

**APPENDIX A**

**ON-ROAD HEAVY-DUTY VEHICLE**

**PROJECT APPLICATION**

March 10, 2006

**Carl Moyer Memorial Air Standards Attainment Program  
MULTIDISTRICT ON-ROAD HEAVY-DUTY VEHICLE PROJECT  
APPLICATION**

This application is for incentive funds to offset the incremental cost of reducing emissions from on-road heavy-duty vehicles. The following types of projects are eligible:

- Goods Movement projects: for vehicles that pick up and deliver cargo at ports or rail yards. Funding may be used for:
  - purchasing new, reduced-emission heavy-duty vehicles
  - replacing engines (engine repowers)
  - retrofitting vehicles with emission control devices
  - installing auxiliary power units (APUs) to reduce idling
- Installation of retrofit devices that reduce oxides of nitrogen (NOx) [in addition to particulate matter (PM)] for on-road heavy-duty vehicles that operate 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 January 6, 2006 Carl Moyer Program Guidelines and the 2006 Carl Moyer Program Advisories, and comply with the specific requirements of this solicitation. The 2006 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 A-2. Project implementation 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.

A pre-bid conference will be held Monday, April 3, 2006, from 1:00 p.m. to 4:00 p.m. in Training Room 1 at the Air Resources Board facility located at 1001 I Street, Sacramento, California. Applicants choosing to attend may do so in person or via conference call. The call-in number is (866) 709-8551 and the participant code is 3291241. The intent of the pre-bid conference 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 bidders

conference will be given priority. Questions may be e-mailed to Ms. Stacy Dorais at [sdorais@arb.ca.gov](mailto:sdorais@arb.ca.gov), or faxed to Ms. Dorais at (916) 322-3923. Questions may be submitted up to the close of business Wednesday, March 29, 2006. The questions and answers will be posted on the ARB website no later than Thursday, April 6, 2006. Questions will not be answered before or after the pre-bid conference. 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.

A background check on each vehicle will be made to determine if there are any outstanding fines from snap-acceleration test violations. If the vehicle does have outstanding fines, funding will be withheld until the owner provides proof that the fines have been paid. If the project is a retrofit, the problem that warranted the fine must be corrected and the owner must submit documentation showing how and when the problem was corrected. If a participating diesel engine is required to have a software upgrade (i.e., chip reflash), the upgrade must be completed (and the proper sticker applied to the engine) before funding may be received

Final project selection will be completed by June 16, 2006 and successful applicants will be notified immediately. Questions regarding the application process should be directed to Ms. Stacey Dorais at (916) 322-2383.

### **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.
- 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 Appendix D of Carl Moyer Program Guidelines).
- 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 2006 Carl Moyer Program Guidelines and the 2006 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 \$14,300 per weighed ton of NOx + ROG + twenty times combustion PM10 reduced, calculated in accordance with the cost-effectiveness methodology discussed in the Guidelines.
- 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 operation take place in California.
- All engines in new vehicle purchases and repower projects must be certified by the ARB for sale in California and must comply with durability and warranty requirements.
- All aftermarket emission controls (retrofits) must be verified by ARB.

**Funding Disclosure**

Have any engines or vehicles listed in this application been awarded funding from another public agency or are any being considered for funding?

- Yes
- No

If “yes”, complete the following for each engine or vehicle:

Agency applied to \_\_\_\_\_  
Date/Number of Agency Solicitation \_\_\_\_\_  
Funding Amount Requested \_\_\_\_\_  
Old Engine Serial Number \_\_\_\_\_  
Status \_\_\_\_\_

**ON-ROAD HEAVY-DUTY TRUCK APPLICATION**

**Please print clearly or type all information on this application and on all attachments.**

**A. APPLICANT INFORMATION**

1. Company name/ Organization name/ Individual name:		
2. Business type:		
3. Contact name and title:		
4. Person with contract signing authority (if different from above):		
5. Business mailing address and contact information:		
Street:		
City:	State:	Zip code:
Phone: (    )	Fax: (    )	
E-mail:		
6. Project address (if different from above):		
7. How many engines are being applied for?		

**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 Being Paid for Application Completion in Whole or Part:	Source of funding to 3 <sup>rd</sup> party:

**For each engine or vehicle, please complete sections B and C and D, E, or F (as appropriate).**

**B. BASELINE VEHICLE INFORMATION**

1. Vehicle type:		
2a. Vehicle Identification Number (VIN):		
b. Vehicle Make:	c. Model:	d. Year:
3a. Vehicle GVWR:		b. Vehicle License Plate Number:
4. Registered Owner:		
5a. Department of Transportation Number (if interstate):		
b. California Highway Patrol CA Number (if applicable):		
6a. Fuel Type Main Engine:		b. Fuel Type Auxiliary Engine:
7. New Vehicle/Equipment Vendor:		

**C. ACTIVITY INFORMATION**

1. Total Annual Miles Traveled or Gallons of Fuel Used (specify):		
2. Percent Operation in California:		
3. List counties in California in which the vehicle operates and percent of operation in each:		
4. Project Life:		
5. <i>(For Goods Movement projects)</i> Ports or rail yards served by the vehicle, number of trips to each facility, and average number of round-trip miles traveled per trip (provide separate listing if more room is needed):		
<i>Port or Rail Yard</i>	<i>Annual Trips</i>	<i>Average VMT</i>

**D. NEW VEHICLE PURCHASE PROJECTS**

1a. Engine Make:	b. Engine Model:	c. Engine Year:
d. Engine Serial Number (if available):		
2. ARB Certification Executive Order (if Engine is Certified to Alt. Nox Standard:		
3. Fuel Type of New Engine:		
4. New Vehicle Cost:		
5. Baseline Cost		
<b>If the new vehicle has an auxiliary engine, complete the following.</b>		
<b><u>Auxiliary Engine</u></b>		
6a. Make:	b. Model:	
c. Year:	d. Serial Number:	
e. Horsepower:	f. Tier:	
g. Fuel:	h. Engine family (if applicable):	

**E. REPOWER PROJECTS**

<b>1. <u>Baseline Main Engine</u></b>		
a. Engine Family:	b. Engine Make:	c. Engine Model:
d. Engine Year:		e. Engine Serial Number:
f. Fuel Type:	2. Baseline Main Engine Rebuild Cost:	
<b>3. <u>Reduced Emission Main Engine</u></b>		
a. Engine Family:	b. Engine Make:	
c. Engine Model:	d. Engine Year:	
e. Engine Serial Number (if available):	f. Fuel Type:	
4. ARB Executive Order Number (if Engine Certified to Alt NOx Standard):		
5a. Reduced Emission Main Engine Cost:	b. Main Engine Installation Cost:	
<b>6. <u>Baseline Auxiliary Engine</u></b>		
a. Engine Family:	b. Engine Make:	
c. Engine Model:	d. Engine Year:	
e. Horsepower:	f. Engine Serial Number (if available):	
g. Tier:	h. Fuel Type	
i. Baseline Aux. Engine Rebuild Cost:		
<b>7. <u>Reduced Emission Auxiliary Engine</u></b>		
a. Engine Family:	b. Engine Make:	
c. Engine Model:	d. Engine Year:	
e. Horsepower:	f. Engine Serial Number (if available):	
g. Tier:	h. Fuel Type	
i. Reduced Emission Engine Cost:	j. Auxiliary Engine Installation Cost:	



**F. RETROFIT PROJECTS**

1a. Engine Family:	b. Engine Make:	c. Engine Model:
d. Engine Year:	e. Tier (if auxiliary engine):	
f. Engine Serial Number:		
2. Retrofit Device Make:		
3. ARB-verified Retrofit Device Name:		
4. Retrofit Device ARB Executive Order:		
5. Retrofit Device Serial Number (if available):		
6. Verification Level: <input type="checkbox"/> LEVEL 1 <input type="checkbox"/> LEVEL 2 <input type="checkbox"/> LEVEL 3		
7a. ARB-Verified NOx Reduction (%):		
b. ARB-Verified PM Reduction (%):		
c. ARB – Verified ROG Reduction (%):		
8. Retrofit Device Cost:		
9. Cost of Retrofit Installation:		
10. Cost of Retrofit Maintenance for Project Life (if known):		