Appendix A. Project Timeline

December 2009  MARAMA applies for SmartWay grant

August 2010  EPA awards SmartWay Cooperative agreement

December 2010  MARAMA awards subgrant is awarded to the University of Maryland Environmental Finance Center

December 15, 2010  An initial kick-off meeting with key regional stakeholders to refine program design is held at the World Trade Center in Baltimore, Maryland; attendees include the Virginia Port Authority, the Maryland Port Administration, the Port of Philadelphia, EPA Region 3, and representatives from the trucking and nonprofit community

January 2011  MARAMA project manager comes on board

January 24, 2011  A meeting to refine program design and gauge participation interest is held with Virginia stakeholders including the Virginia Port Authority, Virginia Clean Cities, and Meadowbrook Environmental Funding

February 8, 2011  A meeting to discuss program design and next steps is held with officials from the Port of Philadelphia

February 16, 2011  A meeting to discuss program design, sponsorship, and participation interest is held with Delaware stakeholders including the Clean Air Council and Trinity Transport

February 28, 2011  A meeting to discuss program design is held with Maryland stakeholders including the Maryland Port Administration, the Maryland Department of the Environment, and the Maryland Motor Truck Association

March 2011  The program website is launched

April 2011  A meeting to discuss launching the Port of Baltimore program is held with the Maryland Department of Transportation, the Maryland Port Administration, and other key Maryland stakeholders

May 3, 2011  A presentation is given to over 60 members of the Maryland Motor Truck Association’s Intermodal Council promoting the Baltimore program to both truck owner/operators and carrier companies

May 4, 2011  The UMD EFC Director attends the International Trade Symposium in Norfolk, Virginia, to network and promote the program to local trucking companies

May 5, 2011  The UMD EFC Director meets with Virginia stakeholders including the Virginia Port Authority, the Environmental Defense Fund, Virginia Clean Cities, Evans Trucking, Century Express Trucking, and the Coalition for Responsible Transportation to solicit support and gain feedback on building the Virginia program
May 16, 2011  A Pennsylvania/Delaware stakeholder luncheon is hosted by the UMD EFC and Clean Air Council with approximately 15 carrier and port industry representatives; a presentation and Q&A session allows for feedback on building and strengthening the Philadelphia/Wilmington program.

July 13, 2011  A program presentation is given at the Delaware Valley Goods Movement Task Force in Philadelphia; a meeting is held with the Clean Air Council and Evans Trucking to discuss next steps in moving forward with a combined Philadelphia/Wilmington program.

August 19, 2011  Program staff meet with the Virginia Port Authority, truck vendors and lending institutions to discuss program barriers and gain input on improving program implementation.

September 2011  The first truck is replaced at the Port of Virginia.

October 25, 2011  A meeting to discuss the opening of the Baltimore program, systems for verifying port service, and funding support is held with the Maryland Port Administration.

December 14, 2011  A meeting is held with the Maryland Motor Truck Association to discuss local truck dealers, scrap yards/recycling companies, potential participants, and outreach for the Baltimore program.

January 2012  The Maryland Department of Transportation/Maryland Port Administration contribute $300,000 to replace 15 additional trucks serving the Port of Baltimore.

January 25, 2012  The EFC Director presents a program overview to the Mid-Atlantic Diesel Collaborative.

February 2012  Program opens to applicants serving the Port of Baltimore.

February 23, 2012  A program booth at the Maryland Motor Truck Association’s annual fundraising event provides program information and application materials to prospective applicants and local truck vendors.

April 2012  California Cartage becomes the program’s first sponsor.

April 25, 2012  The EFC and MARAMA tour the Port of Baltimore’s Dundalk and Seagirt marine terminals and attend a presentation highlighting the Port’s environmental initiatives.

May 2012  The Virginia Port Authority contributes $45,000 for administrative support of the program and commits $300,000 for direct down payments for replacement trucks at the Port of Virginia.

May 17, 2012  A program presentation and Q&A session is held at the Maryland Motor Truck Association’s Intermodal Council meeting in Baltimore; program materials are distributed to potential applicants.

August 2012  Program requires applicants to pre-screen for loan eligibility.

August 16-18, 2012  Program materials are distributed at the University of Maryland Smart Growth booth at the Annual Maryland Association of Counties conference in Ocean City, Maryland.
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>September 2012</td>
<td>Program opens to applicants serving the Ports of Philadelphia and Wilmington</td>
</tr>
<tr>
<td>January 2013</td>
<td>Champion Truck Lines becomes the program’s second sponsor</td>
</tr>
<tr>
<td>January 29, 2013</td>
<td>MARAMA and EFC leaders present a program overview at the <em>Workshop on Green Financing Mechanisms to Reduce Emissions from Heavy-Duty Vehicles</em> sponsored by the U.S. EPA and Environment Canada</td>
</tr>
<tr>
<td>April 2013</td>
<td>The Port of Philadelphia/Wilmington program closes to new applicants</td>
</tr>
<tr>
<td>August 2013</td>
<td>The Port of Baltimore program closes to new applicants</td>
</tr>
<tr>
<td>October 2013</td>
<td>The Virginia Port Authority contributes $30,000 for administrative support of the program and commits $200,000 for direct down payments for replacement trucks at the Port of Virginia</td>
</tr>
<tr>
<td>December 2013</td>
<td>The SmartWay program closes at the Port of Virginia; Virginia’s Green Operator program remains open to new applicants</td>
</tr>
<tr>
<td>February 27, 2014</td>
<td>The EFC Director presents a program overview including estimated total program lifetime emissions reductions at the EPA National Estuaries Program conference in Washington, DC</td>
</tr>
<tr>
<td>April 2014</td>
<td>The MARAMA Executive Director presents an overview of the program and emissions results at the National Port Stakeholder Summit in Baltimore, Maryland</td>
</tr>
<tr>
<td>May 2014</td>
<td>Program makes final down payment for truck replacements</td>
</tr>
<tr>
<td>June 2014</td>
<td>The MARAMA Executive Director presents a paper describing lessons learned from the program at the Air and Waste Management Association’s Annual Conference and Exhibition in Long Beach, California</td>
</tr>
</tbody>
</table>
Appendix B. Scrappage Guidelines

Mid-Atlantic Regional
Dray Truck Replacement Program
Scrappage Information

IMPORTANT: Do not scrap your truck until MARAMA gives you the go-ahead. For questions about scrappage, please contact Debbie Thomas at MARAMA: 443-901-1882 or dthomas@marama.org.

Please read the following information carefully:

1. How to Scrap Your Truck

2. Recommended Scrap Yards
1. How To Scrap Your Truck

Vehicle scrapping is an important step in this program and must be done according to U.S. Environmental Protection Agency (EPA) guidelines.

<table>
<thead>
<tr>
<th>EPA Truck Scrapping Guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle engines need to be permanently disabled and rendered no longer usable.</td>
</tr>
</tbody>
</table>

**Engine Destruction**

a. Drill a minimum ½ inch diameter hole through the exterior of the engine block into:
   1. One or more cylinders *and*
   2. Through the top and bottom of the engine intake manifold or,
   3. Engine manifold and block may crushed at the scrapyard with a shearing tool

The truck must arrive to the scrapyard with the chassis attached and the engine intact. Other than items the scrapyard requires you to remove from the truck before arriving to the scrapyard (i.e. tires and fluids), it is very important that you **do not remove anything** from the truck except for personal items. MARAMA cannot release the down payment of funds to the driver until the scrappage is satisfactorily completed and photographed. **Failure to comply with the above instructions for scrapping will result in the denial of your grant funds.**

There are 3 pieces of information MARAMA needs from the scrapyard:
   1) Before photos,
   2) After photos, and
   3) A copy of the receipt from the scrap yard.

**Step-by-step instructions:**

*Important: *Take your title with you to the scrapyard.*

*Take “before” and “after” photographs of your truck.*

**Before Photos**

Take a series of “before” photos of the truck.

1) Vehicle (side view)

2) Vehicle engine (allow some of the truck color to show in this shot)
3) Intact chassis (allow some of the truck color to show in this shot)

4) Engine VIN # plate

After the engine and chassis have been permanently disabled, you will need to take “after” photos of the scrapped truck showing location of destruction of the cylinders and chassis of the truck.

**After Photos**

After the engine and chassis have been permanently disabled, you will need to take “after” photos of the scrapped truck showing the following:

1) Engine destruction – at least 2 shots (the more photos the better) that are close-up from different angles, and another photo back a few feet showing that the engine block has been drilled or sheared (with a little of the truck color showing in the photos).

2) Area of the cut chassis – a close up of the cut (show a little of the color of the truck), and another photo a little further back from the truck.

This will document that the truck has been disabled (see attached sample photos of disabled engine and chassis).

Photos should be sent electronically to MARAMA at the time of destruction to help expedite the truck purchase to [mdcdiesel@gmail.com](mailto:mdcdiesel@gmail.com).

**Receipt**

The scrapping company will issue a receipt on company letterhead to the owner/operator with the following information:

1. Name and contact information of the scrapping company;
2. Written description of the truck destroyed (make, year), VIN # of scrapped truck;
3. Date and method of destruction; and
4. Amount paid for scrappage, if any. Photocopy of the front of the check from the scrapyard.

See scrappage photos below for examples of good engine destruction and documentation. Any questions relating to the destruction or scrappage requirements should be directed to the Project Manager, Debbie Thomas at [dthomas@marama.org](mailto:dthomas@marama.org) or 443-901-1882.

Send the scrapping photos to Debbie Thomas at [mdcdiesel@gmail.com](mailto:mdcdiesel@gmail.com)
Example of visible destruction of the engine block

Example of chassis cut in half
Example of chassis completely cut

2. Recommended Scrap Yards

<table>
<thead>
<tr>
<th>State</th>
<th>Name of Scrapyard</th>
<th>Address</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maryland</td>
<td>Cambridge Iron &amp; Metal</td>
<td>901 South Kresson Street, Baltimore, MD 21224</td>
<td>Neil Quinn 443.255.1701</td>
</tr>
<tr>
<td></td>
<td>LKQ Corporation</td>
<td>29368 Matthewstown Rd., Easton, MD 21601</td>
<td>David Milliken 410.713.5282</td>
</tr>
<tr>
<td>Delaware</td>
<td>B &amp; F Towing</td>
<td>449 Old Airport Rd., New Castle, DE 19720</td>
<td>Henry Fenimori 302.328.4146</td>
</tr>
<tr>
<td>Virginia</td>
<td>Empire Recycling (2 locations)</td>
<td>1100 East Princess Anne Rd. Norfolk, VA 23504</td>
<td>757.533.9178 Norfolk</td>
</tr>
<tr>
<td></td>
<td></td>
<td>277 Suburban Drive, Suffolk, VA 23434</td>
<td>757.925.1115 Suffolk, Kenny</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Meeks</td>
</tr>
<tr>
<td>North Carolina</td>
<td>LKQ</td>
<td>2328 Womble Brooks Rd E Wilson, NC 27893</td>
<td>Greg Baines, 252.373.2704</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Mark Driver, 252.373.2531</td>
</tr>
</tbody>
</table>

**IMPORTANT: Do not scrap your truck until MARAMA gives you the go-ahead.** For questions about scrappage call Debbie Thomas at 443-901-1882 or dthomas@marama.org.
Truck as it arrives to the scrapyard

The VIN #

The engine before it is scrapped

The engine scrapped

The chassis cut

Appendix C. Examples of Scrappage Crushing and Drilling Method
## Appendix D. Sponsorship Package

### SmartWay Dray Truck Replacement Program

<table>
<thead>
<tr>
<th>Sponsorship Package</th>
<th>Gold Sponsor</th>
<th>Silver Sponsor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sponsor Benefits</td>
<td>$30,000</td>
<td>$15,000</td>
</tr>
<tr>
<td>Priority consideration for 6 trucks in the replacement program*</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Priority consideration for 3 trucks in the replacement program*</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Company logo on Dray Truck Program website for 1 year</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Your company logo placed on outreach materials and program website for 1 year <a href="http://www.efc.umd.edu/cleandiesel.html">www.efc.umd.edu/cleandiesel.html</a></td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

*Priority consideration in accordance with set eligibility requirements. Sponsorship benefits are provided for one year.*

### Eligibility Requirements

- Model year of truck engine must be 2003 or older. Preference will be given to trucks with 1997 and older engines.
- Truck owned for at least one year
- Proof of service to the Port

Payments must accompany sponsorship form. Checks are accepted. **Mail checks to:**

**Mid-Atlantic Regional Air Management Association, Inc.**
Attn: Susan Wierman
8600 LaSalle Rd, Suite 636
Towson, MD 21286

MARAMA is a registered 501 (c)3 charitable organization. Donations may be tax deductible. Please check with your tax advisor about tax deductibility.

**For more information about sponsorships contact:** Susan Wierman at swierman@marama.org or 443-901-1882. Visit the program website [www.efc.umd.edu/cleandiesel.html](http://www.efc.umd.edu/cleandiesel.html) for more information about sponsorships or the truck replacement program.
Contact Name ____________________________ Telephone __________________
Name of Company ______________________________ E-mail ____________________________
Address __________________________________ State ________ Zip Code ____________
Name of Port you wish to support : PA □ VA □ DE □ MD □ or, all four ports □
Enclosed is check for $ __________________
Please send an invoice for $ __________________ (payment due within 30 days of invoice)

To have your logo placed on program materials, please send a picture file to dthomas@marama.org

Thank you for your support

---

Make check payable to:
Mid-Atlantic Regional Air Management Association, Inc.

Mail payment to:
Mid-Atlantic Regional Air Management Association, Inc.
Attn: Susan Wierman
8600 LaSalle Rd, Suite 636
Towson, MD 21286

Questions?
Call Susan Wierman or Debbie Thomas at MARAMA 443-901-1882 or email dthomas@marama.org
Appendix E. Program Application

GREEN OPERATOR “GO” Program:
Replacement Funding Assistance Program Application

The Green Operator (GO) program provides funds to replace older vehicles with more emission-efficient engines and recognizes partners for achieving goals that reduce air pollution and greenhouse gases associated with the transport of goods.

Eligible Applicants

- The Green Operator (GO) Program is a program that provides up to $20,000 towards a newer vehicle. The program allows owner-operators to purchase a more emission-efficient vehicle with a 2007 or newer engine (MY 2008 or newer truck). The program is intended to reduce air pollution and greenhouse gases associated with the transport of goods to and from the Port of Virginia.
- Carriers must provide drayage truck services to the Virginia Port Authority’s Hampton Roads facilities. Proof of Port service can be established via a Port of Virginia ID Card. Please send a copy (front and back) as an attachment to your application.
- Documentation must be sent with the application verifying the make, model, and year of the truck in question. Truck must be a Class 8 vehicle with a GVWR of 33,001 pounds or more.
- Carriers must have owned the truck for at least one year, according to the date on the title, to be eligible.
- New equipment must be purchased and old equipment scrapped only when advised to do so by a MARAMA staff member.

General Requirements for Applications

- Incomplete applications will not be considered.
- Complete applications must include the following:
  - A copy (front and back) of a valid VA Port Authority ID card.
  - A copy (front and back) of a Transportation Worker Identification Card (TWIC).
  - A copy of the current truck title and registration.
  - Model year of the truck engine must be 2003 or older (verified by date on title).
    - Preference will be given to trucks with 1997 and older engines.
  - Proof of insurance - both primary liability (cargo) and non-trucking liability (bobtail) insurance.
  - A photograph of the current truck with license plate clearly legible.
  - Participants certify by signing the application that the truck to be replaced is currently operational and being used to transport cargo for the Port of Virginia.
- Type or print legibly all items except the signature in Section IV.
- Printed applications must be in black or blue ink.
- If you need space for additional information, attach additional sheets of paper. Write the owner’s name on each attached sheet and attach to the application.
• Applicants must prove financial readiness by qualifying for a vehicle loan to pay for the remaining balance of the new vehicle not covered by program funds. More specific details on financial readiness may be found on page 3.
• After acceptance into the program, applicants must select a truck from a list of authorized truck dealers. A proof of purchase in the form of a paid invoice for a truck with a 2007 or newer engine (MY 2008 or newer truck) will be required.

If applying for more than one truck, please provide the information below for each truck requested.
GREEN OPERATOR “GO” Program

Funding Assistance Application Checklist & Submission Instructions

Incomplete applications will not be considered.

Green Operator Application Check List

1. _____ Provide a signed and completed application to the MARAMA Truck Program. The address to send the application is at the bottom of this page.

2. _____ Provide a copy of a valid Virginia Port ID card and TWIC (front and back).

3. _____ Provide a copy of the DMV title and registration for the vehicle(s) to be replaced.

4. _____ Provide proof of insurance (both primary liability/cargo and non-trucking liability/bobtail insurance) for the truck to be replaced.

5. _____ Provide photograph of truck to be replaced with license plate clearly visible.

Green Operator Check List (after application is approved)

1. _____ Provide pictures of your old truck before and after scrappage and proper documentation from a scrap company (only when a MARAMA staff member informs you to do so).

2. _____ Provide both DMV title AND invoice for new truck (only when a MARAMA staff member informs you to do so).

Complete and Submit Application to

The Environmental Finance Center
Attention: Medessa Burian, MARAMA Truck Program
The University of Maryland
1210 Preinkert Field House, Bldg. 054
College Park, MD 20742

Please address questions to the truck hotline at 301-405-3577.
Financial Readiness Considerations

Enrolling in the Regional Dray Truck Program may take a considerable amount of your personal time and effort. The estimated time to complete all preliminary steps for the Truck Program is approximately 2 to 3 hours for paperwork and phone calls with program staff.

Once your application to the truck program is approved, obtaining financing (a loan) in order to purchase a new truck will also involve hours of your time. Approval for financing is solely done by the financial institutions and is generally based upon your credit report and credit score. A credit report is a record of your credit history. Other factors may be reviewed by the financial institution before financing is approved.

Below you will find a list of questions that are commonly asked by financial institutions when reviewing financing applications. We are not asking you to supply this information to EFC or MARAMA, but please consider these questions before you choose to pursue participating in the Regional Dray Truck Program.

- **Have you had a bankruptcy within the last 4 years?**
- **Do you have a foreclosure or lien in your recent financial history?**
- **Do you have an open federal tax lien?**
- **Do you have a prior repossession in your past?**
- **Is your credit score below 600?**
- **Do you consistently pay bills late?**

Please note that answering yes to any or all of these questions may impact your chance of obtaining financing, but ultimately that decision is up to the financing institutions.

To be eligible for program funds, applicants must prove financial readiness by qualifying for a vehicle loan of $30,000 or more (the estimated amount needed to pay for the remaining cost of a MY 2008 or newer replacement vehicle). More specific details on this process will be sent to you after receiving a complete program application.
GREEN OPERATOR “GO” Program
Funding Assistance Application

I. COMPANY INFORMATION (Please type or print legibly.)

<table>
<thead>
<tr>
<th>Which port(s) do you serve? Norfolk____/ Baltimore____/ Philadelphia____/ Wilmington, DE____</th>
</tr>
</thead>
<tbody>
<tr>
<td>Company Name:</td>
</tr>
<tr>
<td>Registered Owner:</td>
</tr>
<tr>
<td>Authorized Representative:</td>
</tr>
<tr>
<td>Type of Business (Licensed Motor Carrier or Independent Owner Operator):</td>
</tr>
<tr>
<td>Name of company you are leased to (if owner-operator):</td>
</tr>
<tr>
<td>Is your business classified and registered as a Minority Owned or Women Owned Small Business?</td>
</tr>
<tr>
<td>____Yes   ____No   (If yes, please provide your certification number: __________________________)</td>
</tr>
<tr>
<td>Number of Employees (Independent Owner Operator will most likely be 1):</td>
</tr>
<tr>
<td>Name of Truck Driver (if other than Owner):</td>
</tr>
<tr>
<td>Driver’s License # (of Owner Operator or Truck Driver):</td>
</tr>
<tr>
<td>Registered Owner’s Street Address:</td>
</tr>
<tr>
<td>City:</td>
</tr>
<tr>
<td>Telephone:</td>
</tr>
<tr>
<td>E-mail Address:</td>
</tr>
</tbody>
</table>
II. VEHICLE INFORMATION (If applying for more than one truck please provide the information below for each truck requested. Please note that older vehicles must be scrapped according to MARAMA requirements and EPA acceptable means of disposal.)

### Truck Information

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Truck Make:</td>
<td>Truck Model:</td>
</tr>
<tr>
<td>Truck Year:</td>
<td>GVWR (lbs.):</td>
</tr>
<tr>
<td></td>
<td># of Axles:</td>
</tr>
<tr>
<td>Vehicle ID Number (VIN):</td>
<td></td>
</tr>
<tr>
<td>Truck License Plate Number:</td>
<td>Licensing State:</td>
</tr>
</tbody>
</table>

### Engine Information

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Engine Make:</td>
<td>Engine Model Year:</td>
</tr>
<tr>
<td>Engine Model:</td>
<td>Horsepower:</td>
</tr>
<tr>
<td>Serial #:</td>
<td>Engine Family Name:</td>
</tr>
<tr>
<td>Fuel Type (Diesel, CNG, LNG, etc.):</td>
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### Operational Information

<p>| | |</p>
<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Does Your Odometer Work?</td>
<td>Current Odometer Reading: ________________</td>
</tr>
<tr>
<td></td>
<td>___ Place a check here if this reading is an estimate.</td>
</tr>
<tr>
<td>___ Yes</td>
<td>___ Place a check here if this odometer has rolled over and please indicate number of times: ______</td>
</tr>
<tr>
<td>___ No</td>
<td></td>
</tr>
<tr>
<td>Date of Odometer Reading: ________________</td>
<td>Annual Miles (Jan. 1-Dec. 31, 2012): ________________</td>
</tr>
<tr>
<td># Years Truck Owned*: ________________</td>
<td>Title Number: ________________________________</td>
</tr>
</tbody>
</table>

*You must have owned the truck for at least 1 year, according to the date on your title, to be eligible.*
Is your truck currently in operation or is it sitting? ______________

What is the average number of hours (per day) that your truck spends idling (engine running but truck not moving)? ______________ Hours per day

Over the past two years, what is the average number of trips made (per week) to the Port of Virginia? _______ Trips per week

Over the past two years, what is the average number of days (per week) that you have driven this truck for work? ______________ Days per week

What do you typically haul (check all that apply)?
_____ Containers _____ Dry Bulk _____ Liquid Bulk _____ Break Bulk

Has the truck been used to transport cargo to and from the Port of Virginia on a regular basis for the last two years? _______ (Yes or No)

Lien Information

This vehicle being replaced is free and clear of all liens (Yes or No): _______

(If you answered “No”, you agree to pay off all indebtedness, receive lien releases and deliver a clear certificate of title free of any and all liens as a condition to delivery of your old truck for scrappage and receipt of grant funds for a replacement truck.)

III. NOTICE OF OBLIGATIONS
I do hereby certify the following (Please read and initial next to each item):

1. _______ That I have reviewed and understand the application, including this Notice of Obligations, and that all of the information I have submitted is true and correct.

2. _______ That I will not submit any other applications for funding of this same truck(s) under this program.

3. _______ That Program funds were not used to previously upgrade the equipment identified in this application.

4. _______ That I will make the old truck available for pre-award inspections and destruction and make the new truck available for inspection after the award is made.

5. _______ That neither the truck owner nor the truck has any outstanding violations of Port of Virginia regulations.

6. _______ That I have already paid or otherwise settled all outstanding violations against the old truck. (Applicants with outstanding violations at the time of the application will be ineligible for funding during the current round of solicitations but may reapply in subsequent solicitation periods)
IV. COMPANY COMMITMENT

The applicant for funding assistance must sign this document.

I certify that I am the authorized representative of the company applying for the funding and that the information provided herein is true, accurate and complete to the best of my knowledge and belief.

<table>
<thead>
<tr>
<th>Name:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title:</td>
</tr>
<tr>
<td>Date:</td>
</tr>
</tbody>
</table>

Signature:

________________________________________________________

(Note: Original signature required.)

A special thanks to our funding partners

The Green Operator Program was developed from a Virginia Port Authority pilot program that provided trucking companies with low-cost financing to purchase diesel trucks with more emission-efficient engines or funding assistance to retrofit older models for emission efficiency.

The Mid-Atlantic Green Operator (GO) program is sponsored by the Mid-Atlantic Regional Air Management Association, Inc. (MARAMA) with funds from an U.S. Environmental Protection Agency Smartway Innovative Finance grant.

The Port of Virginia program is also generously supported by contributions from California Cartage Express.

Participating ports include the Port of Baltimore, Port of Philadelphia, Port of Virginia, and Port of Wilmington, DE
Appendix F. Frequently Asked Questions

Mid-Atlantic GREEN OPERATOR “GO” Program:
Replacement Funding Assistance Program FAQs
The Green Operator (GO) program provides funds to replace older vehicles with more emission-efficient engines and recognizes partners for achieving goals that reduce air pollution and greenhouse gases associated with the transport of goods.

Frequently Asked Questions (FAQs) – updated 04/18/12

Who is eligible for this program?
- Owner-operators must currently provide drayage truck services to the Port of Baltimore, Port of Philadelphia, Port of Virginia, or Port of Wilmington (DE). Proof of port service is required to participate in this program.
- Independent contractors as well as fleet owners may apply.

How much grant funding is available?
- The program provides up to $20,000 towards a newer truck.

What kind of trucks can be purchased?
- This program requires owner-operators to purchase a truck with a 2007 or newer engine. (Please note that past versions of this program considered 2004-2006 engines with retrofit devices eligible for purchase. As of July 25, 2011, only trucks with a 2007 or newer engine are eligible replacement vehicles.)
- A list of approved truck vendors will be supplied to each owner-operator after acceptance into the program.

What is the purpose of this program?
- The program is intended to reduce air pollution and greenhouse gases associated with the transport of goods to and from the participating ports of the Mid-Atlantic.

Can I apply for funding for more than one truck?
- Yes. Each truck must meet the eligibility requirements.
- If you need space for additional trucks on your application, attach additional sheets of paper. Write the owner’s name on each sheet and attach to the application.
What are the eligibility requirements for the trucks?
- The model year of the truck engine must be 2003 or older. Preference will be given to trucks with 1997 and older engines. If funds are still available, trucks with MY 2003 engines and older will be eligible for funding.
- Trucks must be class 8 vehicles.
- Trucks must have been owned for at least one year, verified by date on title.
- The truck must be “street legal.” This means the truck must be drive-able on the date that it is scrapped. This also means the truck must have a current registration and insurance.
- The title must indicate “No Liens” or have a “Lien Release”.
- Old trucks will be required to be scrapped. Any proceeds from the scrap metal will be applied toward the purchase of the truck.

I just bought an old truck – can I replace it with a newer truck through this program?
- Old trucks must have been owned for at least one year before the truck is eligible for the program.

My truck just broke down – can I replace it with a newer truck through this program?
- Old trucks must be drive-able and street legal on the day of scrappage.

Complete applications must include the following:
- A signed application.
- A copy (front and back) of valid port identification (Virginia applicants only).
- A copy (front and back) of a Transportation Worker Identification Card (TWIC).
- A copy of the current truck title and registration.
- Proof of insurance.
- A photograph of the current truck with license plates clearly legible.
- After acceptance into the program, a proof of purchase in the form of a paid invoice for a truck with a 2007 or newer engine will be required.

How can I tell if I will qualify for financing for the balance of the truck price?
Approval for financing is solely the decision of the financial institutions and is generally based upon your credit report and credit score. A credit report is a record of your credit history. Other factors may be reviewed by the financial institution before financing is approved. Below you will find a list of questions that are commonly asked by financial institutions when reviewing financing applications. Please consider these questions before you choose to pursue participating in the Regional Dray Truck Program.

- Have you had a bankruptcy within the last 4 years?
- Do you have a foreclosure or lien in your recent financial history?
- Do you have an open federal tax lien?
- Do you have a prior repossession in your past?
- Is your credit score below 600?
- Do you consistently pay bills late?

Answering yes to any or all of these questions may impact your chance of obtaining financing, but ultimately the decision is up to the financing institutions.
When should I buy my new truck?

- Program staff will contact you after you are accepted into the program. At this time, you will receive an acceptance packet with instructions for how to proceed with the purchase of your truck.
- Do NOT purchase a new truck prior to program approval or you risk making your truck ineligible for the program.

When should I scrap my old truck?

- Program staff will contact you after you are accepted into the program to give you more details on how and when to scrap your truck. A checklist for documenting the scrappage process will be provided to you.
- Do NOT scrap your truck without program approval or you risk making your truck ineligible for the program.

How can I get an application?

- Go to [http://www.efc.umd.edu/cleandiesel.html](http://www.efc.umd.edu/cleandiesel.html)
- Call the truck hotline at 301-405-3577 to request an application.

Who do I contact for assistance?

For questions, please call the truck hotline at 301-405-3577

---

A special thanks to our funding partners

The Green Operator Program was developed from a Virginia Port Authority pilot program that provided trucking companies with low-cost financing to purchase diesel trucks with more emission-efficient engines or funding assistance to retrofit older models for emission efficiency.

The Mid-Atlantic Green Operator (GO) program is sponsored by the Mid-Atlantic Regional Air Management Association, Inc. (MARAMA) with funds from an U.S. Environmental Protection Agency Smartway Innovative Finance grant.

The Port of Virginia program is also generously supported by contributions from California Cartage Express.

Participating ports include the Port of Baltimore, Port of Philadelphia, Port of Virginia, and Port of Wilmington, DE.
Appendix G. Certificate of Acceptance

Certificate of Acceptance

Into the Mid-Atlantic Regional Dray Truck Replacement Program

Funding for this award is provided from grant # DE 83477601 (CFDA # 66.039) from the U. S. Environmental Protection Agency under the National Clean Diesel Funding Assistance Program.

Applicant Name: [Redacted]

Applicant Tracking Number: FY2011.010.269

By Execution of this Certificate, [Redacted] has been accepted into the Mid-Atlantic Regional Dray Truck Replacement Program.

This Certificate:
1. Reserves up to $20,000 for an engine that meets or exceeds 2007 EPA engine emissions standards for a class 8 drayage truck (MY 2008).

2. Applies only for the truck with vehicle identification number: 1FUY3MCB5TH674819

3. Requires and is only valid if the truck with the VIN number listed above is rendered inoperable via a hole drilled in the engine block AND that the truck chassis is cut in half. Such destruction must be documented clearly showing before and after photos of the engine and the chassis.

4. Is void if
   - the purchase of an eligible truck is not complete by December 13, 2013, and
   - proof of engine and chassis destruction is not presented to the Mid-Atlantic Regional Air Management Association, Inc. by December 13, 2013 and
   - the request for down payment funds is not presented to the Mid-Atlantic Regional Air Management Association, Inc. by December 13, 2013.

Any funds derived from the sale of the scrapped vehicle are considered Program Income (i.e., income due to participation in the program), and the proceeds shall be used to help pay for the new vehicle.

Before you purchase a new truck, please contact Debbie Thomas at dthomas@marama.org or call the Mid-Atlantic Air Management Association (MARAMA) at 443-901-1882 for additional information regarding the next steps.

Susan S. G. Wierman
Executive Director

Date Approved
Appendix H. Final Document Checklist for Certificate Holders, Truck Dealers, and Scrap yards

List of documents needed

This is a complete checklist of documents needed in order to request your down payment from MARAMA. If it is not complete, your funds will be held up until those documents are submitted. The following documents will come from 3 sources: the certificate holder, the truck dealer and the scrapyard.

From the Certificate holder

☐ Copy of completed Request for Down Payment Form in which you indicate the name of the person you wish the down payment check to be made payable to.
☐ If the check is being made out to the truck dealer, the certificate holder must provide a Designation letter with signature authorizing MARAMA to make the check out to the truck dealer.
☐ MARAMA’s Scrappage Warranty Form signed by you and notarized.

From the Truck Dealer

☐ Copy of the invoice for the new tractor
☐ Photo of the engine tag on the engine showing that that the engine meets or exceeds 2007 EPA emission standards
☐ Photo of the VIN tag showing the number.
☐ Copy of the title and registration for the new tractor (application for title & registration is an acceptable document)

From the Scrapyard

☐ Copy of the scrapyard receipt showing that the old tractor was scrapped.
   o Receipt should also include: description of the scrapped equipment including 1) Model Year, 2) make, 3) model type and 4) Vehicle Identification Number (VIN))
☐ Name and contact information of the scrap company that performed the tractor scrappage
☐ Date on which the scrappage process was completed
From the Scrapyard continued

- Amount paid for scrappage if any
- Copy of check showing amount paid for scrappage
- Photographs of scrapped tractor(s) showing the location of holes drilled through the cylinder(s) of the engine, and both sections of the chassis that have been cut.

Take the following photos and submit ALL of them electronically if possible:

- Clear “before” and “after” photos of whole truck
- Photos of VIN number of truck
- Before photo of the chassis with enough of the truck color showing to link it to the original vehicle
- After photos of chassis cut in half with enough of the truck color showing to link it to the original vehicle
- Before photo of engine showing it is intact with enough of the truck color showing to link it to the original vehicle.
- After photo of the engine destroyed with enough of the truck color showing to link it to the original vehicle.
- Additional photos as needed to illustrate that the engine will never be useable again
## Appendix I. Request for Down Payment Check Off

**Date Received by MARAMA:** ______________________________

**Reviewer:** ______________________________

**Rebate amount:** ______________________________

**Company/Truck Owner:** ______________________________

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<tr>
<th>Item</th>
<th>Status</th>
<th>Comments</th>
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<td></td>
</tr>
<tr>
<td>VIN numbers checked and NOT included in another MARAMA VA funded program</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Copy of financial spreadsheet</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>Copy of completed Request for Down Payment Form with participant signature</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>Copy of the invoice for the new tractor</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>Photos of: VIN plate and new truck</td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>Copy of the title and registration for the new tractor</td>
<td></td>
</tr>
<tr>
<td>F</td>
<td>Copy of the scrap receipt showing that the old tractor was scrapped including:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1. Name, address of the scrapyard that performed the scrappage</td>
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<tr>
<td></td>
<td>2. Description of the scrapped tractor VIN, MY and make of tractor</td>
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<tr>
<td></td>
<td>3. Date on which the scrappage process was completed</td>
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<tr>
<td></td>
<td>4. Amount paid for the scrappage</td>
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<tr>
<td></td>
<td>5. Copy of check paid for scrappage</td>
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<tr>
<td></td>
<td>6. MARAMA’s Scrappage Warranty Form notarized</td>
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<td>G</td>
<td>Before and photographs of truck and engine scrapped tractor(s) showing the location of holes drilled through the cylinder(s) of the engine, and sections of the chassis that have been cut</td>
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For MARAMA Use:

Certificate No. ______________________________ GRANT ______________________________

Date Received ___________ Budget Category ___________ Amt. ___________

Approved:

Project Officer ____________________ Executive Director ____________________
Appendix J. Emissions Reductions by Port Area

Emissions Reductions by Port Area

The following 3 pages from the EPA Diesel Emissions Quantifier (DEQ) illustrate the emission reduction benefits to the ports of Virginia, Maryland, Delaware and Pennsylvania. These three port areas participated in the in the Smartway Truck Replacement Program.

DEQ results provide the following information:

- Estimates of baseline emissions (annual and lifetime).
- Estimates of emission reductions and cost effectiveness based on changes to emission control strategies for a fleet or a single diesel vehicle/engine (annual and lifetime).
- Comparison of emission reductions and cost effectiveness for different emission control strategies (annual and lifetime).

Inputs

For each truck group the following inputs were made: group quantity, type (on highway), target fleet, class/equipment, model year, year retrofit installed (year of retrofit action), current fuel type, fuel volume (gal/year for group), vehicle miles traveled (miles/vehicle/year), idling hours (hours/vehicle/year).

For each technology the following information was added: technology type, technology, new model year, number of vehicles, dollars per vehicle.

Results

The DEQ calculates emission reductions for four criteria pollutants, NOx, PM, HC, CO, as well as CO2. The following seven outputs are calculated for each of the pollutants.

- **Percent Reduced (%)** is the percent by which the pollutant is reduced as a result of retrofitting the fleet.
- **Baseline of Vehicles Retrofitted per Year (tons/year)** is the baseline of annual emissions from the fleet prior to being retrofitted.
- **Amount Reduced per Year (tons/year)** is the annual tons of pollution reduced after retrofitting the fleet. This can also be calculated manually by multiplying the ‘Percent Reduced’ by the ‘Baseline of Vehicles Retrofitted per Year’.
- **Lifetime Baseline of Vehicles Retrofitted** is the baseline emissions for the fleet without retrofits for the remaining life of the fleet.
- **Lifetime Amount Reduced** is the tons of the pollutant reduced after retrofitting over the remaining life of the fleet.
- **Lifetime Amount Emitted after Retrofit, Retrofitted Vehicles (tons)** is the amount of the pollutant the fleet would emit after the retrofit for its remaining life. This value is found by subtracting Lifetime Amount Reduced from Lifetime Baseline of Vehicles Retrofitted.
- **Capital Cost Effectiveness ($/ton), Retrofitted Vehicles** is calculated by adding the ‘Unit Cost’ and ‘Installation Cost’ for specific technologies in a vehicle group and dividing it by the ‘Lifetime Amount Reduced’ for vehicles retrofitted with that technology. If these costs have not been entered at the bottom of the ‘new technology’ screen, this field will be blank.

The results are broken into three sections: **Annual, Daily, and Lifetime.** The data that appear in the Results tables are an based on average input data calculated for each port.
## Summary Emissions Results Delaware/Pennsylvania

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<tr>
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<th>NOx (short tons/year)</th>
<th>PM2.5 (short tons/year)</th>
<th>HC (short tons/year)</th>
<th>CO (short tons/year)</th>
<th>CO2 (short tons/year)</th>
<th>Diesel-Equivalent (gallons/year)</th>
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<tr>
<td><strong>Baseline of Entire Fleet</strong></td>
<td>43.0665</td>
<td>1.8328</td>
<td>1.5696</td>
<td>10.1488</td>
<td>2,722.4748</td>
<td>245,268.0000</td>
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<tr>
<td><strong>Baseline of Vehicles Retrofitted</strong></td>
<td>43.0665</td>
<td>1.8328</td>
<td>1.5696</td>
<td>10.1488</td>
<td>2,722.4748</td>
<td>245,268.0000</td>
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<tr>
<td><strong>Percent Reduced (%)</strong></td>
<td>78.5%</td>
<td>94.5%</td>
<td>93.1%</td>
<td>93.8%</td>
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<td>0.0%</td>
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### Daily

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### Lifetime

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<th>Diesel-Equivalent (gallons)</th>
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<tr>
<td><strong>Baseline of Entire Fleet</strong></td>
<td>559.8639</td>
<td>23.8262</td>
<td>20.4044</td>
<td>131.9346</td>
<td>35,392.1724</td>
<td>3,188,484.0000</td>
</tr>
<tr>
<td><strong>Baseline of Vehicles Retrofitted</strong></td>
<td>559.8639</td>
<td>23.8262</td>
<td>20.4044</td>
<td>131.9346</td>
<td>35,392.1724</td>
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<td><strong>Amount Emitted After Retrofit, Entire Fleet</strong></td>
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<td>8.2271</td>
<td>35,392.1724</td>
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### Remaining Lifetime

- Short Haul | Class 8b (60,001 and over) 13.0 years
## Summary Emissions Results Virginia

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<td>(short tons/year)</td>
<td>(short tons/year)</td>
<td>(gallons/year)</td>
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<td>(short tons)</td>
<td>(short tons)</td>
<td>(short tons)</td>
<td>(gallons)</td>
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<td>749.9250</td>
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</tr>
<tr>
<td><strong>Percent Reduced (%)</strong></td>
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<td>90.9%</td>
<td>87.3%</td>
<td>89.6%</td>
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<th>CO</th>
<th>CO2</th>
<th>Diesel-Equivalent</th>
</tr>
</thead>
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<td><strong>Amount Emitted After Retrofit, Retrofitted Vehicles</strong></td>
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<td><strong>Amount Emitted After Retrofit, Entire Fleet</strong></td>
<td>808.9003</td>
<td>12.5043</td>
<td>14.6134</td>
<td>78.0824</td>
<td>203,844.4622</td>
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<tr>
<th></th>
<th>Remaining Lifetime</th>
<th>Note</th>
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<tbody>
<tr>
<td></td>
<td>**Short Haul</td>
<td>Class 8b (60,001 and over) 12.0 years**</td>
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## Summary Emissions Results Maryland

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<th>CO (kg/day)</th>
<th>CO2 (kg/day)</th>
<th>Diesel-Equivalent (gal/day)</th>
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<td><strong>Daily</strong></td>
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<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
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<th>PM2.5 (short tons)</th>
<th>HC (short tons)</th>
<th>CO (short tons)</th>
<th>CO2 (short tons)</th>
<th>Diesel-Equivalent (gallons)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lifetime</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Baseline of Entire Fleet</td>
<td>1,331.2490</td>
<td>51.0849</td>
<td>38.2649</td>
<td>255.7784</td>
<td>75,937.4972</td>
<td>6,841,215.9600</td>
</tr>
<tr>
<td>Baseline of Vehicles Retrofitted</td>
<td>1,331.2490</td>
<td>51.0849</td>
<td>38.2649</td>
<td>255.7784</td>
<td>75,937.4972</td>
<td>6,841,215.9600</td>
</tr>
<tr>
<td>Percent Reduced (%)</td>
<td>76.0%</td>
<td>90.5%</td>
<td>88.4%</td>
<td>91.0%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Amount Reduced</td>
<td>1,011.8741</td>
<td>46.2480</td>
<td>33.8447</td>
<td>232.8009</td>
<td>0.0000</td>
<td>0.0000</td>
</tr>
<tr>
<td>Amount Emitted After Retrofit, Retrofitted Vehicles</td>
<td>319.3749</td>
<td>4.8369</td>
<td>4.4201</td>
<td>22.9775</td>
<td>75,937.4972</td>
<td>6,841,215.9600</td>
</tr>
<tr>
<td>Amount Emitted After Retrofit, Entire Fleet</td>
<td>319.3749</td>
<td>4.8369</td>
<td>4.4201</td>
<td>22.9775</td>
<td>75,937.4972</td>
<td>6,841,215.9600</td>
</tr>
<tr>
<td>Remaining Lifetime</td>
<td>Short Haul</td>
<td>Class 8b (60,001 and over) 12.0 years</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Cost Effectiveness Calculation for All Three Areas and Total

<table>
<thead>
<tr>
<th>Cost of Replacement Vehicles Purchased during the Program</th>
<th>Total Cost</th>
<th>No. Vehicles</th>
<th>Average Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baltimore</td>
<td>$3,287,891</td>
<td>64</td>
<td>$51,373.30</td>
</tr>
<tr>
<td>Philadelphia/Wilmington</td>
<td>968,055</td>
<td>18</td>
<td>$53,780.83</td>
</tr>
<tr>
<td>Virginia*</td>
<td>6,773,490</td>
<td>131</td>
<td>$51,706.03</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$11,029,437</strong></td>
<td><strong>213</strong></td>
<td><strong>$51,781.39</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total cost effectiveness</th>
<th>NOx</th>
<th>PM2.5</th>
<th>HC</th>
<th>CO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baltimore</td>
<td>$3,249</td>
<td>$71,093</td>
<td>$97,146</td>
<td>$14,123</td>
</tr>
<tr>
<td>Philadelphia-Wilmington</td>
<td>$2,203</td>
<td>$42,988</td>
<td>$50,979</td>
<td>$7,825</td>
</tr>
<tr>
<td>Virginia</td>
<td>$2,757</td>
<td>$54,166</td>
<td>$67,320</td>
<td>$10,082</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$2,822</td>
<td>$56,906</td>
<td>$71,876</td>
<td>$10,725</td>
</tr>
</tbody>
</table>

Note: Calculations based on detailed values. Results are rounded for presentation.

Cost effectiveness calculated based on total cost of vehicles divided by emissions reductions calculated by EPA's Diesel Emissions Quantifier for each port area.
Appendix K. Promotional Materials

Port of Virginia Flyer

Green Operator Truck Replacement Program

$20,000 toward the Purchase of a Truck with a 2007 or Newer Engine

For eligibility requirements and application materials,

- Visit our website at http://www.efc.umd.edu/cleandiesel.html, or
- Call the Truck Hotline at 301-405-3577.
Programa de Reemplazo Para el Operador Ecológico

$20,000 hacia la Compra de una Camión con un Motor del 2007 o Más Nuevo

Para más información sobre los requisitos para ser elegible y acceso a la aplicación:

- Visite nuestra pagina web:
  [http://www.efc.umd.edu/cleandiesel.html](http://www.efc.umd.edu/cleandiesel.html)
- Llamar a nuestra línea telefónica al 301-405-3577.
The Port of Baltimore Clean Diesel Program

$20,000 toward the Purchase of a Truck with a 2007 or Newer Engine

For eligibility requirements and application materials,

- Visit our website at [http://www.efc.umd.edu/cleandiesel.html](http://www.efc.umd.edu/cleandiesel.html), or
- Call the Truck Hotline at 301-405-3577.
Programa de Diesel Limpio del Puerto de Baltimore

$20,000 hacia la Compra de una Camión con un Motor del 2007 o Más Nuevo

Para más información sobre los requisitos para ser elegible y acceso a la aplicación:

- Visite nuestra pagina web: http://www.efc.umd.edu/cleandiesel.html
- Llamar a nuestra línea telefónica al 301-405-3577.
Mid-Atlantic Dray Truck Replacement Program

$20,000 toward the Purchase of a Truck with a 2007 or Newer Engine

For eligibility requirements and application materials,

- Visit our website at [http://www.efc.umd.edu/cleandiesel.html](http://www.efc.umd.edu/cleandiesel.html), or
- Call the Truck Hotline at 301-405-3577.
Programa de Reemplazo de Camiones del Medio-Atlántico

$20,000 hacia la Compra de una Camión con un Motor del 2007 o Más Nuevo

Para más información sobre los requisitos para ser elegible y acceso a la aplicación:

- Visite nuestra página web: [http://www.efc.umd.edu/cleandiesel.html](http://www.efc.umd.edu/cleandiesel.html)
- Llamar a nuestra línea telefónica al 301-405-3577.
Sample Business Cards

Port of Baltimore Card

Port of Baltimore Clean Diesel Program

$20,000 toward the purchase of a truck with a 2007 or newer engine
For eligibility requirements and application materials, visit www.efc.umd.edu/cleandiesel.html
or call 301-405-3577.

Port of Baltimore Card (Spanish)

Programa de Diesel Limpio del Puerto de Baltimore

$20,000 hacia la Compra de un Camión Nuevo
Para más información visite www.efc.umd.edu/cleandiesel.html
o llamar al 301-405-3577.
Appendix L. Website Screen Shots

EFC Website Screen Shot

http://efc.umd.edu/cleandiesel.html#.U2u_PLnjhdg

(continued on next page)
For applications and information regarding specific port programs, please click on the following links:

- Port of Baltimore
- Port of Philadelphia/Port of Wilmington (DE)
- Port of Virginia

Partners

Click on the Port in your area for a listing of project partners.

Sponsorships

Silver and Gold Sponsorships are available to small carriers, large carriers, shippers, terminals, ports, retailers, and non-profit organizations. Sponsors are also invited to submit trucks in their fleets for consideration in the program. Sponsors will be highlighted on program outreach materials. For more information on sponsorship opportunities, please download the sponsorship package or contact Susan Wierman at swierman@marana.org or 443-995-1882.

Sponsors vary by Port. Click on the Port in your area for a listing of project sponsors.

Related Documents

- Financial Readiness Checklist
- Scrapage Guidelines
- Scrapage Demonstration Video
- Locating the EPA Engine Family Name and Engine Specifications
- Press
MARAMA Website Screen Shot
dieselmidatlantic.org