

**Pre-Bid Conference
Carl Moyer Program Multidistrict Request for Proposals
April 3, 2006**

Questions and Answers

To be eligible for multidistrict funding, at what point is verification and an Executive Order required for a diesel retrofit device?

Verification and issuance of an Executive Order must be complete at the time of application.

How long is the application process with the South Coast Air Quality Management District (SCAQMD)?

This is an ARB solicitation. Project selections will be made by ARB in mid-June 2006. However, an applicant must then enter into a formal agreement with the primary air district before funds are disbursed. Local air districts vary in their contracting time and requirements.

Can I apply to both the SCAQMD for regular Carl Moyer Program funds and to the ARB for multidistrict funds?

Yes. You can apply to multiple entities, but can accept funding from only one entity. If you are applying to multiple entities, you must disclose that fact and identify where you have applied on the application.

Is it better to apply to the ARB or to the individual air district?

Some districts require a high percentage of use in that district which makes it difficult to qualify under the regular Carl Moyer Program. The multi-district solicitation enables vehicles traveling throughout the state to apply for funding.

Who has the most funding – SCAQMD or ARB?

The ARB multi-district solicitation has funding availability of approximately \$8.5 million. SCAQMD's current Request for Proposals has a total available funding of \$30.1 million. Of that \$30.1 million, SCAQMD has allocated different amounts for different types of projects.

It appears that SCAQMD is more focused on NOx reductions and does not put an emphasis on particulate matter reductions.

Although ARB cannot comment on a particular air district's programming decisions, calculation of PM benefits is included in the current SCAQMD RFP. PM reductions will also be considered in the multi-district cost-effectiveness calculation using the same ROG + NOx + 20(PM) formula to determine weighted emission reductions.

What are the reporting requirements?

ARB has minimum annual reporting requirements, however, the primary district responsible for administering the project may have additional or more stringent requirements.

The minimum reporting requirements are:

- Owner's name, address and telephone.
- Location of the engine.
- Engine information (make, model, model year, horsepower and serial number).
- Condition of the engine, including current working condition and any major maintenance of the engine that significantly affected the annual usage of the engine.
- Any conditions that significantly affected the annual usage of the engine.
- Readings of the hour meter or odometer.
- A copy of evidence of the appropriate insurance.

Are electronic monitoring units (EMU) required?

Only locomotives are required to have EMUs in the multi-district solicitation.

Is the multi-district solicitation focused on ports and railyards for heavy-duty on-road vehicles?

Yes, funding for heavy-duty on-road vehicles is restricted to those operating in goods movement. The exceptions are retrofit devices which achieve both NOx and PM reductions, idle reduction technologies and TRUs.

Would an intrastate truck with idle reduction technology qualify for the multi-district solicitation?

Yes, idle reduction technology qualifies under the multi-district solicitation as long as 75% of use is in California.

Why is the solicitation only seeking electric idle reduction technologies and not diesel-to-diesel technologies?

There is an ARB regulatory requirement, effective January 1, 2008, which requires reduced idling emissions. The Carl Moyer Program Guidelines require

at least three years of surplus emission reductions (i.e., a 3-year project life). A diesel-to-diesel project would not provide 3 years of surplus reductions before the regulatory requirement takes effect. Therefore, by default, zero-emission technologies are the only viable option.

Are you more interested in electric technologies than other technologies?

Zero-emission technologies are awarded more points (up to 10 points) in the project evaluation scoring process.

Is it correct that exhaust after-treatment for on-road trucks would not have to be in the goods movement category?

Yes, if the retrofit obtains both NOx and PM reductions. ARB will also check to ensure that reductions from the project are early or extra to any regulatory requirement.

Are trucks that operate a minimum of 75% in California, but headquartered in another state, eligible for APU funding?

Yes, there is no requirement that the vehicles be based or licensed in California.

Are locomotive head and power units eligible for multi-district funding?

Only freight locomotives (not passenger locomotives) are eligible. However, head and power units might be eligible on a case-by-case basis under the regular Carl Moyer Program.

Are switchers covered?

Yes.

Are drilling rig engines eligible?

Not under the multidistrict program but they may be eligible under the regular Carl Moyer Program.

Are crane engine repowers eligible under the multidistrict program?

Yes, if they meet the requirements of the multidistrict solicitation and the Carl Moyer Program Guidelines.

Is there a local air district funding match requirement?

Not for the multidistrict solicitation.

Are electric-based idle reduction technologies eligible?

Yes, electric components are eligible but not a diesel engine (if it is part of the package). The emission reductions will have to be determined based on the usage rate of the electric equipment. This may require a “case-by-case” evaluation of the project.

Will local air districts have input in the evaluation process?

Yes, they will provide input on the environmental justice criterion.

Some districts have project funding caps or default rebuild costs. Does this solicitation have such restrictions? What cost documentation is needed?

For the multidistrict solicitation, there are no additional caps, except those described in the Guidelines. For example, in the Guidelines locomotives have a rebuild cost cap. Invoices will suffice for cost documentation.

What other requirements do districts have in their contracts?

Each air district has its own contract language. The minimum requirements are in the Carl Moyer Program Guidelines, however, districts may have requirements that are more stringent than those in the Guidelines.

For an electric-diesel hybrid idle reduction system, can we set up the contract so that the trucker can pay back funds if they don't meet the electric usage targets?

We would like to avoid having applicants pay back funds. Instead, the applicant should make a conservative estimate of their electric usage in future years in the application.

Are on-road trucks that don't service ports eligible?

Yes, if they are proposing to install a NOx plus PM retrofit, an eligible idle reduction technology or an eligible TRU technology.

Can I apply for a PM-only reduction project?

Yes. However, note that for the propulsion engine of an on-road truck that doesn't service a port the only eligible project is a NOx plus PM retrofit.