operated for at least 5,000 miles each year for the past 2 years.
- Applicants must provide a price quote for the proposed retrofit device, equipment or new replacement truck.
- When you apply, you will be asked to choose an engine emission level for your replacement truck but will not be asked to provide a specific model year. This will provide the flexibility to choose any model year truck that is within that emission level, without changing your competitive ranking and eligibility for funding in the Program.
- Applicants must provide the old truck VIN as part of the application. A VIN compliance check will be performed by CARB to verify there are no outstanding violations prior to funding approval.
- No third party contracts are allowed.
- **Unsigned applications will be deemed ineligible and will NOT be considered for funding.**
- A pre-inspection of the old truck and post-inspection of the new replacement truck will be required to verify eligibility of the vehicle prior to disbursement of any incentive funding under this

program. New equipment should not be order or purchased until the equipment passes the pre-inspection and contract is executed.

- **Destruction of the old vehicles and engines being replaced is required.**
- Proposed projects in the application cannot be under an existing Carl Moyer or Proposition 1B contract at the time of application.
- Grant funds shall only be used toward the cost of the equipment.
- It is the applicant's responsibility to correct any outstanding CARB violations associated with the owner's entire fleet (trucks >14,000 lbs GVWR) of vehicles. Outstanding CARB violations will affect eligibility if not corrected by applicant.
- The replacement truck must have less than 500,000 miles with odometer verification at the time of post inspection by AQMD.
- Any tax obligation associated with the award is the responsibility of the grantee. Individuals or companies receiving grant funding will be issued a 1099-G form by AQMD for the full award amount.
- A number of CARB fleet rules and air quality regulations currently being implemented may reduce or eliminate eligibility for Program funding. Compliance with existing air quality regulations is a prerequisite for Program funding. Applicants are responsible for ensuring that they are in full compliance with all applicable regulations that include, but are not limited to, the following:
- On-Road Private @ <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>
- All the regulations and funding opportunities for diesel trucks operating in California can be also accessed through a CARB hotline at 866-6DIESEL.
- Truck efficiency upgrades information is available in the Program Guideline page 73-74. This program does not provide funding for the efficiency upgrade, other incentive program maybe available at <http://www.arb.ca.gov/ba/loan/on-road/on-road.htm>.
- Equipment project's non-performance may include but not limited to recovery of all Program funds or penalties on equipment owner.

PROGRAM ADMINISTRATION

The Program will be administered locally by the AQMD through the Technology Advancement Office.

SCHEDULE OF EVENTS

Release of PA #2011-11

March 4, 2011

All Applications Due by 1:00 pm

Friday, April 29, 2011

Anticipated Board Consideration of Awards

September 2, 2011

Application Workshops:

1st workshop - tentatively scheduled for:

Date: Wednesday, April 6, 2011

Time: 10 am

Location: AQMD Headquarters

21865 Copley Dr

Diamond Bar, CA

ALL APPLICATIONS MUST BE RECEIVED AT THE AQMD HEADQUARTERS

NO LATER THAN 1:00 P.M. ON FRIDAY, APRIL 29, 2011

Postmarks will not be accepted. Faxed or e-mail proposals will not be accepted. Proposers may hand-deliver proposals to the AQMD by submitting the proposal to the AQMD Public Information Center. The proposal will be date and time-stamped and the person delivering the proposal will be given a receipt.

AQMD may issue subsequent solicitations if insufficient applications are received in this solicitation.

PROPOSITION 1B HEAVY-DUTY DIESEL DRAYAGE TRUCK REPLACEMENT PROGRAM

FREQUENTLY ASKED QUESTIONS

1. After my contract is executed, how soon can I get the grant for my new truck?

Prop 1B requires the AQMD to complete a post-inspection of the new truck prior to the payment of any grant funds. The contractor will be required to submit an itemized invoice to AQMD for processing and shall make the new truck available for the post-inspection. Upon the successful completion of the new truck inspection and verification that the old truck has been destroyed according to the program requirements, AQMD will process the invoice and issue a check in the amount of the grant award within 30 business days. The grant funds will be paid to the contractor unless the contractor specifies on the invoice that the payment shall be made directly to the engine/truck dealer or distributor.

2. How do I schedule the AQMD post-inspection of my new truck?

You can call the Clean Truck Center at (888) 556-8789 to schedule the inspection, or call the AQMD Project Officer assigned to your project.

3. Can I purchase a used truck?

Yes. Prop 1B allows you to purchase a used truck provided it is a Model Year 2007 or newer truck with an engine that is certified by the California Air Resources Board (CARB) to meet the same standards approved for your new truck by AQMD. For example, if you are approved to purchase a diesel truck meeting the 2007 emissions standards – 1.2 g/bhp-hr for NOx and 0.01 g/bhp-hr for PM, you can only purchase a used truck certified by CARB to meet these standards. The Clean Truck Center can assist you with verifying that the used truck meets the program requirements.

4. I'm purchasing a truck from out-of-state. Does AQMD provide an out of state inspection, if requested?

AQMD will not conduct any out of state inspections for the new trucks. You will be required to have the new truck delivered to a local location for the inspection.

5. To bring the new truck from out of state for an inspection, I may have to pay for the truck up front. Am I allowed to do that?

Yes, but it is at your own risk. The new truck must pass the AQMD inspection and AQMD must verify that the old truck was destroyed according to the program requirements before any grant funds can be paid. You may pay for the truck up front and then submit a copy of the invoice with proof of payment to AQMD for

reimbursement. If you take possession of the new truck by paying up front, you must turn in the old truck for scrapping within 10 calendar days upon delivery of the new truck. You may not take delivery of the new truck until after the AQMD contract has been executed.

6. What are the payment options available under the Prop 1B Program?

Direct Payment is generally the preferred option where AQMD will make the payment of the grant amount to the engine/truck dealer or distributor directly and you will be responsible for paying the remaining balance for the new truck. Under this payment option, you will need to turn in your old truck for scrapping on the same day you pick up your new truck.

Reimbursement is the other payment option and allows you 10 additional calendar days to turn in your old truck for scrapping after taking possession of your new truck. Under this payment option, you will need to pay the full cost for the new truck up front and then submit your invoice with a proof of payment to AQMD for reimbursement. AQMD will reimburse you for the grant amount after AQMD verifies your old truck has been turned in to a DMV-licensed dismantler for scrapping.

7. To whom do I bring my old truck for scrapping?

As required by the Prop 1B Program, you will need to bring your old truck to a DMV-licensed dismantler approved by AQMD for scrapping. You may leave your old truck with the dealer if it is more convenient for you. Your dealer is required to bring the old truck to a DMV-licensed dismantler within 30 days for scrapping. Under the Direct Payment option, you need to turn in your old truck on the day you have picked up your new truck. With the Reimbursement option, you may keep your old truck for 10 more calendar days before turning it in to a dismantler.

8. Do you have a list of approved dismantlers?

Yes. AQMD maintains a list of dismantlers that are approved by AQMD for our incentive funding programs. The list is available upon request. It is also available on our Prop 1B webpage at:

<http://www.aqmd.gov/tao/Implementation/Prop1B.htm>

9. Do I still have to pay for the Clean Truck fees even with a CARB-issued extension sticker?

AQMD does not administer or implement the Clean Truck fees. We recommend you contact the Ports of Los Angeles or Long Beach for guidance on this issue. You may also contact the Clean Truck Center at (888) 556-8789.

10. Is there a deadline to sign my contract by?

As stipulated in Clause 5 of your contract, the contract must be signed and received by AQMD within 21 days from the date it is sent by AQMD. This deadline is also stated in the cover letter that was sent to you with two copies of your contract for your signature.

11. I have received my contract for my signature. I noticed that it is for a purchase model but I want to lease my truck instead. Is it too late to change?

If your contract has not been executed, it is not too late for you to change the contract type. Please work with your AQMD Project Officer to re-issue your contract for the lease. There are two models for leases under this program. For a description of each model, please refer to our website at:

<http://www.aqmd.gov/tao/Implementation/Prop1B.htm>

12. If I missed the December 11, 2009 deadline for submitting a Purchase Order to AQMD to receive the temporary extension to operate my old truck at the Ports, is there any other way for me to obtain the extension?

Yes, but you will need to submit a request to CARB by no later than December 31, 2009. If you do not meet the December 11, 2009 deadline, CARB will not guarantee that you will get your sticker in time to operate your old truck at the Ports starting January 1, 2010. If you submit the required information to CARB by December 31, 2009, CARB has committed to mailing your sticker by January 15, 2010. To receive the extension, CARB requires you to complete the following steps:

- a. The existing truck must be registered in the Drayage Truck Registry by December 30, 2009. Registration is available on-line at <http://www.arb.ca.gov/drayagetruck>.
- b. The truck owner must submit to CARB on or before December 31, 2009, all of the following information:
 - ✓ A cover letter (available on the website) containing the Truck Identification (IDN) Number assigned in the Drayage Truck Registry, the truck license plate number and state of issuance, plus the owner's name and current telephone number (and email, if available) in case of questions.
 - ✓ A copy of a valid purchase order, invoice, build order or similar documentation showing a deposit towards the purchase of a complying truck, engine, or retrofit device. Typically, this will mean a replacement truck with a model year 2004 or newer engine, or an ARB-verified Level 3 PM filter for an existing truck with a model year 1994 or newer engine.

This information should be provided via email, FAX, or mail at the following addresses:



South Coast Air Quality Management District

Cleaning the air that we breathe...

Get Health Effects Info

E-mail Address

Zip Code

?

Sign up

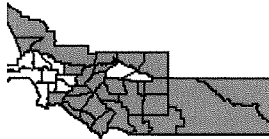
Home Inside AQMD Community Business Technology Health & Education Governing Board
Español | 中文 | 한국어

[SHARE](#)

Air Quality Forecast/Advisories

[Current Hourly Air Quality](#)

[Current Advisories](#)



Daily Forecast:

[Today](#) [Tomorrow](#) [PDF version](#)

 [Check Before You Burn Map](#)

[Sign up for Air Alerts](#)

Select Language

Powered by  Translate

RELATED LINKS

QUICK LINKS

[AQMD Newsroom](#)
[Budgets/Audited Financial Reports](#)
[Calendar of Events](#)
[CEQA](#)
[Certification Programs/Certified Equip](#)
[Compliance Information](#)
[Employment/Business Opportunities](#)
[Enforcement](#)
[Frequently Asked Questions](#)
[Funding Incentives/Opportunities](#)
[Governing Board](#)
[Health Studies](#)
[Hearing Board](#)
[Links To Other Websites](#)
[Onsite Services](#)
[Permitting Information](#)
[Public Workshops/Hearings/Meetings](#)
[Public Records Requests](#)
[Publications/Media](#)
[Reporting Air Quality Complaints](#)
[Rules & Regulations](#)
[Staff Directory](#)
[Training/Compliance Assist. Classes](#)
[Transportation Programs](#)
[Webcasts](#)



SCAQMD Voucher Incentive Program

CARL MOYER ON-ROAD HEAVY-DUTY VEHICLE

VOUCHER INCENTIVE PROGRAM



VIP Overview:

The VIP is a streamlined approach to reduce emissions by replacing old, high-polluting vehicles with newer, lower-emission vehicles. This program is limited to owners/operators with **fleets of 3 or fewer** vehicles that have been operating at least 75% in California during the previous twenty four (24) months. The goal of this program is to reduce emissions from in-use heavy-duty trucks in small fleets by replacing engine Model Years **2002 and older** with Model Years **2007 (or newer) emissions compliant models**. The VIP will be implemented by AQMD through contractual agreements with Dealers and Dismantlers. The Dealers will apply to the AQMD for the vouchers on behalf of the applicant. The approved voucher amount will be deducted from the total purchase price of the truck by the Dealer. Applicants interested in replacing their truck must purchase their replacement truck through an AQMD-approved VIP Participating Dealership (link provided below) that has completed the required training for the VIP. Updates to this list and a new list of AQMD-approved Retrofit Installers will be posted on our webpage as they become available.

Download Forms

AQMD Forms



Program Highlights:

- First-Come, First-Served Basis (no application deadline; open until funds are exhausted)
- Rapid Response Time: Applicant is notified within **5 business days** of submitting application for funding
- Exclusively for small non-drayage fleets (**3 or fewer trucks**)
- Maximum of \$45K available per truck for replacements and \$10K for retrofits.
- No contract required between applicant and AQMD
- Total Funding Available under this Program: \$6.8 Million (FY 09-10)

Requirements for the VIP (Replacement Projects) include, but are not limited to the following:

Existing Vehicle Requirements	New Vehicle Requirements
Engine must be MY 2002 or older (Diesel-Fueled Only)	Must be purchased from AQMD-approved VIP Participating Dealership
Applicant must be willing to scrap old vehicle	MY 2007 (or newer) with engine certified to an FEL level of 1.20 g/bhp-hr NOx and 0.01 g/bhp-hr PM (or lower)
Limited to fleet sizes of <u>3 or fewer</u>	New or Used Vehicle (used vehicle must have less than 500,000 miles of operation)
Registered with DMV at declared Gross/ Combined Vehicle Weight Range greater than 19,500 lbs. Funding varies between MHD and HHD vehicles. Refer to VIP Guidelines, Appendix "O" for applicable funding matrix.	Registered with CA DMV at declared Gross/Combined Vehicle Weight Range greater than 60,000 lbs if old vehicle qualified for funding as HHD vehicle. If old vehicle qualified for funding as MHD, then replacement vehicle must have a manufacturer GVWR between 19,501 and 33,000 lbs, and must be within 20% of the old vehicle GVWR.
Owned by applicant previous 24	Vehicle Title must be "clean" (can't

months	be in accident and repaired with resale)
"Free and clear" vehicle title with owner/applicant listed on it	Minimum of one year/ 100,000 mile major component engine warranty covering parts and labor
Current CA registration and proof of insurance showing history over last 24 months	No modifications of emission control systems
Engine specs must be verifiable through tag; if missing, manufacturer must verify specs	
Must have operated at least 75% of the time in California during each 12 month period for the previous 24 months.	
Must be in "Operational Condition"	

FUNDING AMOUNTS (In operation by Dec. 31, 2011)

1. REPLACEMENT PROJECTS:

Replacement Engines Certified At 1.20 g/bhp-hr to 0.21 g/bhp-hr for NOx and 0.01 g/bhp-hr for PM

**VIP Replacement Funding Matrix - HHD (GVWR >33,000 lbs) New or Used Vehicles
(Highlighted portions apply only for New Replacement Trucks)**

Old Engine Model Year	Minimum Annual Usage		Funding Amount
	Miles	Gallons	
1990 and Older	16,000	2508	\$15,000
	21,000	3292	\$20,000
	26,000	4075	\$25,000
	31,000	4859	\$30,000
	37,000	5799	\$35,000
	42,000	6583	\$40,000
	47,000	7367	\$45,000
1991 - 1993	19,000	2978	\$10,000
	28,000	4389	\$15,000
	38,000	5956	\$20,000
	48,000	7524	\$25,000
	57,000	8934	\$30,000
	65,000	10108	\$35,000
	75,000	11755	\$40,000
	85,000	13323	\$45,000
	23,000	3605	\$10,000
	34,000	4329	\$15,000
	46,000	7210	\$20,000

1994-2002	57,000	8934	\$25,000
	68,000	10658	\$30,000
	80,000	12539	\$35,000
	92,000	14420	\$40,000
	105,000	16458	\$45,000

VIP Replacement Funding Matrix - MHD (GVWR of 19,501 - 33,000 lbs) New or Used Vehicles (Highlighted portions apply only for New Replacement Trucks)

Old Engine Model Year	Minimum Annual Usage		Funding Amount
	Miles	Gallons	
1990 and older	19,000	1849	\$10,000
	29,000	2822	\$15,000
	38,000	3697	\$20,000
	48,000	4670	\$25,000
	58,000	5643	\$30,000
	67,000	6519	\$35,000
1991 - 1993	28,000	2724	\$10,000
	42,000	4086	\$15,000
	55,000	5351	\$20,000
	69,000	6714	\$25,000
	82,000	7978	\$30,000
	95,000	9243	\$35,000
1994 - 2002	45,000	3278	\$10,000
	65,000	6324	\$15,000
	87,000	8465	\$20,000
	110,000	10703	\$25,000
	130,000	12649	\$30,000
	150,000	14595	\$35,000

Replacement Engines Certified At 0.20 g/bhp-hr NOx and 0.01 g/bhp-hr PM (or cleaner)

VIP Replacement Funding Matrix - HHD (GVWR >33,000 lbs) New or Used Vehicles (Highlighted portions apply only for New Replacement Trucks)

Old Engine Model Year	Minimum Annual Usage		Funding Amount
	Miles	Gallons	
1990 and Older	15,000	2600	\$18,000
	17,000	2900	\$20,000
	21,000	3600	\$25,000
	25,000	4200	\$30,000
	29,000	4900	\$35,000
	33,000	5600	\$40,000
	37,000	6200	\$45,000
	15,000	2500	\$10,000
	21,000	3500	\$15,000
	27,000	4400	\$20,000
	34,000	5600	\$25,000

1991 - 1993	41,000	6700	\$30,000
	48,000	7800	\$35,000
	54,000	8800	\$40,000
	61,000	9900	\$45,000
1994-2002	16,000	2600	\$10,000
	24,000	3800	\$15,000
	32,000	5100	\$20,000
	39,000	6200	\$25,000
	47,000	7400	\$30,000
	55,000	8700	\$35,000
	63,000	9900	\$40,000
	71,000	11200	\$45,000

VIP Replacement Funding Matrix - MHD (GVWR of 19,501 - 33,000 lbs) New or Used Vehicles (Highlighted portions apply only for New Replacement Trucks)

Old Engine Model Year	Minimum Annual Usage		Funding Amount
	Miles	Gallons	
1990 and older	16,000	1700	\$10,000
	24,000	2500	\$15,000
	32,000	3300	\$20,000
	40,000	4200	\$25,000
	48,000	5000	\$30,000
	56,000	5800	\$35,000
1991 - 1993	23,000	2300	\$10,000
	34,000	3400	\$15,000
	45,000	4400	\$20,000
	56,000	5500	\$25,000
	67,000	6600	\$30,000
	78,000	7600	\$35,000
1994 - 2002	33,000	3300	\$10,000
	49,000	4800	\$15,000
	65,000	6400	\$20,000
	82,000	8000	\$25,000
	98,000	9600	\$30,000

2. RETROFIT PROJECTS:

VIP Retrofit Funding Matrix - HHD (GVWR >33,000 lbs) Retrofits

Engine Model Year	Minimum Annual Usage		Funding Amount
	Miles	Gallons	
2004 - 2006	45,000	7100	\$5,000
	54,000	8500	\$6,000
	63,000	9900	\$7,000
	71,000	11200	\$8,000
	80,000	12600	\$9,000
	89,000	14000	\$10,000



South Coast
Air Quality Management District
Cleaning the air that we breathe...

Obtener Información de Efectos de Salud

E-mail Address

Zip Code ? [Regístrate](#)

[Inicio](#)
[Dentro de AQMD](#)
[Comunidad](#)
[Negocios](#)
[Tecnología](#)
[Salud y Educación](#)
[Junta de Gobierno](#)

[Español](#) |
 [中文](#) |
 [한국어](#)

[SHARE](#)
[Facebook](#)
[Twitter](#)
[LinkedIn](#)

Pronóstico de la Calidad del Aire / Avisos

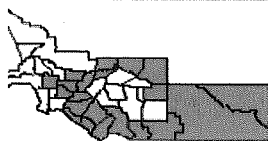
[La calidad actual del aire por hora](#)

Google Translate

Translated to:

Vale SCAQMD Programa de Incentivos

[Learn more](#)



Pronóstico diario:

[Hoy](#) [Mañana](#) [versión PDF](#)



[Llame Antes de Quemar Mapa](#)

[Regístrate para recibir alertas de aire](#)

Búsqueda

Spanish

Powered by Google Translate

ENLACES RELACIONADOS

ENLACES

[AQMD Sala de prensa](#)
[Presupuestos / informes financieros auditados](#)
[Calendario de Eventos](#)
[CEQA](#)
[Los programas de certificación / certificado Equipe](#)
[Información de cumplimiento](#)
[Empleo / Oportunidades de Negocio](#)
[Aplicación](#)
[Preguntas más frecuentes](#)
[La financiación Incentivos / Oportunidades](#)
[Junta de Gobierno](#)
[Estudios de la Salud](#)
[Audiencia de la Junta](#)
[Enlaces a otros sitios web](#)
[Servicios in situ](#)
[Permitir que la información](#)
[Talleres Públicos / Audiencias / Juntas](#)
[Los registros públicos solicitudes](#)
[Publicaciones y Medios de Comunicación](#)
[Las quejas de Información de Calidad del Aire](#)
[Normas y Reglamentos](#)
[Directorio del personal](#)



Carl Moyer EN CARRETERA vehículos pesados

COMPROBANTE DE PROGRAMA DE INCENTIVOS



VIP Descripción:

La VIPes un método simplificado para reducir las emisiones mediante la sustitución de viejos, muy contaminantes vehículos nuevos, vehículos con emisiones más bajas. Este programa se limita a los propietarios / operadores de flotas de 3 o menor número de vehículos que han estado operando por lo menos 75% en California durante los últimos veinticuatro (24) meses. El objetivo de este programa es reducir las emisiones de en uso de servicio de camiones pesados en pequeñas flotas mediante la sustitución de motores de años modelo 2002 y anteriores , con años de modelo (o superior) compatible con las emisiones de los modelos 2007 . LaVIPserá ejecutado por AQMD a través de acuerdos contractuales con los distribuidores y dismanteladores. Los Concesionarios serán aplicables a las AQMD para los bonos en nombre del solicitante. El monto del vale aprobados se deducirá del precio total de compra de la camioneta por el distribuidor. Los candidatos interesados en la sustitución de su camión debe comprar su camión de reemplazo a través de un concesionario autorizado de AQMD-VIP participantes (enlace que aparece más abajo) que ha completado la formación necesaria para laVIP. Las actualizaciones de esta lista y una nueva lista de Instaladores de Readaptación AQMD aprobado se publicará en nuestra página web a medida que estén disponibles.

Capacitación / Cumplimiento Assist.
Clases
Programas de transporte
Webcasts

Descargar formularios

AQMD formas



Puntos destacados del programa:

- En primer llegado, primer servido "(sin fecha límite, abierta hasta el agotamiento de los fondos)
- Rápido Tiempo de respuesta: El solicitante es notificado en el plazo de **5 días hábiles** de la presentación de solicitud de financiación
- Exclusivamente para los pequeños acarreo flotas no **(3 o menos camiones)**
- Máximo de \$ 45K disponibles por camión para los reemplazos y \$ 10K para las modificaciones.
- No requiere ningún contrato entre el solicitante y AQMD
- Total de fondos disponibles bajo este programa: \$ 6.8 millones (año fiscal 09-10)

Requisitos para el VIP (Proyectos de reemplazo), incluyen, pero no se limitan a lo siguiente:

Los actuales requisitos de vehículos	Nuevos requisitos de vehículos
El motor debe por campaña de comercialización 2002 o más (diésel únicamente)	Debe ser comprado de AQMD aprobado concesionario VIP participantes
El solicitante debe dispuesto para el desguace de vehículos viejos	Campaña de comercialización 2007 (o posterior) con motor certificado a un nivel FEL de 1,20 g / bhp-hr NOx y 0.01 g / bhp-hr PM (o inferior)
Limitado a tamaño de la flota de <u>3 o menos</u>	Nuevos o usados de vehículos (vehículos usados deben tener menos de 500.000 kilómetros de funcionamiento)
Registrado con el DMV en bruto declarado / Combinadas de pesaje de vehículos alcance de más de 19.500 libras. La financiación varía entre MHD y vehículos HHD. Consulte	Inscrita en CA DMV al declarado Bruto / Combinadas de pesaje de vehículos alcance de más de 60 mil libras si el vehículo viejo cualificado para su financiación como vehículo HHD. Si el vehículo viejo cualificado para su financiación como MHD, a

Directrices VIP, anexo "O" para la financiación de la matriz aplicable.	continuación, vehículo de reemplazo debe tener un peso bruto total del fabricante entre 19.501 y 33.000 libras, y debe estar dentro del 20% del peso bruto del vehículo viejo.
Propiedad del solicitante últimos 24 meses	Título del vehículo debe ser "limpio" (no puede ser reparado en un accidente y con la reventa)
"Libre y claro" título del vehículo con el propietario / solicitante que figuran en él	Mínimo de un año / 100.000 millas componente principal garantía del motor que cubre partes y mano de obra
Actual CA registro y la prueba de la historia seguro que demuestra en los últimos 24 meses	Ninguna modificación de los sistemas de control de emisiones
especificaciones técnicas del motor deben ser verificables a través de etiquetas, y si falta, el fabricante debe verificar las especificaciones	
Debe haber operado al menos el 75% del tiempo en California durante cada período de 12 meses de los últimos 24 meses.	
Debe estar en "condiciones de funcionamiento"	

Cantidad de financiación (En la operación el 31 de Diciembre de 2011)

1. REEMPLAZO DE LOS PROYECTOS:

En los motores de sustitución Certificado 1,20 g / bhp-hr a 0,21 g / bhp-hr de NOx y 0,01 g / bhp-hr para PM

VIP sustitución Matriz de Financiación - **CH** (peso bruto total > 33.000 libras) nuevo o de vehículos usados (partes destacadas se aplican **sólo** para los nuevos camiones de repuesto)

Viejo Año del motor Modelo	Mínimo anual de uso		Cantidad Financiada
	Miles	Galones	
1990 y mayores	16,000	2508	\$ 15.000
	21,000	3292	\$ 20.000
	26,000	4075	\$ 25.000
	31,000	4859	\$ 30.000
	37,000	5799	\$ 35.000
	42,000	6583	\$ 40.000

	47,000	7367	\$ 45.000
1991 - 1993	19,000	2978	\$ 10.000
	28,000	4389	\$ 15.000
	38,000	5956	\$ 20.000
	48,000	7524	\$ 25.000
	57,000	8934	\$ 30.000
	65,000	10108	\$ 35.000
	75,000	11755	\$ 40.000
	85,000	13323	\$ 45.000
1994-2002	23,000	3605	\$ 10.000
	34,000	4329	\$ 15.000
	46,000	7210	\$ 20.000
	57,000	8934	\$ 25.000
	68,000	10658	\$ 30.000
	80,000	12539	\$ 35.000
	92,000	14420	\$ 40.000
	105,000	16458	\$ 45.000

VIP sustitución Matriz de Financiación - TMS (peso bruto total de 19,501 - 33,000 libras) nuevos o usados Vehículos (porciones destacadas se aplican sólo para los nuevos camiones de repuesto)

Viejo Año del motor Modelo	Mínimo anual de uso		Cantidad Financiada
	Miles	Galones	
1990 y mayores	19,000	1849	\$ 10.000
	29,000	2822	\$ 15.000
	38,000	3697	\$ 20.000
	48,000	4670	\$ 25.000
	58,000	5643	\$ 30.000
	67,000	6519	\$ 35.000
1991 - 1993	28,000	2724	\$ 10.000
	42,000	4086	\$ 15.000
	55,000	5351	\$ 20.000
	69,000	6714	\$ 25.000
	82,000	7978	\$ 30.000
	95,000	9243	\$ 35.000
1994 - 2002	45,000	3278	\$ 10.000
	65,000	6324	\$ 15.000
	87,000	8465	\$ 20.000
	110,000	10703	\$ 25.000
	130,000	12649	\$ 30.000
	150,000	14595	\$ 35.000

En reemplazo de motores con certificación de 0,20 g / bhp-hr NOx y 0,01 g / bhp-hr PM (o limpia)

VIP sustitución Matriz de Financiación - CH (peso bruto total > 33.000 libras) nuevo o de vehículos usados (partes destacadas se aplican sólo para los nuevos camiones de

repuesto)

Viejo Año del motor Modelo	Mínimo anual de uso		Cantidad Financiada
	Miles	Galones	
1990 y mayores	15,000	2600	\$ 18.000
	17,000	2900	\$ 20.000
	21,000	3600	\$ 25.000
	25,000	4200	\$ 30.000
	29,000	4900	\$ 35.000
	33,000	5600	\$ 40.000
	37,000	6200	\$ 45.000
1991 - 1993	15,000	2500	\$ 10.000
	21,000	3500	\$ 15.000
	27,000	4400	\$ 20.000
	34,000	5600	\$ 25.000
	41,000	6700	\$ 30.000
	48,000	7800	\$ 35.000
	54,000	8800	\$ 40.000
	61,000	9900	\$ 45.000
1994-2002	16,000	2600	\$ 10.000
	24,000	3800	\$ 15.000
	32,000	5100	\$ 20.000
	39,000	6200	\$ 25.000
	47,000	7400	\$ 30.000
	55,000	8700	\$ 35.000
	63,000	9900	\$ 40.000
	71,000	11200	\$ 45.000

VIP sustitución Matriz de Financiación - TMS (peso bruto total de 19,501 - 33,000 libras) nuevos o usados Vehículos (porciones destacadas se aplican sólo para los nuevos camiones de repuesto)

Viejo Año del motor Modelo	Mínimo anual de uso		Cantidad Financiada
	Miles	Galones	
1990 y mayores	16,000	1700	\$ 10.000
	24,000	2500	\$ 15.000
	32,000	3300	\$ 20.000
	40,000	4200	\$ 25.000
	48,000	5000	\$ 30.000
	56,000	5800	\$ 35.000
1991 - 1993	23,000	2300	\$ 10.000
	34,000	3400	\$ 15.000
	45,000	4400	\$ 20.000
	56,000	5500	\$ 25.000
	67,000	6600	\$ 30.000
	78,000	7600	\$ 35.000
1994 - 2002	33,000	3300	\$ 10.000
	49,000	4800	\$ 15.000
	65,000	6400	\$ 20.000

	82,000	8000	\$ 25,000
	98,000	9600	\$ 30,000

2. Proyectos de modernización:

VIP Retrofit Matriz de Financiación - CH (peso bruto total > 33,000 libras) Adaptaciones

Año del motor Modelo	Mínimo anual de uso		Cantidad Financiada
	Miles	Galones	
2004 - 2006	45,000	7100	\$ 5,000
	54,000	8500	\$ 6,000
	63,000	9900	\$ 7,000
	71,000	11200	\$ 8,000
	80,000	12600	\$ 9,000
	89,000	14000	\$ 10,000

VIP Retrofit Matriz de Financiación - CH (peso bruto total de 19,501 - 33,000 libras) Adaptaciones

Viejo Año del motor Modelo	Mínimo anual de uso		Cantidad Financiada
	Miles	Galones	
2004 - 2006	52,000	5100	\$ 5,000
	63,000	6200	\$ 6,000
	73,000	7200	\$ 7,000
	83,000	8100	\$ 8,000
	94,000	9200	\$ 9,000
	104,000	10200	\$ 10,000

Información adicional

Directrices VIP - Revisado y Aprobado 25 de marzo 2010 (desde el sitio web del ARB):
<http://www.arb.ca.gov/msprog/mailouts/msc1024/msc1024attach2.pdf> (PDF - 300 KB)

AQMD aplicación VIP (PDF - 670 KB)

AQMD Aprobado VIP Concesionarios (PDF - 32 KB) - (lista actualizada al 7 de enero de 2011)

AQMD Aprobado VIP Desmanteladores (PDF - 14 KB) - (lista actualizada al 7 de enero de 2011)

AQMD Aprobado VIP Instaladores de Reconversión (PDF - 7 KB) - (Nueva lista de 07 de enero 2011)

Para preguntas relacionadas con el VIP, por favor, en contacto con el Oficial de Proyectos de AQMD para este programa:

El Sr. Nikravan Ashkaan

Especialista en Calidad del Aire

Avance de la Ciencia y la Tecnología

Costa Sur de la Calidad del Aire del Distrito de Administración

Teléfono: (909) 396-3260

Correo electrónico: anikravan@aqmd.gov

FREQUENTLY ASKED QUESTIONS

Voucher Incentive Program

Helping California's small fleet owners reduce pollution

The on-road Voucher Incentive Program provides a streamlined approach to replace or retrofit older, high-polluting medium heavy-duty and heavy heavy-duty vehicles earlier than would have occurred by attrition or regulation. Funds for VIP projects are used to reduce some of the costs associated with replacing or retrofitting a vehicle.

How much VIP funding can a truck owner receive?

For truck replacements, voucher amounts range from \$10,000 to \$45,000 and depend on factors such as the miles traveled per year, the weight class of the old vehicle, the emission standard of the replacement vehicle, and whether the replacement vehicle is new or used.

For a truck retrofit, voucher amounts range from \$5,000 to \$10,000 depending on the miles traveled per year and the weight class of the vehicle.

Who can take advantage of VIP?

Eligible applicants must meet all of the following criteria:

- Fleet size of three or fewer on-road heavy-duty diesel vehicles
- Own a 2002 or older model year diesel engine for a replacement voucher or own a 2004 to 2006 model year diesel engine for a retrofit voucher
- Truck must be owned and operated in California for each of the previous two years (partial registration for three months per year may still be eligible)
- Truck must be registered with a gross vehicle weight range greater than 19,500 pounds
- At least 75 percent of the miles traveled or fuel consumed over the last two years must have been in California
- *Note: Trucks can be based in and operate in any part of California.*

Are port trucks eligible for VIP funding?

No. However, if the old truck operated as a port truck it may be eligible for VIP funding as long as the replacement or retrofitted truck does not engage in port or rail yard activities during the voucher or contract term.

What replacement vehicles are eligible for VIP?

New or used 2007 or newer model year vehicle with a California certified engine (1.20 g/bhp-hr NO_x and 0.01 g/bhp-hr PM or cleaner) purchased through a participating dealership.

What retrofit devices are eligible for VIP?

Devices that are ARB verified for the specific engine family in the existing vehicle and must be purchased and installed through a participating retrofit installer.

Where can you apply for VIP funding?

Truck owners can go to a participating dealership or retrofit installer; To locate a participating dealer or installer, go to: www.arb.ca.gov/msprog/moyer/voucher/voucher.htm

Note: Truck owners may be eligible to combine VIP funding with ARB's loan guarantee program. For more information, go to www.arb.ca.gov/msprog/truckstop/funding/loans_fa.htm

How much VIP funding is available?

Over \$28 million in VIP funding is available statewide.

What is the process for applying for funds?

- The buyer fills out and submits a completed application and required documentation to a participating dealership or retrofit installer.
- The dealership or retrofit installer forwards the application to a participating air district.
- The air district evaluates and approves a completed voucher application within five business days.
- *Note: The owner is responsible for the cost of the vehicle or retrofit device minus the voucher award amount*

Are there any other participant requirements?

Yes. The participant must agree to the following terms:

- Operate the vehicle at least 75% of the time within California for three years;
- Allow the Air Resources Board to verify registration and inspect the vehicle for three years;
- Return annual usage surveys as requested by the air district for three years.

What happens to the old vehicle in a replacement project?

The old vehicle is destroyed.

For More Information

To learn more about the Voucher Incentive Program or to find information about participating dealerships or retrofit installers, visit: www.arb.ca.gov/msprog/moyer/voucher/voucher.htm.

For more information on the Voucher Incentive Program and other incentive and loan programs for on-road vehicles and off-road equipment, visit www.arb.ca.gov/truckstop or contact the Air Resources Board at 866-6-DIESEL (866-634-3735).

To obtain this document in an alternative format or language please contact the ARB's Helpline at (800) 242-4450 or at helpline@arb.ca.gov. TTY/TDD/ Speech to Speech users may dial 711 for the California Relay Service.

PREGUNTAS FRECUENTES

Programa de Vales Incentivos

Ayuda a los propietarios de flotas pequeñas de California para reducir la contaminación

El Programa de Vales Incentivos (*Voucher Incentive Program, VIP*) para vehículos de carretera ofrece un método simple para reemplazar o modernizar los vehículos antiguos, medianamente pesados y muy pesados, y altamente contaminantes antes de que deba hacerse como consecuencia del desgaste o cumplimiento de la regulación. Los fondos para los proyectos del VIP se utilizan para reducir algunos de los costos relacionados con el reemplazo o la modernización de un vehículo.

¿Qué cantidad de fondos del VIP puede recibir el propietario de un camión?

Para el reemplazo de un camión, el monto del vale varía de \$10,000 a \$45,000 y depende de factores como las millas recorridas por año, la categoría de peso del vehículo antiguo y si el vehículo de reemplazo es nuevo o usado.

Para la modernización de un camión, el monto del vale varía de \$5,000 a \$10,000, según las millas recorridas por año y la categoría de peso del vehículo.

¿Quiénes pueden aprovechar el VIP?

Los solicitantes elegibles deben cumplir con todos los siguientes requisitos:

- El tamaño de la flota debe ser de tres o menos vehículos diesel pesados de carretera.
- El solicitante debe tener un vehículo con motor diesel modelo 2002 o más antiguo para obtener un vale de reemplazo o un vehículo con motor diesel modelo 2004 a 2006 para recibir un vale de modernización.
- El camión debe estar registrado en California para cada uno de los dos años anteriores (de todas maneras, el registro parcial por tres meses, por año, puede ser elegible).
- Los camiones deben estar registrados con una clasificación de peso bruto del vehículo superior a 19,500 libras.
- Al menos el 75% de las millas recorridas o del combustible consumido durante los dos últimos años debe haber ocurrido en California.
- *Nota: Los camiones pueden tener sede y operar en cualquier parte de California.*

¿Son elegibles los camiones para puerto para recibir los fondos del VIP?

No. Los camiones para puerto no son elegibles para recibir los fondos del VIP.

¿Qué vehículos de reemplazo son elegibles para el VIP?

Los vehículos nuevos o usados modelo 2007 o más nuevos con un motor certificado en California (1.20 g/bhp-hr NOx y 0.01 g/bhp-hr PM o más limpio) que se haya comprado a través de una concesionaria participante.

¿Qué dispositivos de modernización son elegibles para el VIP?

Los dispositivos verificados por la Junta de Recursos del Aire (*Air Resources Board, ARB*) para la familia específica del motor en el vehículo existente, y se deben comprar e instalar a través de un instalador de modernización participante.

¿Dónde se pueden solicitar los fondos del VIP?

Los propietarios de camiones pueden dirigirse a una concesionaria o a un instalador de modernización participantes.

Para localizar una concesionaria o un instalador participantes, visite:
www.arb.ca.gov/msprog/moyer/voucher/voucher.htm

Nota: Los propietarios de camiones pueden ser elegibles para combinar los fondos del VIP con el programa de garantías de préstamos de la ARB.

Para obtener más información, visite www.arb.ca.gov/msprog/truckstop/funding/loans_fa.htm.

¿Qué cantidad de fondos del VIP está disponible?

Hay disponible más de \$28 millones en todo el estado.

¿Cuál es el proceso para solicitar los fondos?

- El comprador llena y presenta una solicitud completada y la documentación requerida a una concesionaria o a un instalador de modernización que sea participante.
- La concesionaria o el instalador de modernización envía la solicitud a un distrito de aire participante.
- El distrito de aire evalúa y aprueba la solicitud de vale completada dentro de los 5 días hábiles.
- *Nota: El propietario es responsable del costo del vehículo o del dispositivo de modernización menos la cantidad del vale otorgada.*

¿Hay otros requisitos para los participantes?

Sí. El participante debe aceptar los siguientes términos:

- Operar el vehículo por al menos el 75% del tiempo en California durante tres años.
- Permitir que la Junta de Recursos del Aire verifique el registro e inspeccione el vehículo durante tres años.
- Devolver las encuestas de uso anuales según lo solicita el distrito de aire durante tres años.

¿Qué sucede con el vehículo antiguo en un proyecto de reemplazo?

El vehículo antiguo es destruido.

Para obtener más información

Para saber más acerca del Programa de Vales Incentivos o para encontrar información sobre una concesionaria o un instalador de modernización participantes, visite:
www.arb.ca.gov/msprog/moyer/voucher/voucher.htm.

Para obtener más información sobre el Programa de Vales Incentivos y otros programas de incentivos y préstamos para vehículos de carretera y equipos todoterreno, visite www.arb.ca.gov/truckstop o comuníquese con la Junta de Recursos del Aire al 866-6-DIESEL (866-634-3735).

Para recibir este documento en un formato o idioma alternativo, comuníquese con la línea de ayuda de la ARB llamando al (800) 242-4450 o escribiendo a helpline@arb.ca.gov. Los usuarios de TTY/TDD/servicio de repetición telefónica (*Speech to Speech*) pueden marcar el 711 para comunicarse con el Servicio de Retransmisión de California.

VIP DEALERSHIP	ADDRESS	CITY	ZIP	VIP REPRESENTATIVE	PHONE
Boerner Truck Center	11341 San Fernando Road	Pacoima	91340	Bill Mortimer	(818) 834-6878
	3620 E. Florence Avenue	Huntington Park	90255	Greg Davis	(323) 560-3882
Carmenita Truck Center	13443 E. Freeway Drive	Santa Fe Springs	90670	Debby Cranford	(562) 921-1411
				Gary Skeen	(800) 921-2151
Inland Kenworth, Inc.	1600 W. Washington Blvd	Montebello	90640	Bob Fry	(714) 392-5883
				Bryan Schmitz	(800) 827-7512
	9730 Cherry Avenue	Fontana	92335	Donovan Diaz	(909) 823-9955
				Esteban Echeverria	(909) 519-8904
				Glen Poyser	(800) 827-7512
				Mike Martinez	(800) 827-7512
				Ollie Padilla	(909) 561-5670
				Ron Brooks	(909) 241-8773
Los Angeles Freightliner	13800 Valley Blvd	Fontana	92335	Bryan Crawford	(909) 510-4405
				Kurt Ranfranz	(909) 510-4403
	2429 S. Peck Road	Whittier	90601	Mark Sorensen	(909) 510-4000
				Michael Peloquin	(909) 510-4080
				Bill Rivera	(562) 447-1310
				Claire Lopez	(562) 447-1516
				James Blakely	(714) 357-0024
				Joe Snyder	(562) 447-1209
				Jose Luis Hernandez	(562) 447-1240
				Leticia Maturino	(562) 447-1253
				Mark Sturdevant	(951) 764-5424
				Michael Vozzella	(562) 447-1243
Peck Road Truck Center	2450 Kella Avenue	Whittier	90601	Curt Bogert	(562) 692-7267
Rush Truck Centers	12985 W. Foothill Blvd	Sylmar	91342	Dustin Weaver	(512) 736-7182
				Ismari Lazo	(909) 645-2034
	14490 Slover Avenue	Fontana	92337	John Murray	(818) 359-2292
				Jimmy D. Vanzant	(800) 359-1639
				Nelson Hernandez	(800) 359-1639
				Paul Armstrong	(909) 574-1620
	15463 Valley Blvd	Fontana	92335	Steve Smith	(909) 823-7080
				Casey McCollom	(909) 829-2200
				David Pan	(909) 829-2200
	1620 W. Mission Road	Escondido	92029	Jason Camarena	(909) 829-2200
				Mike Ruiz	(909) 829-2200
	8830 E. Slauson Avenue	Pico Rivera	90660	Ken Kail	(760) 796-4090
				Barrett LaChapelle	(858) 231-7273
				Larry Collier	(858) 566-2605
				Dale Snowden	(562) 949-5451
				Eric Corwin	(562) 566-1819
				Jodi Wagner	(909) 262-1050
				Monique Lopez	(562) 949-5451
				Ray Garnez	(562) 566-1818
				Spencer Lacey	(562) 566-1822
				Tony Lacey	(562) 566-1810
Selectrucks	13750 Valley Blvd	Fontana	92335	Walter Duarte	(562) 566-1826
				Zulma Trujillo	(562) 566-1827
				Artemio Benitez	(909) 510-5025
				Billy Rocha	(909) 510-5007
				Bob Zeppenfeld	(909) 510-5000
				Carol Nunez	(909) 510-5027
				CeCe Rafanan	(908) 510-5009
				Jorge Moreno	(951) 347-4443
				Kim Ashby	(909) 510-5001
				Ling Fries	(702) 533-8247
South Bay Truck Center	21107 S. Chico Street	Carson	90745	Carlos Doepping	(569) 415-2265
				Ricardo Rodriguez Long	(310) 984-3970
				Alfonso Maytelli	(310) 984-3968
				Jose E. Meza	(562) 415-2228
				Luis Hidalgo	(562) 415-2264
TEC - Volvo Used Trucks of Fontana	15170 Valley Blvd	Fontana	92335	Alfredo Redondo	(909) 427-8090
TEC of California, Inc.	14085 Valley Blvd			Larry McLoughlin	(909) 427-8090
	14166 Valley Blvd			Darwin Falter	(909) 208-2531
	14800 Firestone Blvd	La Mirada	90638	Erika Rios	(909) 349-0200
				Rick Mann	(909) 349-0200
				Claudia Olea	(562) 644-6126
				Clay Alder	(714) 736-2229
Toms Truck Center	936 E. Third Street	Santa Ana	92702	Jane Pedersen	(714) 521-9806
				Tracey Craik	(714) 306-2684
United Truck Centers	12943 Foothill Blvd	Sylmar	91342	Luis Rojo	(909) 556-5543
				Clyde Stires	(714) 560-4211
	13101 Foothill Blvd	Canoga Park	91304	Michelle Abdelshahed	(818) 837-4595
	8039 Canoga Ave			Rick Gardner	(818) 883-8111
Western Truck Exchange	159 E. Manchester Ave	Los Angeles	90003	Leo Pedrigal	(818) 838-1111
				Susie Bebawy	(818) 837-4595
Westrux International	15555 Valley View Ave	Santa Fe Springs	90610	Campbell Abdelshahed	(818) 858-3220
				Jose Quinonez	(323) 789-9928
				Xavier O. Campos	(562) 404-1020
	2009 E. 223rd Street	Carson	90810	Todd Farrell	(562) 404-7211
				Juan Vasquez	(562) 404-7259
	2200 E. Steel Road	Colton	92324	Michael McEvoy	(562) 404-7204
				Mike Crossman	(714) 425-0957
				Greg Dieterich	(909) 322-2490
				Sam Ziegler	(909) 825-5121



South Coast
Air Quality Management District
Cleaning the air that we breathe...

Get Health Effects Info
 E-mail Address
 Zip Code ? Sign up

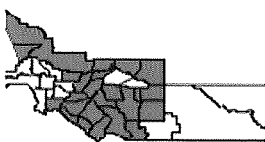
Home Inside AQMD Community Business Technology Health & Education Governing Board
Español | ☐ | ☐

SHARE

Air Quality Forecast/Advisories

[Current Hourly Air Quality](#)

[Current Advisories](#)



Daily Forecast:

[Today](#) [Tomorrow](#) [PDF version](#)



[Check Before You Burn Map](#)

[Sign up for Air Alerts](#)



SCAQMD Carl Moyer Program

The 2011 Carl Moyer Program Announcement will be released in March due to modifications to the guidelines by CARB. The closing date to submit proposals will be extended to Friday, June 3, 2011.

Additional Funding is Available for the Voucher Incentive Program
[Click here for the VIP Program](#)

 Search

Select Language

Powered by Google Translate

RELATED LINKS

Up

QUICK LINKS

[AQMD Newsroom](#)
[Budgets/Audited Financial Reports](#)
[Calendar of Events](#)
[CEQA](#)
[Certification Programs/Certified Equip](#)
[Compliance Information](#)
[Employment/Business Opportunities](#)
[Enforcement](#)
[Frequently Asked Questions](#)
[Funding Incentives/Opportunities](#)
[Governing Board](#)
[Health Studies](#)
[Hearing Board](#)
[Links To Other Websites](#)
[Onsite Services](#)
[Permitting Information](#)
[Public Workshops/Hearings/Meetings](#)
[Public Records Requests](#)
[Publications/Media](#)
[Reporting Air Quality Complaints](#)
[Rules & Regulations](#)
[Staff Directory](#)
[Training/Compliance Assist. Classes](#)
[Transportation Programs](#)
[Webcasts](#)

Overview of Carl Moyer (Financial Incentives for Purchasing Lower-Emission Heavy Duty Engines, Equipment, and Emission Reduction Technologies)

Since 1998, the Carl Moyer Program has provided funding to encourage the owners of diesel engines to go beyond regulatory requirements by retrofitting, repowering, or replacing their engines with newer and cleaner ones. While regulations continue to be the primary means to reduce air pollution emissions, the Carl Moyer program plays a complementary role to California's regulatory program reducing NOx and PM by funding emission reductions that are surplus, i.e., early and/or in excess of what is required by regulation.

Annual Report Template

Carl Moyer program participants can submit their annual reports in any format they choose as long as all the required components are in the reports. The following annual report template is provided as a sample and is not mandatory but only suggested for use. Annual report template [\(click here\)](#)

Who is eligible?

Any Mobile Source project, public or private, that results in cost-effective PM and/or NOx reduction that is not subject to current regulations or within three years of a regulatory compliance deadline is eligible. Projects must operate 75% of the time in the AQMD boundaries. To be eligible for Carl Moyer Program funds, projects must meet the criteria described in the Carl Moyer Program Guidelines and all current Carl Moyer Program Advisories, projects must be in compliance with CARB Off-Road or On-Road Diesel Regulations (see website links listed below), meet the cost-effective threshold of \$16,000 per weighted ton of total reduced emissions, and be fully operational and completed prior to May 31, 2012.

Website Links to CARB Rules That Affect CMP Eligibility

(Please check the appropriate website to determine if your project is subject to CARB's regulation and compliance dates)

On-Road Private - <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>
 Public/Utility Fleets - <http://www.arb.ca.gov/msprog/publicfleets/publicfleets.htm>
 In-Use Off-Road (CI) - <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>
 Transport Refrigeration Units - <http://www.arb.ca.gov/diesel/tru.htm>
 Idle Reduction - <http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm>

Download Forms

AQMD Forms

Solid Waste Collection Vehicle - <http://www.arb.ca.gov/msprog/SWCV/SWCV.htm>
 Transit Bus - <http://www.arb.ca.gov/msprog/bus/bus.htm>
 Stationary Ag Engines - <http://www.arb.ca.gov/diesel/ag/inuseag.htm>
 Harbor Craft - <http://www.arb.ca.gov/ports/marinevess/harborcraft.htm>
 Cargo Handling Equipment - <http://www.arb.ca.gov/ports/cargo/cargo.htm>
 Off-Road LSI - <http://www.arb.ca.gov/msprog/offroad/orspark/orspark.htm>

This
page
updated
January
06,
2011
URL:
<http://www.scaqmd.gov>

What Kinds of Equipment Are Funded?

Projects that reduce NOx and/or PM emissions from heavy-duty on and off-road mobile equipment not required by regulations qualify for Carl Moyer Program grants. This includes on-road trucks over 14,000 lbs. gross vehicle weight, and off-road equipment such as construction and farm equipment; marine vessels; locomotives; forklifts; airport ground support equipment; and auxiliary power units.

How Much Funding is Available?

Funding varies from year to year. In FY 2009-2010, the following table showed how much funding was available in each equipment category.

Proposed Funding and Cost-Effectiveness Limits		
Category	Minimum Amount*	Cost-Effectiveness \$/ton
ON-ROAD		
(A) Vehicles (including emergency vehicles)	\$4.0 Million	16,000
(B) Auxiliary Power Units	\$0.75 Million	16,000
(C) Transport Refrigeration Units	\$0.75 Million	16,000
(D) Heavy Duty Diesel Vehicle Retrofits	0.5	16,000
OFF ROAD		
(A) Marine	\$6.0 Million	16,000
(B) Construction (small and medium fleets)	\$2.0 Million	16,000
(C) Forklifts	\$1.0 Million	Electric 7,000/5,000
(D) Locomotives	\$4.0 Million	16,000
(F) Ground Support Equipment, Truck Stop Electrification, and Auxiliary Power Units	\$1.0 Million	16,000
TOTAL	\$20.0 Million	
* In case of oversubscription in these categories, greater funding may be recommended.		

Click [here](#) to see a list of approved board letters resulting from the Carl Moyer program.

Who to Contact for Technical Information

Heavy-Duty, On-Road Vehicles	Ashkaan Nikravan	(909) 396-3260	anikravan@aqmd.gov
Idling Emissions from Heavy-Duty Vehicles, (Auxiliary Power Units)	Von Loveland	(909) 396-3063	vloveland@aqmd.gov
Transport Refrigeration Units	Ashkaan Nikravan	(909) 396-3260	anikravan@aqmd.gov
Compression Ignition Off-Road Equipment	Vasken Yardemian	(909) 396-3296	vyardemian@aqmd.gov
Large Spark-Ignition			

Off-Road Equipment	Mark Coleman	(909) 396-3074	mcoleman@aqmd.gov
Airport Ground Support Equipment	Mark Coleman	(909) 396-3074	mcoleman@aqmd.gov
Locomotives	Connie Day	(909) 396-3055	CDay@aqmd.gov
Marine Vessels	Mark Coleman	(909) 396-3074	MColeman@aqmd.gov



Facebook

Stay Connected



Twitter



YouTube

[A-Z Index](#)
[Contact Us](#)
[Employment](#)

[Questions/Need Info?](#)
[Terms of Use/Accessibility/Privacy](#)
[Webmaster](#)

Viewers



PDF

South Coast AQMD • 21865 Copley Dr • Diamond Bar, CA 91765 • (909) 396-2000 • 800-CUT-SMOG (288-7664)

This site best viewed in the latest version of Internet Explorer


South Coast
Air Quality Management District
Cleaning the air that we breathe...

[Show original](#)

Obtener Información de Efectos de Salud
[Learn more](#)

[Español](#) | [中文](#) | [한국어](#)

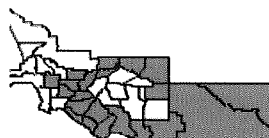
[SHARE](#)

[Inicio](#) [Dentro de AQMD](#) [Comunidad](#) [Negocios](#) [Tecnología](#) [Salud y Educación](#) [Junta de Gobierno](#)

Pronóstico de la Calidad del Aire / Avisos

[La calidad actual del aire por hora](#)

[Actual Avisos](#)



Pronóstico diario:

[Hoy](#) [Mañana](#) [versión PDF](#)



[Llame Antes de Quemar Mapa](#)

[Registrate para recibir alertas de aire](#)



SCAQMD Programa Carl Moyer

El 2011 Carl Moyer Anuncio del Programa será lanzado en marzo debido a las modificaciones de las directrices por CARB. La fecha límite para presentar propuestas se hará extensiva a Viernes, 03 de junio 2011.

La financiación adicional está disponible para el Programa de Incentivos Vales
[Haga clic aquí para ver el programa VIP](#)

Listado de Carl Moyer (incentivos financieros para la compra de menor emisión de motores de trabajo pesado, Equipos y Tecnologías de Reducción de Emisiones)

Desde 1998, el Programa Carl Moyer ha proporcionado financiación para alentar a los propietarios de motores diesel para ir más allá de los requisitos reglamentarios de adaptación, repotenciación, o reemplazando sus motores con los más nuevos y menos contaminantes. Aunque los reglamentos siguen siendo la principal vía para reducir las emisiones de contaminación del aire, el programa Carl Moyer juega un papel complementario al programa de reglamentación de California la reducción de NOx y PM mediante la financiación de las reducciones de emisiones que son excedentes, es decir, a principios y / o en exceso de lo que se requiere por la regulación.

Plantilla de informe anual

Carl Moyer los participantes del programa podrán presentar sus informes anuales en el formato que elija, siempre y cuando todos los componentes necesarios están en los informes. La plantilla de informe anual siguiente se proporciona como una muestra y no es obligatorio, pero sólo sugiere que se empleen. [plantilla de informe anual \(click aquí\)](#)

¿Quién es elegible?

Cualquier proyecto de Fuentes Móviles, públicas o privadas, que se traduce en PM rentable y / o reducción de NOx que no está sujeta a la normativa vigente o en los tres años de una fecha límite de cumplimiento normativo es elegible. Los proyectos deben funcionar al 75% del tiempo en los límites de AQMD. Para ser elegible para los fondos del Programa Carl Moyer, los proyectos deben cumplir con los criterios descritos en las Directrices del Programa Carl Moyer y todos los actuales Consejos de Carl Moyer Programa, los proyectos deben estar en conformidad con la CARB Off-Road o en carretera Reglamento Diesel (ver enlaces a sitios web que figuran más adelante), alcanza el umbral rentable de 16.000 dólares por tonelada ponderado del total de emisiones reducidas, y en pleno funcionamiento y completarse antes del 31 de mayo de 2012.

Enlaces Web CARBURADOR Reglas que afectan la elegibilidad CMP

(Por favor, consulte el sitio web correspondiente para determinar si el proyecto está sujeto a la regulación de CARB y fechas de cumplimiento)

A la vía privada - <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

Spanish

Powered by [Google Translate](#)

ENLACES RELACIONADOS

Hasta

ENLACES

[AQMD Sala de prensa](#)
[Presupuestos / informes financieros auditados](#)
[Calendario de Eventos](#)
[CEQA](#)
[Los programas de certificación / certificado Equipo](#)
[Información de cumplimiento](#)
[Empleo / Oportunidades de Negocio](#)
[Aplicación](#)
[Preguntas más frecuentes](#)
[La financiación Incentivos / Oportunidades](#)
[Junta de Gobierno](#)
[Estudios de la Salud](#)
[Audiencia de la Junta](#)
[Enlaces a otros sitios web](#)
[Servicios in situ](#)
[Permitir que la información](#)
[Talleres Públicos / Audiencias / Juntas](#)
[Los registros públicos solicitudes](#)
[Publicaciones y Medios de Comunicación](#)
[Las quejas de Información de Calidad del Aire](#)
[Normas y Reglamentos](#)

Directorio del personal
Capacitación / Cumplimiento Assist.
Clases
Programas de transporte
Webcasts

Descargar formularios
AQMD formas

Público / Flotas Utilidad - <http://www.arb.ca.gov/msprog/publicfleets/publicfleets.htm>
En uso Off-Road (IC) - <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>
Unidades de refrigeración de transporte - <http://www.arb.ca.gov/diesel/tru.htm>
Reducción de inactividad - <http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm>
Recolección de Residuos Sólidos del vehículo - <http://www.arb.ca.gov/msprog/SWCY/SWCY.htm>
Tránsito de autobuses - <http://www.arb.ca.gov/msprog/bus/bus.htm>
Motores Estacionarios de Ag - <http://www.arb.ca.gov/diesel/ag/inuseag.htm>
Puerto de Arte - <http://www.arb.ca.gov/ports/marinevess/harborcraft.htm>
Manejo de carga del material - <http://www.arb.ca.gov/ports/cargo/cargo.htm>
Off-Road LSI - <http://www.arb.ca.gov/msprog/offroad/orspark/orspark.htm>

Esta
página
fue
modifica
el 06 de
enero
2011
URL:
<http://v>

¿Qué tipo de equipos se financian?

Proyectos de reducción de NOx y / o las emisiones de PM de servicio pesado en carretera como fuera de equipo móvil no es requerido por las regulaciones calificar para subsidios del Programa Carl Moyer. Esto incluye los camiones en la carretera más de 14.000 libras. peso bruto del vehículo, y el equipo fuera de carretera como la construcción y equipo agrícola; embarcaciones; locomotoras, montacargas, equipos de apoyo en suelo aeroportuario, y unidades de potencia auxiliar.

¿Cuánto se dispone de financiación?

La financiación varía de año en año. En el año fiscal 2009-2010, la siguiente tabla muestra cuánto financiamiento estaba disponible en cada categoría del equipo.

Propuesta de financiamiento y los límites de costo-efectividad		
Categoría	Cantidad mínima *	Costo-Efectividad \$ / Tonelada
POR CARRETERA		
(A) los vehículos <i>(incluidos los vehículos de emergencia)</i>	4,0 millones de dólares	16,000
(B) Las unidades de potencia auxiliar	\$ 0.75 millones	16,000
(C) Las unidades de transporte de refrigeración	\$ 0.75 millones	16,000
(D) resistente Adaptaciones de vehículos diesel	0.5	16,000
OFF ROAD		
(A) Marina	\$ 6,0 millones	16,000
(B) Construcción (flotas de pequeñas y medianas)	\$ 2.0 millones	16,000
(C) Montacargas	1,0 millones de dólares	Eléctrica 7000 / 5000
(D) Locomotoras	4,0 millones de dólares	16,000
(F), equipo de apoyo terrestre, electrificación parada de camiones y unidades de potencia auxiliar	1,0 millones de dólares	16,000
TOTAL	20,0 millones de dólares	
* En caso de sobresuscripción en esta categoría, una mayor financiación puede ser recomendada.		

Haga clic [aquí](#) para ver una lista de notas aprobado por la Junta como resultado de la Carl Moyer programa.

Con quién comunicarse para información técnica

De servicio pesado, vehículos de carretera	Ashkaan Nikravan	(909) 396-3260	anikravan@aqmd.gov
Ralentí Las emisiones			

de vehículos pesados, (unidad de potencia auxiliar)	Von Loveland	(909) 396-3063	vloveland@aqmd.gov
Las unidades de transporte de refrigeración	Ashkaan Nikravan	(909) 396-3260	anikravan@aqmd.gov
De encendido por compresión Off-Road Equipamiento	Vasken Yardemian	(909) 396-3296	vyardemian@aqmd.gov
Grandes de encendido por chispa Off-Road Equipamiento	Mark Coleman	(909) 396-3074	mcoleman@aqmd.gov
Equipo de apoyo de tierra del aeropuerto	Mark Coleman	(909) 396-3074	mcoleman@aqmd.gov
Locomotoras	Connie Día	(909) 396-3055	CDay@aqmd.gov
Los buques marinos	Mark Coleman	(909) 396-3074	MColeman@aqmd.gov



Mantente conectado



Twitter



YouTube

Índice alfabético

Contáctenos

Empleo

Preguntas o necesita información?

Términos de uso / Accesibilidad /

Privacidad

Webmaster

Los espectadores



PDF

Costa Sur AQMD • 21.865 Dr. Copley • Diamond Bar, CA 91765 • (909) 396-2000 800-CUT-SMOG • (288 a 7664)

Este sitio se ve mejor en la última versión de Internet Explorer