

CARL MOYER AIR STANDARDS ATTAINMENT PROGRAM
TRANSPORTATION REFRIGERATION UNIT
PROJECT APPLICATION

TRANSPORT REFRIGERATION UNIT APPLICATION

Please print clearly or type all information on this application and on all attachments. Fill out one application for each engine or piece of equipment. All information necessary for completing this application is available in 2008 Carl Moyer Program Guidelines. This document can be viewed at:

<http://www.arb.ca.gov/msprog/moyer/guidelines/current.htm>

Please note that additional information may be requested from the applicant in order to process this application.

Eligibility Criteria

To be eligible for funding, projects must meet the criteria described in the 2008 Carl Moyer Program Guidelines and all current Carl Moyer Program Advisories. These criteria include but are not limited to the following:

- Emission reductions obtained through Carl Moyer Program projects must not be required by any federal, state or local regulation, memorandum of agreement/understanding with a regulatory agency, settlement agreement, mitigation requirement, or other legal mandate.
- Projects must meet a cost-effectiveness of \$16,000 per weighed ton of NOx, ROG, and PM10 reduced calculated in accordance with the cost-effectiveness methodology in Appendix C of the 2008 Guidelines. All state funds plus any other funds under a district's budget authority or fiduciary control contributed toward a project must be included in the cost-effectiveness calculation.
- Projects must have a minimum project life of three years, except for engines subject to the Stationary Diesel In-Use Agricultural Engine Airborne Toxic Control Measure, which must have a minimum project life of one year.
- Maximum project life for on-road projects are as follows:
 - Other On-road - New 10 years
 - Repower Only (No Retrofit) 7 Years
 - Repowers + Retrofits 5 years
 - Retrofits 5 years
- No emission reductions generated by the Carl Moyer Program shall be used as marketable emission reduction credits, or to offset any emission reduction obligation of any person or entity.
- No project funded by the Carl Moyer Program shall be used for credit under any federal or state emission averaging banking and trading program.
- Funded projects must have at least 75 percent of their total activity for the project life in California.
- Emission reduction technologies must be certified/verified by the ARB for sale in California and must comply with durability and warranty requirements. For

the purposes of the Carl Moyer Program, a technology granted a conditional certification/verification by ARB is considered certified/verified.

ARB has adopted many fleet rules that affect on-road heavy-duty diesel-fueled vehicles. There are limited funding opportunities for vehicles subject to these rules. The first step in evaluating Moyer eligibility is determining whether an engine or project type is subject to a rule:

Summary of On-Road Heavy-Duty Funding Opportunities

Vehicle Type	Subject to ARB Fleet Rule?	Limited Moyer Funding Opportunities¹
Urban buses	Fleet Rule for Transit Agencies	Very limited funding opportunity
Transit Fleet Vehicles		
Solid Waste Collection Vehicles, excluding transfer trucks	Solid Waste Collection Vehicle Regulation	Limited opportunities for NOx
Transport Refrigeration Units (TRU)	TRU Air Toxic Control Measure (ATCM)	Limited opportunity
Auxiliary Power Units (APU)	Idling ATCM	Limited opportunity, incremental only
Municipal Vehicles and Utility Vehicles	Fleet Rule for Public Agencies and Utilities	Low-population Counties: Some funding through 2017 All other counties: Some funding through December 2008
Port and Drayage Trucks	Port Truck Regulation	Very limited funding opportunity Proposition 1B funding available
All other On-road heavy-duty vehicles	NO	Proposed regulation scheduled for late 2008 ²

¹Limited opportunities means a fleet's compliance status with the ARB regulation must be determined. Contact district Carl Moyer Program staff or consult fleet rule Carl Moyer Implementation Charts at: <http://www.arb.ca.gov/msprog/moyer/guidelines/supplemental-docs.htm> in addition to these guidelines.

²Proposed on-road private fleet regulation is due to be considered for adoption by the board late 2008. This regulation will require all vehicles not currently subject to an ARB regulation to meet the 2007 emission standards of 1.2 g/bhp-hr NOx and 0.01 g/bhp-hr PM. Please see "project types" for further details.

Additional criteria may be found in the 2008 Carl Moyer Program Guidelines, Chapter 2 and Chapter 3, Section IV.

I hereby certify that all information provided in this application and any attachments are true and correct.

Printed name of responsible party:	Title:
Signature of responsible party:	Date:

Third Party Certification

I have completed the application, in whole or in part, on behalf of the applicant.

Printed name of third party:	Title:
Signature of third party:	Date:
Amount paid to third party:	Source of funding to third party:

For each engine or vehicle, please complete sections C, D, E, F, G, H, and I (as appropriate). Please include project cost documentation including vendor quotes and other substantiating data to support cost estimates provided in this application.

C. PROJECT INFORMATION (required)

1. TRU type:		
2. Vehicle identification type:		
2a. VIN:	2b. Railcar recording mark:	
2c. Container number:	2d. Company identification number:	
3. Vehicle identification number:		
4. Project Address (if different from business address):		
5a. TRU make:	b. TRU model:	c. TRU model year:
d. TRU serial number:		e. TRU horsepower rating:
f. TRU fuel type:	g. TRU engine tier:	h. TRU engine family:
6. Will the new TRU have a functioning hour meter for the life of the project?		
<input type="checkbox"/> Yes <input type="checkbox"/> No		

D. Electronic Monitoring Unit (EMU)

1. Will a new eligible EMU be installed as part of this project?
<input type="checkbox"/> Yes <input type="checkbox"/> No
2. If "yes", complete the following for each engine or vehicle:
a. EMU Make:
b. EMU Model:
c. EMU Year:
d. EMU ID Number:
e. EMU Cost:

E. ACTIVITY INFORMATION (required)

1. Total annual hours of operation or annual gallons of fuel consumed (specify):
2. Percent operation in California:
3. List counties in California in which the vehicle operates and the percent operation in each county:
4. Project Life: <input type="checkbox"/> Maximum <input type="checkbox"/> Other:_____ years

F. NEW PURCHASES

1. Projected Year of Purchase of New Vehicle :
2. New TRU Make:
3. New TRU Model:
4. New TRU Model Year:
5. New TRU Identification Number (VIN): <i>(if available)</i>
6. New TRU Engine Cost:
7. New TRU Labor Cost:

G. REPOWER PROJECTS

1. Baseline emission TRU make:	2. Baselines emission TRU model:
3. Baseline emission TRU model year:	4. Baseline emission TRU serial number:
5. Baselines emission TRU horsepower:	6. Baseline emission TRU fuel type:
7. Reduced emission TRU make:	8. Reduced emission TRU model:
9. Reduced emission TRU model year:	10. Reduced emission TRU serial number (if available):
11. Reduced emission TRU horsepower:	12. Reduced emission TRU fuel type:
13. Reduced emission TRU engine tier:	14. Reduced emission TRU engine family:
15. TRU repower cost – engine:	16. TRU repower cost – labor:

H. RETROFIT PROJECTS

1. Retrofit device make:
2. ARB-verified retrofit device name:
3. Retrofit device ARB executive order:
4. Retrofit device serial number (if available):
5. Verification level: <input type="checkbox"/> LEVEL 3
6. ARB-verified NOx reduction (%):
7. ARB-verified PM reduction (%):
8. ARB-verified ROG reduction (%):
9. Retrofit device cost:
10. Cost of retrofit installation:
11. Cost of retrofit maintenance over project life (if known):

I. FUNDING AMOUNT REQUEST

1. Total Amount Requested for this Piece of Equipment: <input type="checkbox"/> Maximum allowable <input type="checkbox"/> Other: \$_____
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