

**APPENDIX F**

**CARL MOYER AIR STANDARDS ATTAINMENT PROGRAM**

**2008 MULTIDISTRICT TRANSPORT REFRIGERATION UNIT**

**PROJECT APPLICATION**

**February 15, 2008**

## 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/moyer.htm>

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

This application is for incentive funds to offset the incremental cost of reducing emissions from transport refrigeration units on vehicles. The ARB adopted the fleet rule for in-use heavy-duty diesel-fueled vehicles that operate at port and intermodal rail yards in December 2007. Because of compliance requirements, there are limited opportunities available for port and drayage trucks and for minimal grant amounts. Projects may be available and considered on a case-by-case basis. Proposition 1B funding may be a more suitable funding source for this category (See Table F-1). The following types of projects may be eligible:

- Goods Movement projects: for vehicles that pick up and deliver cargo at ports or rail yards. See the webpage: <http://www.arb.ca.gov/bonds/gmbond/gmbond.htm> for a complete list of eligible Goods Movement projects. For example, funding may be used for:
  - purchasing new, reduced-emission heavy-duty vehicles
  - replacing engines (engine repowers)
  - retrofitting vehicles with emission control devices
- Installation of retrofit devices that reduce oxides of nitrogen (NOx) [in addition to particulate matter (PM)] for on-road heavy-duty vehicles that operates in more than one air district.

On-road heavy-duty vehicles in the Goods Movement project category must transport cargo to a maritime port or rail yard at least 400 times annually to be eligible for funding. Retrofit devices must be verified by the Air Resources Board (ARB) and reduce PM and NOx emissions by at least 25 and 15 percent, respectively. All projects must be multidistrict projects, achieve emission reductions beyond all regulatory requirements, meet the minimum Carl Moyer Program eligibility criteria described in the 2008 Carl Moyer Program Guidelines and all current Carl Moyer Program Advisories, and comply with the specific requirements of this solicitation. The 2008 Carl Moyer Program Guidelines and Advisories can be viewed at: <http://www.arb.ca.gov/msprog/moyer/moyer.htm>.

Applicants are required to submit all items in the checklist on page F-2. Project implementation (Appendix H) plans should, at a minimum, indicate who will do the work, whether or not they have successfully completed similar projects in a timely manner, and when the work will be completed. Project cost information, including cost-effectiveness calculations, vendor quotes and other documentation substantiating cost data requested in this application must also be provided. For all Goods Movement projects, applicants must verify the number of annual port or rail yard trips with equipment interchange receipts, driver manifests, or driver pay approval reports.

The first of two applicant workshop will be held Wednesday, March 5, 2008, from 10:00 a.m. to 4:00 p.m. in the Sierra Hearing Room at the Air Resources Board facility located at 1001 I Street, Sacramento, California. Applicants choosing to participate may do so in person or via webcast. The second applicant workshop will be held in Southern California. Information for this workshop is to be announced on our webpage at: <http://www.arb.ca.gov/msprog/moyer/moyer.htm>

The intent of the workshop is to provide potential project applicants with an opportunity to ask clarifying questions regarding general project requirements and specific technology questions. Written questions submitted before the workshop will be given priority. Questions may be e-mailed to Ms. Grace Garcia at [ggarcia@arb.ca.gov](mailto:ggarcia@arb.ca.gov), or faxed to Ms. Garcia at (916) 322-3923. The questions and answers will be posted and updated regularly on the ARB website. Questions asked after the workshop will be answered and posted on the internet on a staff availability basis. Any verbal communication with an ARB employee concerning this solicitation is not binding on the State and shall in no way alter a specification, term or condition of the solicitation.

In accordance with the Guidelines, applicants must disclose if they have applied for or received public financial assistance that reduces the project cost, including tax credits or deductions, grants, or any other public financial assistance given for the vehicles and engines listed in this application. The applicant must reduce the incremental cost of the project by the amount of any current financial incentive received. Any applicant failing to report additional funding for this project may be banned from future participation in the Carl Moyer Program and be subject to criminal sanctions.

One original plus two copies of the application packet must be signed by the applicant(s) and must be received by ARB **no later than 5:00 April 11, 2008**. Final project selection will be completed by **June 6, 2008**, and successful applicants will be notified immediately. Questions regarding the application process should be directed to Ms. Grace Garcia at (916) 323-2781.

### **CHECK LIST FOR APPLICATION ITEMS**

**Be sure the following items are included with the application submittal. Check each applicable box below to indicate inclusion of material.**

- Completed and signed application.
- Project implementation plan (see Appendix H of this multidistrict solicitation).
- Project cost documentation including vendor quotes and other substantiating data to support cost estimates provided in this application.
- Calculations of project cost-effectiveness and emission reductions (see Appendices C and E of the 2008 Carl Moyer Program Guidelines).
- Documentation from a retrofit/engine vendor stating that the equipment can be installed safely.

- ARB Executive Order Number for new engine (if Engine Certified to Alt NOx Standard) and retrofit device.
- Verification of the number of port or rail yard trips (for Goods Movement projects) such as equipment interchange receipts, driver manifests, or driver pay approval reports.

### **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:

**Table F-1  
Summary of On-Road Heavy-Duty Funding Opportunities**

<b>Vehicle Type</b>	<b>Subject to ARB Fleet Rule?</b>	<b>Limited Moyer Funding Opportunities<sup>1</sup></b>
Transport Refrigeration Units (TRU)	TRU Air Toxic Control Measure (ATCM)	Limited opportunity
Auxiliary Power Units (APU)	Idling ATCM	Limited opportunity, incremental only
Port and Drayage Trucks	Port Truck Regulation	Very limited funding opportunity Proposition 1B funding available

<sup>1</sup>*Limited 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.*

<sup>2</sup>*Proposed 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.**

**A. APPLICANT INFORMATION**

1. Company name/ Organization name/ Individual name:	
2. Business type:	
3. Contact name and title:	
4. Business mailing address and contact information:	
a. Street:	b. City/State/Zip:
c. Phone: (     )                      Ext:	d. Fax: (     )
e. E-mail:	
5. Person with contract signing authority (if different from above):	
6. How many vehicles/engines/retrofits are being applied for?	
7. Total funding amount requested in this application:	

**B. FUNDING DISCLOSURE**

1. Have any engines or vehicles listed in this application applied for or have been awarded Carl Moyer Program funding or other grants? <input type="checkbox"/> Yes <input type="checkbox"/> No
2. If "yes", complete the following for each engine or vehicle:
a. Agency applied to:
b. Date/Number of Agency Solicitation:
c. Funding Amount Requested:
d. Baseline Engine Serial Number:
e. Status of Application:

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:	b. Railcar recording mark:	
c. Container number:	d. 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. Baseline emission TRU model:
3. Baseline emission TRU model year:	4. Baseline emission TRU serial number:
5. Baseline 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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**APPLICANT CERTIFICATION**

Please initial the following **when applicable**:

1. \_\_\_\_\_ I hereby certify that all the information provided in this application, including any attachments, and the following criteria are true and correct.
2. \_\_\_\_\_ My equipment operates in more than one air district.
3. \_\_\_\_\_ If selected I will follow the project implementation plan that I submitted with the application.
4. \_\_\_\_\_ My company is considered a small business as defined in Government Code Section 14837.
5. \_\_\_\_\_ My equipment operates in designated environmental justice areas.
6. \_\_\_\_\_ I have no outstanding air pollution OR other environmental violations/citations.
7. \_\_\_\_\_ My equipment is currently not being funded by another public funding source/grant.

ARB staff reserves the right to automatically reject/disqualify applications that contain such erroneous information, and applicants may be denied future participation in any other ARB incentive/grant programs.

Signature of Responsible Party:	Date:
Applicant Name (please print):	Date:

**Third Party Certification**

**I have completed the application, in whole or in part, on behalf of the applicant (Applicant must also sign-off the certification box above).**

Printed Name of Third Party:	Title:
Signature of Third Party:	Date:
Amount Being Paid for Application Completion in Whole or Part:	Source of funding to 3 <sup>rd</sup> party: