

BOARD MEETING DATE: March 1, 2013

AGENDA NO. 5

PROPOSAL: Adopt Resolution Recognizing Funds and Accepting Terms and Conditions for FY 2012-13 Carl Moyer Program Award, Issue Carl Moyer Program Announcement for FY 2012-13 and Execute Contract

SYNOPSIS: This action is to adopt a resolution recognizing \$23,161,486 in Carl Moyer Program grant awards from CARB under SB 1107 with its terms and conditions for FY 2012-13, and to approve the release of a Program Announcement to provide incentive funding for low-emitting on- and off-road vehicles and equipment for the FY 2012-13 "Year 15" Carl Moyer Program. This action is also to execute a contract under the Carl Moyer Program due to change of ownership for the unchanged amount of \$444,050 from the Carl Moyer Program SB 1107 Fund (32).

COMMITTEE: Technology, February 15, 2012; Recommended for Approval

RECOMMENDED ACTIONS:

1. Adopt the attached resolution accepting the terms and conditions of the FY 2012-13 Carl Moyer Grant award and recognize upon receipt up to \$23,161,486 from CARB in the Carl Moyer Program SB 1107 Fund (32);
2. Approve issuance of Program Announcement PA #2013-04 to solicit projects for the FY 2012-13 "Year 15" Carl Moyer Memorial Air Quality Standards Attainment Program; and
3. Authorize the Chairman to execute a contract with Ocean Angel VI, LLC, for the repower of one main and three auxiliary engines of a marine vessel that was originally approved for Southern California Bait Company, but has gone through change of ownership for the unchanged award amount of \$444,050 from the Carl Moyer Program SB 1107 Fund (32).

Barry R. Wallerstein, D.Env.
Executive Officer

Background

The Carl Moyer Memorial Air Quality Standards Attainment Program (CMP) provides funds on an incentive basis for the incremental cost of purchasing cleaner than required engines and equipment. Eligible projects include cleaner on- and off-road vehicles, marines, locomotives, shore power units and other electrification of cargo handling equipment.

This is the 15th year of the CMP and the 9th year of the program with funding from SB 1107 and AB 923. CARB has allocated \$23,161,486 to the SCAQMD under SB 1107 for implementation of the FY 2012-13 CMP. Of this amount, \$1,158,074 is designated for administrative and outreach efforts and \$22,003,412 for project funding. In addition, \$3,474,223 is required from the SCAQMD as its local match funding, which will be provided from the AB 923 funds.

Proposal

Staff recommends that the Board adopt the attached resolution accepting the terms and conditions of the FY 2012-13 Carl Moyer Grant award and recognize upon receipt up to \$23,161,486 from CARB in the Carl Moyer Program SB 1107 Fund (32).

Staff also recommends that the Board approve the issuance of Program Announcement PA #2013-04, for approximately \$26.6 million from the Carl Moyer Program Fund. If additional funds become available by the time of award approval, more projects will be awarded up to the total amount of funds available. A detailed account of available funds from the “Year 15” Carl Moyer Program Fund, including earned interest and the split between the SB 1107 and the AB 923 funds will be outlined at the time of award recommendations.

This Program Announcement is issued based on the current program guidelines approved by CARB on April 28, 2011. Table 1 in the attachment outlines the proposed minimum funding allocations and the maximum allowed cost-effectiveness requirements for each category and subcategory. The proposed Program Announcement will solicit projects for on- and off-road vehicles and equipment, including projects subject to case-by-case approvals by CARB. Proposals are also being solicited for locomotives, marine and port applications, and other vehicles and equipment. As in previous years, SCAQMD will only fund diesel-to-diesel applications when alternative fuel engines/vehicles are not commercially available or certified by CARB except for emergency vehicles. Approval of emergency vehicle applications will be on a case-by-case basis. The projects would need to meet the cost-effectiveness and all the other requirements of the program. Proposals for all categories will be due by 1:00 pm on Tuesday, June 4, 2013. Staff expects to finalize the review and evaluation of the proposals and recommend awards for Board approval in the September and October 2013 Board meetings. The Carl Moyer Program Announcement is attached.

Southern California Bait Company was approved for the repower of one main and three auxiliary engines of a marine vessel in the amount of \$444,050 as part of the “Year 13” Carl Moyer Program. After execution of the contract, the marine vessel went through a change of ownership. The new owner, Ocean Angel VI, LLC, has agreed to comply with all the requirements of the original contract that was executed with Southern California Bait Company. Thus, staff recommends the Board’s approval to execute a contract with Ocean Angel VI, LLC, for the repower of one main and three auxiliary engines of a marine vessel for the unchanged award amount of \$444,050 from the Carl Moyer Program SB 1107 Fund (32).

Program Guidelines

At its July 8, 2005 meeting, the Board approved a long-term Program Guideline for the implementation of the Carl Moyer Program in the South Coast Air Basin with continuous funding from SB 1107 and AB 923 until 2015. The proposed funding distribution for different equipment categories is made in this Board letter according to the criteria outlined in that Guideline with emphasis on the following priorities in order to achieve the highest emission reductions:

- Goods Movement (40 percent allocation)
- Environmental Justice (50 percent allocation)
- Cost-Effectiveness
- Low Emission Engine / Vehicle Preference
- Early Commercialization of Advanced Technologies/Fuels
- Fleet Rules
- School Buses

Funding Distribution

The CMP guidelines include the requirement that at least 50% of the program funds must be spent in disproportionately impacted areas. At least half the funding allocated under SB 1107 and collected under AB 923 will be awarded to projects located in disproportionately impacted areas. It has been the policy of the SCAQMD to allocate at least 50% of all funding available in the CMP, including roll-over funding from previous years and turn-back funds, to disproportionately impacted areas.

Disproportionately Impacted Areas Point Ranking

The requirements of the CMP will be implemented according to the following criteria.

- 1) All projects must qualify for the Carl Moyer Program by meeting the cost-effectiveness limits established in the Program Announcement.
- 2) All projects will be evaluated according to the following criteria to qualify for funding as a disproportionately impacted area:
 - a) Poverty Level: All projects in areas where at least 10 percent of the population falls below the federal poverty level based on the year 2000 census data are eligible to be included in this category, and

- b) PM2.5 Exposure: All projects in areas with the highest 15 percent of PM2.5 concentration measured within a 2 km grid will be eligible to be ranked in this category. The highest 15 percent of PM2.5 concentration is 19.01 micrograms per cubic meter and above, on an annual average, or
- c) Air Toxics Exposure: All projects in areas with a cancer risk of 865 in a million and above (based on Mates III estimates) will be eligible to be ranked in this category.

The maximum score will be comprised of 40 percent for poverty level and 30 percent each for PM and toxic exposures. Special circumstances exist in some areas, such as the Ports of Long Beach and Los Angeles. Since there are no residents within the ports, poverty ranking could not be established. In this case, the poverty ranking from the adjacent on-shore areas was extended to the port since these populated areas are directly impacted by port activities.

Outreach

In accordance with SCAQMD's Procurement Policy and Procedure, a public notice advertising the RFP/RFQ and inviting bids will be published in the Los Angeles Times, the Orange County Register, the San Bernardino Sun, and Riverside County Press Enterprise newspapers to leverage the most cost-effective method of outreach to the South Coast Basin.

Additionally, potential bidders may be notified utilizing SCAQMD's own electronic listing of certified minority vendors. Notice of the RFP/RFQ will be e-mailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on the Internet at SCAQMD's website (<http://www.aqmd.gov> where it can be viewed by making menu selections "Inside AQMD"/"Employment and Business Opportunities"/"Business Opportunities" or by going directly to <http://www.aqmd.gov/rfp/index.html>). Information is also available on AQMD's bidder's 24-hour telephone message line (909) 396-2724.

Benefits to SCAQMD

The SCAQMD has supported a number of activities directed to the advancement of new technologies and commercialization of low-emission alternative fuel technologies. The successful implementation of the Carl Moyer Program is a direct result of these Technology Advancement activities. The vehicles and equipment funded under this Program Announcement will operate many years, providing long-term emissions reductions.

Resource Impacts

Total amount of funding for the repower of a marine vessel shall not exceed the unchanged amount of \$444,050 from the Carl Moyer Program SB 1107 Fund (32), that

was originally approved on October 7, 2011, but is considered again due to change of ownership.

Attachments

1. A Resolution of the South Coast Air Quality Management District Board Recognizing Funds and Accepting the Terms and Conditions of the 2012-13 Carl Moyer Grant Award
2. Table 1: Proposed Funding
3. Program Announcement PA #2013-04

RESOLUTION NO. 13-XXX

**A Resolution of the South Coast Air Quality Management District Board
Recognizing Funds and Accepting the Terms and Conditions of the
FY 2012-13 Carl Moyer Grant Award**

WHEREAS, under Health & Safety Code §40400 et seq. the South Coast Air Quality Management District (SCAQMD) is the local agency with the primary responsibility for the development, implementation, monitoring and enforcement of air pollution control strategies, clean fuels programs and motor vehicle use reduction measures; and

WHEREAS, the SCAQMD is authorized by Health & Safety Code §§40402, 40440, and 40448.5 to implement programs to reduce transportation emissions, including programs to encourage the use of alternative fuels and low-emission vehicles; and to develop and implement other strategies and measures to reduce air contaminants and achieve the state and federal air quality standards; and

WHEREAS, the Board has adopted several programs to reduce emissions from on-road and off-road vehicles, as well as emissions from other equipment, including the School Bus Incentive Program and the Carl Moyer Program; and

WHEREAS, the South Coast Air Quality Management District is designated as an extreme non-attainment area for ozone and as such is required to utilize all feasible means to meet national ambient air quality standards.

THEREFORE, BE IT RESOLVED that the Board of the South Coast Air Quality Management District, State of California, in regular session assembled on March 1, 2013, does hereby accept the terms and conditions of the 2012-13 (year 15) Carl Moyer Program grant award and recognizes up to \$23,161,486 in SB 1107 funds.

BE IT FURTHER RESOLVED that the Executive Officer is authorized and directed to take all steps necessary to carry out this Resolution.

Date

Clerk of the Board

**Table 1
Proposed Funding**

Category	Minimum Amount ¹ (\$ millions)
ON-ROAD	
(A) Vehicles ² (Including Emergency Vehicles)	5.0
OFF-ROAD	
(A) Marine/Shore Power	7.0
(B) Construction (Small and medium fleets only) ³	4.6
(C) Locomotives	5.0
(D) Cargo Handling Equipment (Electrification only)	<u>5.0</u>
	26.6

¹ *In case of oversubscription in these categories, greater funding may be recommended.*

² *Due to the California Air Resources Board's 2010 New Diesel Engine Emission Standards (0.20 g/bhp-hr NOx and 0.01 g/bhp-hr PM) that took effect on January 1, 2010, on-road new purchase projects are limited exclusively to zero-emission technologies that still result in generating surplus emission reductions*

³ *Large fleets should apply to the SOON Program.*

<http://aqmd.gov/tao/implementation/soonprogram.htm>

**2013
CARL MOYER MEMORIAL
AIR QUALITY STANDARDS ATTAINMENT PROGRAM
PROGRAM ANNOUNCEMENT
“Year 15”**

**SCAQMD PROGRAM ANNOUNCEMENT
PA #2013-04**

The South Coast Air Quality Management District (SCAQMD) is seeking project applications for the following purpose according to terms and conditions attached. In the preparation of this Program Announcement (PA) the words “Proposer,” “Applicant,” “Contractor,” and “Consultant” are used interchangeably.

SECTION I – OVERVIEW

PURPOSE

The SCAQMD is seeking applications for the 2013 Carl Moyer Memorial Air Quality Standards Attainment Program (CMP), referred to as “Year 15”.

Funding for this PA will be approximately \$26.6 million, from the CMP Fund.

The purpose of the CMP is to achieve near-term emission reductions of nitrogen oxides (NO_x), particulate matter (PM₁₀) and Reactive Organic Gases (ROG) from heavy- and medium-duty vehicles and equipment operating in California as early and as cost-effectively as possible. The CMP provides financial incentives to assist in the purchase of low-emission heavy- and medium-duty engine technologies to achieve emission reductions that are real, surplus, and quantifiable.

This Program Announcement (PA) was prepared based on the Approved Revision of the Carl Moyer Program (CMP) Guidelines dated April 28, 2011 which is available on-line at: www.arb.ca.gov/msprog/moyer/guidelines/current.htm.

All applications will be evaluated based on criteria set forth in this PA, the CMP Guidelines, and all subsequent updates and modifications/advisories; up to date CMP information may be obtained at Carl Moyer Program web page at www.arb.ca.gov/msprog/moyer/moyer.htm.

INTRODUCTION

CMP funding is provided via two legislative bills, SB 1107 and AB 923. SB 1107 provides approximately \$61 million a year in statewide funding, and AB 923 permits air districts in designated non-attainment areas to collect an additional two dollars in vehicle registration fees to expend on programs to reduce emissions from vehicular sources and off-road. A resolution approving such fees was adopted by the SCAQMD Board on December 3, 2004.

FUNDING CATEGORIES

The specific project categories identified for funding under the SCAQMD's 2013 CMP solicitation are:

- On-Road Heavy-Duty Vehicle projects must generate surplus emission reductions. Therefore, all vehicles subject to CARB's Fleet Rules, including but not limited to the Statewide Truck & Bus Regulation, Solid Waste Collection Vehicle Rule, Public Agencies & Utilities Fleet Rule, and Drayage Truck Regulation, significantly reduce if not eliminate, funding opportunities. **The remaining funding opportunities apply exclusively to emergency vehicles and to fleets of 10 or fewer vehicles.**
- Off-Road Heavy-Duty Equipment/Engines, including but not limited to, construction equipment, marine engines, shore power, locomotives, agricultural tractors, zero-emission rubber-tired gantry (RTG) crane and other cargo handling equipment.

Refer to Table 3 for links to CARB's fleet rule web sites that provide detailed information on compliance with these regulations.

GENERAL PROGRAM INFORMATION

All project awards shall not exceed the maximum cost-effectiveness limit of \$17,080 per ton of weighted emissions reduced unless revised by CARB prior to SCAQMD awards. All projects must meet the criteria stated in this PA, its Appendices and the CMP Guidelines. Cost-effectiveness is based on NO_x, ROG and PM reductions. Project cost-effectiveness is calculated according to the following formula:

$$\frac{\text{Annualized Cost (\$/year)}}{[\text{NO}_x \text{ reductions} + 20(\text{combustion PM}_{10} \text{ reductions}) + \text{ROG reductions}] \text{ (tons/year)}}$$

All projects must be operational within eighteen (18) months of contract execution or by May 31, 2015, whichever is earlier. Some projects may have earlier in-service operation date requirements, if they are subject to CARB regulations.

It is the applicant's responsibility to ensure that the most current information and requirements are reflected in a submitted application. Applicants should check the CARB website for updates and advisories to the guidelines. (www.arb.ca.gov/msprog/moyer/moyer.htm).

In cases of conflict between CARB guidelines and SCAQMD criteria, the more stringent criteria will prevail. SCAQMD will post any new information and requirements on its CMP web page at (http://www.aqmd.gov/tao/implementation/carl_moyer_program_2001.html).

Projects subject to CARB regulations, must submit a copy of the most recent CARB compliance report(s) or other documentation that provides SCAQMD with clear understanding of the applicant's fleet rule compliance status.

All emission reductions resulting from funded projects will be retired by the SCAQMD. To avoid double counting of emission reductions, project vehicles and/or equipment may not receive

funding from any other government grant program that is designed to reduce mobile source emissions. These programs include, but are not limited to:

- Proposition 1B Bond program
- All Mobile Source Air Pollution Reduction Review Committee (MSRC) Programs
- All CARB Emission Reduction Credit Programs
- State of California School Bus Program
- SCAQMD Lower-Emissions School Bus Replacement Program
- SCAQMD Rule 2202 Air Quality Investment Program
- SCAQMD RECLAIM Air Quality Investment Program for NOx
- Emission credit programs encompassed in the SCAQMD Rule 1600-series and 1309.1
- AB118 funding program

ELIGIBILITY INFORMATION

Emission reductions obtained through Carl Moyer Program projects must not be required by any federal, state or local regulation, memorandum of agreement/understanding, settlement agreement, mitigation requirement, or other legal mandate.

Engines operating under a regulatory compliance extension granted by ARB, an air district, or the United States Environmental Protection Agency (U.S. EPA) are not eligible for funding.

A grant recipient subject to an in-use regulation may be eligible to receive CMP funding if the applicant has met all compliance requirements of applicable regulations. Documentation of regulatory compliance must be provided by applicants to air districts at the time of pre-inspection.

Key program requirements for on- and off-road equipment categories are highlighted below, however applicants are responsible for consulting the CMP guidelines for additional program limitations/requirements.

ON-ROAD VEHICLES

All on-road projects must generate surplus emission reductions. Therefore, all vehicles subject to CARB's Fleet Rules, including but not limited to the Statewide Truck & Bus Regulation, Solid Waste Collection Vehicle Rule, Public Agencies & Utilities Fleet Rule, and Drayage Truck Regulation, significantly reduce if not eliminate funding opportunities. **The remaining funding opportunities discussed below apply exclusively to emergency vehicles and fleets of 10 or fewer vehicles.**

The proposed engine for each on-road project must be consistent with the "Intended Service Class" per the Executive Order (medium-heavy duty (MHD) Intended Service Class engines cannot be used for projects which have the heavy-heavy duty (HHD) vehicle classifications).

Emergency Vehicles

Eligible emergency vehicle projects are those in which a new or used replacement vehicle with an engine meeting the current model year California emission standard replaces an older, more polluting emergency vehicle. The older, replaced vehicle must be destroyed.

A fire truck reuse option is also available on a case-by-case basis. The fire truck reuse option allows fire departments to give away the existing old vehicle and destroy another older vehicle in its place. Additional requirements should be reviewed and understood at http://www.arb.ca.gov/msprog/moyer/guidelines/2011gl/2011cmp_chp6_4_28_11.pdf

New Purchase

Due to ARB's 2010 New Diesel Engine Emission Standards (0.20 g/bhp-hr NOx and 0.01 g/bhp-hr PM) that took effect on January 1, 2010, on-road new purchase projects are limited exclusively to zero-emission technologies, which would generate minimal surplus emission reductions, resulting in very nominal funding amounts.

Repowers

A replacement engine for a repower project must be an ARB-certified engine meeting emissions levels of 0.50 g/bhp-hr NOx and 0.01 g/bhp-hr PM or lower. Repowers with replacement family emission limit (FEL) engines that meet these emissions levels must be based on emission factors for model year 2007-2009 engines.

Due to technological constraints presented with the limited feasibility of newer engines with advanced emissions control equipment fitting into an older vehicle chassis, single vehicle repower projects are not eligible for Moyer funding. However, the economics of repower projects involving a large quantity of the same chassis and engine combination may allow compliance with the engine manufacturer quality assurance process that is equivalent to an OEM package. In these cases, a prototype vehicle is thoroughly reviewed and tested to ensure that the installation meets OEM requirements, and the successful prototype installation is then replicated in other vehicles with the same chassis and engine combination. While the prototype evaluation (with documented OEM approval) is not eligible for CMP funding, projects to replicate the identical chassis and engine combination will be considered on a case-by-case basis.

Retrofit/Replacement

Please refer to the On-Road Voucher Incentive Program (VIP) to explore funding opportunities for replacement and retrofit funding at <http://www.arb.ca.gov/msprog/moyer/voucher/voucher.htm>

OFF-ROAD EQUIPMENT

Propulsion engines greater than 25 horsepower on mobile off-road equipment are eligible for CMP funding, with limitations. Off-road heavy-duty equipment/engines include, but are not limited to, construction equipment, agricultural tractors, marine engines, shore power and locomotive equipment.

Construction

Fleets must be in compliance with ARB's In-Use Off-Road Diesel Vehicle Regulation (Off-Road Regulation) in order to be eligible for funding. Applicants must submit information regarding fleet size and compliance status. This must include the Diesel Off-Road On-line Reporting System (DOORS) ID of the fleet and the DOORS Equipment Identification Number (EIN) of the

funded equipment. All documentation submitted must be signed and dated by the applicant and include language certifying that the fleet list provided is accurate and complete. Off-road projects fall into three distinct categories: 1) repower with an emission-certified engine, 2) retrofit with a verified-diesel emission control strategy (VDECS), and 3) replacement by a vehicle with an engine certified as meeting the current off-road emission standards.

Engine Repower

Engine repowers are commonly diesel-to-diesel repowers and significant NOx and PM benefits are achieved due to the higher emission levels of the engine being replaced. Funding is not available for projects where a spark-ignition engine (i.e., natural gas, gasoline, etc.) is replaced with a diesel engine.

Retrofit Purchase

Retrofit is the installation of an ARB-verified diesel emission control device on an existing engine. Examples include, but are not limited to, particulate filters and diesel oxidation catalysts. Retrofit projects that control PM must use the highest level technically feasible technology available for the equipment being retrofitted, which is defined as a device that achieves the highest level of PM reductions (Level 3 - 85 percent) and the highest level of NOx reductions.

New Purchase/Replacement

Fleets may apply for replacement in lieu of repowering their vehicle, where a new or used replacement equipment with an engine certified to the current emission standard or Tier is purchased to replace the existing equipment (which will be scrapped). New equipment purchase project eligibility requires case-by-case approval by ARB.

Cargo Handling Equipment (CHE) Electrification

Cargo handling equipment fleets must be fully compliant with ARB's Regulation for Cargo Handling Equipment at Ports and Intermodal Rail Yards in order to be eligible for CMP funding. Applicants must provide a copy of their most recent ARB Compliance Plan to document compliance with the regulation.

Existing diesel-powered rubber-tired gantry (RTG) cranes or diesel-powered CHE (i.e., yard trucks, etc.) operating at a seaport or intermodal railyard in a trade corridor are eligible for CMP funding to offset costs to electrify this equipment. Projects utilizing regulatory extensions are not eligible for funding.

CHE Electrification – RTG Cranes

The CMP allows funding to upgrade existing diesel-powered RTG cranes with a zero-emission power system. Eligible costs may include the purchase of a new crane or installation of a zero-emission engine, necessary parts for an existing RTG crane including directly related vehicle modifications, and infrastructure to supply electrical power, utility construction, and costs associated with increasing the capacity of electrical power to the crane. Ineligible costs include design, engineering, consulting, environmental review, legal fees, permits, licenses and associated fees, taxes, metered costs, insurance, operation, maintenance, and repair. Projects are evaluated on a case-by-case basis.

CHE Electrification – Other

The CMP allows partial funding of up to 50 percent of the eligible cost or \$50,000/unit, whichever is less, to replace an existing CHE with a zero-emission propulsion system. Eligible costs may include the purchase of a zero-emission yard truck. Ineligible costs include license, registration, taxes (other than federal excise and sales tax), insurance, operation, maintenance, and repair. Projects are evaluated on a case-by-case basis.

Marine/Shore Power

Marine vessel project types include engine repower, engine retrofit, new purchase and shore power. Each category is summarized below.

Marine Engine Repower

Limited CMP funding opportunities remain for vessel engines subject to the in-use compliance requirements of ARB's Commercial Harbor Craft (CHC) regulation, since the repower must be completed at least three (3) years prior to the vessel's regulatory in-use compliance date. Based on the vessel's operation, the newer engine's emissions must be surplus to the currently required United States Environmental Protection Agency (U.S. EPA) marine engine emission standard (i.e., Tier 2 or cleaner). Remanufacture kits, which are comprised of engine component parts that, when installed, reduce the engine's emissions, are subject to the same requirements as engine repower projects.

Marine Engine Retrofit Devices

The installation of an ARB verified diesel emission control strategy (VDECS) will be considered by CARB for CMP funding on a case-by-case basis.

Marine Vessel - New Purchase

New marine vessels with propulsion and auxiliary engines certified to be at least 30 percent cleaner than the applicable oxides of nitrogen (NOx) emission standard are eligible for CMP funding on a case-by-case basis.

Shore Power Projects

Shore power projects are eligible only if applicants submit their ARB-approved Initial Terminal Plan with their application to document¹ compliance with ARB's Shore Power regulation and that the proposed project provides emissions reductions that are surplus to regulatory requirements. Projects not subject to the Shore Power regulation are also eligible to apply.

All subsequent project reports to air districts must include any new or updated Terminal Plans in order to evaluate compliance with the project contract.

For shore power projects that demonstrate eligibility, up to 50 percent of the total cost of a shore-side transformer and other equipment between the vessel and shore-side transformer at the port or terminal is eligible for CMP funding. Any costs directly related and necessary to the installation of the eligible equipment may reasonably be included in the total cost, such as labor for installation, and costs of site preparation. Design and engineering costs associated with the

¹ Note that shore power project contracts will require that all subsequent project reports to SCAQMD must include any new or updated Terminal Plans in order to evaluate compliance with the project contract.

transformer and other eligible equipment between the vessel and transformer are considered professional labor costs required to complete the installation and are eligible for funding.

Up to 100 percent of necessary vessel (non-transformer) retrofit costs, specifically required to allow the vessel to plug into shore-side power, are eligible for CMP funding. Up to 50 percent of any necessary transformer costs on board the vessel are eligible for CMP funding.

Ineligible costs include modifications or enhancements made to the shore-side electrical infrastructure needed to bring power to the terminal. Other ineligible shore power costs consist of barge or other acquisitions and modification for a portable system, design, construction or metered costs, insurance, operation, maintenance and repair.

Locomotives

In the SCAQMD, all new locomotives and replacement engines must be certified to Tier 4 standards to be eligible for CMP funding.

Class 3 freight railroads and passenger railroads are not subject to any ARB fleet regulations and are therefore eligible for CMP funding. There are five types of locomotive projects that are eligible for Carl Moyer Program funding:

1. Alternative technology switcher (or other cleaner-than-required new locomotive)
2. Idle limiting device (ILD)
3. U.S. EPA certified engine remanufacture kit or repower/refurbishment
4. ARB verified retrofit
5. Head end power unit (HEP) (apply as an off-road engine project)

Refer to the CMP guidelines for additional information regarding these project types.

Locomotive project activity must be based upon fuel consumption.

All locomotive projects receiving more than \$50,000 per locomotive in Carl Moyer Program funds must include the purchase and installation of an ILD if the locomotive is not already equipped with such a device and installation is technically feasible.

DEFINITIONS

Alternative Fuel

Alternative fuels include compressed natural gas (CNG), liquefied natural gas (LNG), methanol, ethanol, propane (LPG), and electric technologies. Experimental technologies and fuels will be referred to CARB for evaluation and possible eligibility in the program.

Repower

Vehicle repower refers to replacing an existing engine in an existing vehicle with a newer engine certified to lower emission standards. The replacement engine must be certified for sale in California to a NOx emission standard that is at least 15 percent lower than the original NOx certification level for the engine being replaced. Diesel-to-alternative fuel repowers are eligible

for all categories. Diesel-to-diesel repowers will only be considered in the off-road and on-road emergency vehicles categories.

Retrofit

Add-on after-treatment emissions reduction devices are considered retrofits. The retrofit kit must be CARB-verified to achieve specific emission reductions. CARB guidance requires the applicant to select the highest level technology certified for that engine that provides the most emission reductions. For many projects, this includes a diesel emission control device that reduces both PM and NOx emissions. In order to be eligible for CMP funding, the retrofit device must be verified for the specific engine family found on the equipment and achieve the highest level emission reductions when compared to other verified retrofit devices. If a specific device reduces both NOx and PM but the PM reduction from a retrofit is required by a regulation, only the NOx reduction may be eligible for funding.

IMPORTANT PROGRAM INFORMATION

- Applicants **must** provide vendor quotes with their application to document the cost of the low-emission vehicle/equipment project. Applicants may be awarded up to the designated percentage of total cost for the specified type of project (new purchase, repower and/or retrofit). Eligible costs include installation labor and sales tax; however, the total award may not exceed the maximum cost-effectiveness for the equipment/vehicle category. **All quotes must have been obtained within 90 days of application submittal.**
- A number of the CARB fleet rules and air quality regulations have reduced or eliminated CMP eligibility. Compliance with existing air quality regulations is a pre-requisite for CMP funding. Only emissions reductions in excess of a regulatory requirement can be considered for CMP funding. If applicants are applying for CMP funds to reduce emissions before the required compliance date (i.e., early reductions), the equipment must demonstrate sufficient years of operation before the regulatory compliance deadline. Applicants are responsible for ensuring that they are in full compliance with all applicable regulations and that vehicles/equipment requests under the CMP provide surplus emissions reductions. As noted earlier, applicants must provide documentation of their regulatory compliance status.
- Any tax obligation associated with the award is the responsibility of the grantee.
- All projects must be operational within eighteen (18) months of contract execution or May 20, 2015, whichever is earlier.
- All project invoices must be submitted for payment no later than May 20, 2015. Projects which have not invoiced by this date may forfeit their funding.
- The highest level verified diesel emissions control system (VDECS) available is required as part of any retrofit project and may be required for some repower projects. The cost of the VDECS equipment and installation may be included in the CMP grant request. It is

the responsibility of the applicant to determine the applicability of this requirement, and if required, to include quotes for this equipment in their application. Projects that require the additional VDECS that do not have cost and system specification information may not be evaluated by SCAQMD staff.

- No third party contracts will be executed.
- Pre- and post-inspection of all vehicles/engines/equipment approved for funding will be conducted, as required. Applicants must make all equipment locally available for inspections unless specified during contract preparation. Documentation of compliance with existing regulatory requirements is required at the time of pre-inspection.
- Destruction of the engine and/or equipment being replaced is required for repower or replacement projects.
- Emissions reduction calculations must use hour-based (off-road) or mileage-based (on-road) equipment activity. Fuel-based activity may be used if documentation of previous fuel usage and mileage records demonstrates at least 30% better cost-effectiveness.
- If using the fuel based formula, usage must be based on two years of historical fuel usage documentation submitted with the application and specific to the equipment for which funding is requested. Documentation may include fuel logs, purchase receipts, business logs, ledger entries, etc.

PROGRAM ADMINISTRATION

The CMP will be administered locally by the SCAQMD through the Science and Technology Advancement office.

Funding category allocations are provided below in Table 1. The SCAQMD reserves the right to reallocate the funds to another category or subcategory. Additionally, the SCAQMD reserves the right to partially fund a project.

All qualified applications submitted for each category/subcategory will be evaluated for disproportional impacts (discussed in Section IV) and ranked by emission reduction cost-effectiveness.

Table 1: Proposed Funding and Cost-Effectiveness Limits

Category	Minimum Amount¹ (\$ millions)	Cost-Effectiveness \$/ton
ON-ROAD		
(A) Vehicles ² (Including Emergency Vehicle)	5.0	17,080
OFF-ROAD		
(A) Marine/Shore Power	7.0	17,080
(B) Construction	4.6	17,080
(C) Locomotives	5.0	17,080
(D) Cargo Handling Equipment (Electrification only)	<u>5.0</u>	17,080
	26.6	

¹ *In case of oversubscription in these categories, greater funding may be recommended.*

² *Due to the California Air Resources Board's 2010 New Diesel Engine Emission Standards (0.20 g/bhp-hr NOx and 0.01 g/bhp-hr PM) that took effect on January 1, 2010, on-road new purchase projects are limited exclusively to zero-emission technologies that still result in generating surplus emission reductions*

It is noteworthy that proposals for fuel and engine technologies not yet certified by CARB, or falling outside the categories specifically discussed in this PA, will be referred to CARB for determination of CMP eligibility. Please discuss these projects with SCAQMD staff prior to submittal.

SCHEDULE OF EVENTS

Issue PA #2013-04	March 1, 2013
Workshops	April – May 2013
All Applications Due by 1:00 pm	Tuesday, June 4, 2013
Awards Consideration by the Board	September - October 2013

**ALL PROPOSALS MUST BE RECEIVED AT THE SCAQMD HEADQUARTERS
NO LATER THAN 1:00 P.M. ON TUESDAY, JUNE 4, 2013**

Postmarks will not be accepted. Fax or e-mail proposals will not be accepted. Proposers may hand-deliver proposals to the SCAQMD by submitting the proposal to the SCAQMD reception desk. The proposal will be date and time-stamped and the person delivering the proposal will be given a receipt.

SCHEDULE OF CMP GENERAL WORKSHOPS:

- **Tuesday April 23, 2013 - 10 a.m. to Noon**
SCAQMD Headquarters, Room CC-2
21865 Copley Drive
Diamond Bar, CA 91765
- **Wednesday, May 1, 2013 - 2:00 to 4:00 pm**
Riverside County Administrative Center, 1st Floor, Board Room
4080 Lemon Street
Riverside, CA 92501
- **Thursday, May 7, 2013 - 10 a.m. to Noon**
SCAQMD Headquarters, Room CC-2
21865 Copley Drive
Diamond Bar, CA 91765

MARINE VESSEL/SHORE POWER/CHE ELECTRIFICATION WORKSHOP

- **Wednesday, May 8, 2013 – 10 a.m. to Noon**
Port of Los Angeles Board Room
425 South Palos Verdes Street
San Pedro, CA 90731

STATEMENT OF COMPLIANCE

Government Code Section 12990 and California Administrative Code, Title II, Division 4, Chapter 5, require employers to agree not to unlawfully discriminate against any employee or applicant because of race, religion, color, national origin, ancestry, physical handicap, medical condition, marital status, sex, or age. A statement of compliance with this clause is included in all SCAQMD contracts.

CONTACT FOR ADDITIONAL INFORMATION

Questions regarding the content or intent of this PA, procedural matters, or locations of workshops should be addressed to:

Lani Montojo
Science and Technology Advancement
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
(909) 396-2231/3252 FAX

SECTION II - WORK STATEMENT/SCHEDULE OF DELIVERABLES

Applicants must sign the Application form indicating their understanding of the requirements for submittal of additional project information to finalize a contract and that all vehicles, engines or equipment must be in operation within eighteen (18) months of contract execution or by May 20, 2015, whichever is earlier. **Unsigned applications will be deemed ineligible and may NOT be considered for funding.**

WORK STATEMENT

The scope of work involves a series of tasks and deliverables that demonstrate compliance with the requirements of the CMP as administered by CARB and the SCAQMD. The responsibility for developing detailed project plans that address the program criteria is the project applicant's. In addition, alternative fuel project applicants must discuss their plan for refueling the proposed vehicles/equipment, and if appropriate, should provide a letter of agreement from their fuel provider (see Application forms).

At a minimum, any contract for funding the proposed project must meet the following criteria:

- Provide emission reductions that are real, quantifiable, enforceable and surplus in accordance with CARB and SCAQMD guidelines.
- Meet the cost-effectiveness limits, as described in Table 1 of this PA.
- Provide at least 30 percent NO_x emission reduction for new engine/vehicle purchases and 15 percent for repowers and retrofits, compared to baseline NO_x emissions, if NO_x emission reductions are to be considered in the cost-effectiveness calculations.
- Commit that project engines or equipment operate in-service for the full project life, a minimum of three years, and at least 75 percent of annual operation must occur within the SCAQMD. Project life is the number of years used to determine the cost-effectiveness and is equal to the contract term.
- Commit that all vehicles/engines/equipment are in operation within 18 months of contract execution or by May 20, 2015 whichever is earlier.
- Provide for appropriate record-keeping during the project life (i.e., annual mileage, fuel consumption and/or hours of operation).
- Ensure that the project complies with other local, state, and federal programs, and resulting emission reductions from a specific project are not required as a mitigation measure to reduce adverse environmental impacts that are identified in an environmental document prepared in accordance with the California Environmental Quality Act or the National Environmental Policy Act.
- If requested, contractor must provide a financial statement and bank reference, or other evidence of financial ability to fulfill contract requirements.

DELIVERABLES

The contract will describe how the project will be monitored and what type of information will be included in project progress reports. At a minimum, the SCAQMD expects to receive the following reports:

1. Quarterly status reports until the vehicle or equipment purchase, repower or retrofit has been accomplished and in operation. These reports shall include a discussion of any problems encountered and how they were resolved, any changes in the schedule, and recommendations for completion of the project. These progress reports are required before payment for the purchase, repower or retrofit will be made.
2. An annual report for each year during the full contract term, or project life, which provides the annual miles or hours of operation, where the vehicle or equipment was

operated (75 percent required in-Basin), annual fuel consumption, and operational and maintenance issues encountered and how they were resolved. SCAQMD reserves the right to verify the information provided.

Reporting forms are available online at:

http://aqmd.gov/tao/implementation/carl_moyer_program.html

SECTION III - PROPOSAL SUBMITTAL REQUIREMENTS

Proposers **must** complete the appropriate application forms, which are included in the Appendices. In addition, Conflict of Interest and Project Cost information, as described below, must also be submitted with the application. It is the responsibility of the applicant to ensure that all information submitted is accurate and complete. Please note that, if recommended for an award, you will be required to submit an updated Conflict of Interest form at a later date.

CONFLICT OF INTEREST

Applicant must address any potential conflicts of interest with other clients affected by actions performed by the firm on behalf of the SCAQMD. Although the proposer will not be automatically disqualified by reason of work performed for such firms, the SCAQMD reserves the right to consider the nature and extent of such work in evaluating the proposal. Conflicts of interest will be screened on a case-by-case basis by the SCAQMD District Counsel's Office. Conflict of interest provisions of the state law, including the Political Reform Act, may apply to work performed pursuant to this contract. Please discuss potential conflicts of interest on the application form entitled "Contracting Statements".

PROJECT COST

Applicants must provide cost information that specifies the amount of funding requested and the basis for that request by attaching vendor quotes to the application. Applicants need to inform vendors of the time frame of the award process so that they can project costs to the projected order/purchase date. **Note that purchase orders may not be placed for projects awarded under this PA until after the date of award approval by the SCAQMD Governing Board. However, it is important to understand that any orders placed in advance of a fully executed contract are done so at the applicant's risk.** The CMP funds only a percentage of the cost of the low-emission technology based on the type of project. The proposed low-emission technology must be CARB-certified in most cases². No fueling infrastructure, administrative or operational costs will be funded.

All project costs must be clearly indicated in the application. In addition, applicants should be sure to include any sources of co-funding and the amount of each co-funding source in the application. **Proposers are cautioned that the project life period used in calculating emissions reductions will be used to determine the length of their data reporting obligation. In other words, a project applicant using a ten year life for the emissions reduction calculations will be required to operate and track activity for the project vehicle for the full ten years. The contract term will also be ten years.**

² Note that an experimental permit from CARB may be considered, but the project will require special CARB approval.

Proposers are not required to calculate a project's cost-effectiveness, although it is helpful to understand your project's cost-effectiveness in order to anticipate the maximum possible grant award that might be recommended. Methodologies for calculating cost-effectiveness are provided in the CARB Moyer Guidelines www.arb.ca.gov/msprog/moyer/moyer.htm.

APPLICATION SUBMISSION

All applications must be submitted according to specifications set forth herein. Failure to adhere to these specifications may be cause for rejection of the proposal without evaluation.

Staff Contact Information: SCAQMD staff contacts for each program category are listed in Table 2 below. Applicants are strongly encouraged to contact SCAQMD staff experts to discuss their project prior to submitting an application to ensure program eligibility.

Application Forms: Program application forms are provided in the Appendix. These must be completed and submitted with other required documents (i.e., Certifications and Representations, activity documentation, project quotes, etc.) discussed in the application and below.

Certifications and Representations: Consists of five forms which **must** be completed and submitted with the Application.

Due Date - The proposer shall submit four (4) complete signed copies of the application, as well as an electronic copy of the application and its supporting documents on a CD or flash drive, in a sealed envelope, plainly marked in the upper left-hand corner with the name and address of the proposer and the words "**Program Announcement PA #2013-04**". All proposals/applications shall be submitted in an environmentally friendly format: stapled, not bound, black and white print; no three-ring, spiral, or plastic binders, and no card stock or colored paper

All proposals must be received no later than **1:00 p.m., on Tuesday, June 4, 2013**. Postmarks are not accepted as proof of deadline compliance. **Faxed or e-mailed proposals will not be accepted.** Proposals must be directed to:

Procurement Unit
South Coast Air Quality Management District
21865 East Copley Drive
Diamond Bar, CA 91765

Any correction or resubmission done by the proposer will not extend the submittal due date.

Grounds for Rejection - A proposal may be immediately rejected if:

- It is not prepared in the format described
- It is not signed by an individual authorized to represent the firm
- Does not include current cost quotes, Contractor Statement Forms and other forms required in this PA.

Missing Information – Within five (5) business days of the proposal due date, SCAQMD will send letters to applicants regarding missing information. Applicants will have seven (7) days to provide any missing information requested in this letter. Any additional information requests will also have a seven (7) day response deadline.

Disposition of Proposals - The SCAQMD reserves the right to reject any or all proposals. All responses become the property of the SCAQMD. One copy of the proposal shall be retained for SCAQMD files. Additional copies and materials will be returned only if requested and at the proposer's expense.

SECTION IV - PROPOSAL EVALUATION/CONTRACTOR SELECTION CRITERIA

SCAQMD staff will evaluate all submitted proposals and make recommendations to the Governing Board for final selection of project(s) to be funded. Proposals will be evaluated on the cost-effectiveness of NOx, PM10 and ROG reduced, as well as a project's disproportional impact evaluation (discussed below). Be aware that there is a possibility that due to program priorities, cost-effectiveness and/or funding limitations, project applicants may be offered only partial funding, and not all proposals that meet cost-effectiveness criteria may be funded.

At least 50 percent of the SCAQMD's CMP funds must be spent in areas that are most significantly impacted by air pollution and are low income or communities of color, or both (i.e., receive a disproportionate impact from air pollution). CARB issued broad goals and left the details of how to implement this requirement to each air agency. SCAQMD uses the following method to meet these requirements.

1. All projects must qualify for the CMP by meeting the cost-effectiveness limits established in the PA, Table 1.
2. All projects will be evaluated according to the following criteria to qualify for disproportionate impact funding:
 - a) Poverty Level: All projects in areas where at least 10 percent of the population falls below the Federal poverty level based on the year 2000 census data are eligible to be included in this category, and
 - b) PM 2.5 Exposure: All projects in areas with the highest 15 percent of PM 2.5 concentration measured within a 2 km grid will be eligible to be ranked in this category. The highest 15 percent of PM2.5 concentration is 19.01 micrograms per cubic meter and above, on an annual average, or
 - c) Air Toxics Exposure: All projects in areas with a cancer risk of 865 in a million and above (based on Mates III estimates) will be eligible to be ranked in this category.

The maximum score will be comprised of 40 percent for poverty level and 30 percent each for PM and toxic exposures. Special circumstances exist in some areas, such as the Ports of Long Beach and Los Angeles. Since there are no residents within the ports, poverty ranking could not be established. In this case, the poverty ranking from the adjacent on-shore areas were extended to the port since these populated areas are directly impacted by port activities.

3. Fifty percent of the available funding from this PA will be allocated to proposals located in disproportionately impacted areas. If available funding is not exhausted with the outlined methodology, then staff will return to the Governing Board for direction. If on the other hand, funding requests exceed the available funding levels, then all qualified projects will be ranked for poverty level, PM and toxic exposures. The maximum score will be comprised of 40 percent for poverty level, and 30 percent each for PM and toxic exposures.
4. All the proposals not awarded under the fifty percent disproportional impact funding will then be ranked according to cost-effectiveness, with the most cost-effective project funded first and then in descending order for each funding category until the remainder of the CMP funds are exhausted.

SECTION V - PAYMENT TERMS

For all projects, except shore power projects, full payment will be made upon installation and commencement of operation of the funded equipment. For shore power projects, a progress payment schedule will be established that allows payment upon completion of key milestones, as delineated in the contract.

SCAQMD STAFF CONTACTS AND ADDITIONAL RESOURCES

The SCAQMD staff contacts are listed in Table 2 by project category. Copies of the Program Announcement, Application Forms and a sample SCAQMD CMP contract may be accessed at: http://www.aqmd.gov/tao/implementation/carl_moyer_program_2001.html

Table 2: CMP Staff Contacts

Appendix Name	Staff Contact	Phone Number	E-mail
Heavy-Duty On-Road Vehicles	Ashkaan Nikravan	(909) 396-3260	anikravan@aqmd.gov
Off-Road Equipment	Vasken Yardemian	(909) 396-3296	vyardemian@aqmd.gov
Locomotives	Connie Day	(909) 396-3055	cday@aqmd.gov
Marine Vessels	Mark Coleman Von Loveland	(909) 396-3074 (909) 396-3063	mcoleman@aqmd.gov vloveland@agmd.gov
Cargo Handling Equipment Electrification	Vasken Yardemian	(909) 396-3296	vyardemian@aqmd.gov
Shore Power	Mark Coleman	(909) 396-3074	mcoleman@aqmd.gov

TABLE 3 - WEBSITE LINKS TO CARB RULES THAT AFFECT CMP ELIGIBILITY

On-Road Private (truck and bus) @ <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

Public/Utility Fleets @ <http://www.arb.ca.gov/msprog/publicfleets/publicfleets.htm>

In-Use Off-Road (CI) @ <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>

Harbor Craft @ <http://www.arb.ca.gov/ports/marinevess/harborcraft.htm>

Cargo Handling Equipment @ <http://www.arb.ca.gov/ports/cargo/cargo.htm>

Shore Power @ <http://www.arb.ca.gov/ports/shorepower/shorepower.htm>

APPENDIX

Table of Contents

- Form A-1: Application Checklist and Required Disclosure Forms
- Form B-1: Off-Road Heavy-Duty Equipment, Equipment Replacement and Cargo Handling Equipment (CHE) Electrification
- Form B-2: Off-Road Heavy Duty Equipment, Repower Only, Repower/Retrofit and Locomotive HEP
- Form B-3: Off-Road Heavy Duty Equipment, Retrofit Only
- Form C-1: On-Road Heavy-Duty Vehicles, New Purchase
- Form C-2: On-Road Heavy-Duty Vehicles, Repower
- Form C-3: On-Road Heavy-Duty Diesel Emergency (Fire Apparatus) Equipment
- Form D-1: Marine Vessels, Repower and/or Retrofit
- Form D-2: Marine Vessels, Shore Power
- Form E-1: Locomotive Project Application, New Purchase and Idle Limit Device
- Form E-2: Locomotive Project Application, Repower or Remanufacture



Application Check List

In order to have a completed application the following information is required to be submitted:

- A cover letter stating your request, how many pieces of equipment and/or engines you are requesting, and the funding amount being requested
- Checklist with all disclosure forms completed and signed.
- Application form specific to your equipment, along with the following data:
 - Vendor quotes dated within 90 days of application submittal
 - ARB Executive Orders for each engine
 - Previous two years of historical data documenting usage

Once completed please submit four copies of the assembled package.

I understand that all documents, as listed above, are required in order to have a complete application package in order to be considered for funding under the Carl Moyer Program

Signature

Date



Application Statement – Please Read and Sign

All information provided in this application will be used by SCAQMD staff to evaluate the eligibility of this application to receive program funds. SCAQMD staff reserves the right to request additional information and can deny the application if such requested information is not provided by the requested deadline. Incomplete or illegible applications will be returned to applicant or vendor, without evaluation. An incomplete application is an application that is missing information critical to the evaluation of the project.

- ◆ I certify to the best of my knowledge that the information contained in this application is true and accurate.
- ◆ I understand that it is my responsibility to ensure that all technologies are either verified or certified by the California Air Resources Board (CARB) to reduce NO_x and/or PM pollutants. CARB Verification Letters and/or Executive Orders are attached, as applicable.
- ◆ I understand that for repower projects, I am required to install the highest level available verified diesel emission control device (VDECS), and that the costs of this device and associated installation are a CMP eligible expense. These costs may be included in the project grant request up to the maximum cost-effectiveness limit.
- ◆ I understand that there may be conditions placed upon receiving a grant and agree to refund the grant (or pro-rated portion thereof) if it is found that at any time I do not meet those conditions and if directed by the SCAQMD in accordance with the contract agreement.
- ◆ I understand that, for this equipment, I will be prohibited from applying for any other form of emission reduction credits for Moyer-funded vehicles/engines, including: Emission Reduction Credit (ERC); Mobile Source Emission Reduction Credit (MSERC) and/or Certificate of Advanced Placement (CAP), for all time, from the SCAQMD, CARB or any other Air Quality Management or Air Pollution Control District.
- ◆ The proposed project has not been funded and is not being considered for Carl Moyer Program funds by another air district, CARB, or any other public agency.
- ◆ In the event that the vehicle(s)/equipment do not complete the minimum term of any agreement eventually reached from this application, I agree to ensure the equivalent project emissions reductions, or to return grant funds to the SCAQMD as required by the contract.
- ◆ I understand that all on-road engines in my fleet that are eligible for a low NO_x software upgrade (reflash) must be reflashed within 60 days of receipt of an award payment. I may self-certify that the reflash has been performed by submitting receipt of reflash completed or a picture of the “Low NO_x Reflash Label from the reflashed engine to the district.
- ◆ I have the legal authority to apply for grant funding for the entity described in this application.
- ◆ Disclosure of the value of any current financial incentive that directly reduces the project price, including tax credits or deductions, grants, or other public financial assistance for the same engine is required. To avoid double counting of incentives, all tax credits or deductions, grants, or other public financial assistance must be deducted from the CMP request.
- ◆ I understand that third party contracts are not permitted. A third party may, however complete an application on an owner’s behalf. Third parties are required to list how much compensation, if any, they are receiving to prepare the application(s), and to certify that no CMP funds are being used for this compensation.



Application Statement, con't.

- ◆ I understand that additional project information must be submitted to finalize a contract.

- ◆ I understand that all vehicles, engines or equipment funded by this program must be operational within eighteen (18) months of contract execution, or by May 20, 2015, whichever is earlier.

- ◆ I have initialed this bullet to indicate that there are no potential conflicts of interest with other clients affected by actions performed by the firm on behalf of the SCAQMD. If this bullet is not initialed, I have attached a description to this application of the potential conflict of interest, which will be screened on a case-by-case basis by the SCAQMD District Counsel's Office. There is no potential conflict of interest:
_____ (Please Initial if applicable, otherwise attach separate sheet describing the potential conflict)

Applicant's Signature

Date

Applicant's Name (please print)

Title



Application Statement, con't.

Please initial each section.

(See PA #2013-04 for additional information and requirements):

The purchase of this low-emission technology is NOT currently required by any local, state, and/or federal rule or regulation (with the exception of Agricultural Assistance Program projects).

The definitions of qualifying projects are described in PA #2013-04. These definitions have been reviewed and this application is consistent with those definitions.

The vehicle/engine will be used within the SCAQMD boundaries (with the emission reduction system operating) for at least the projected usage shown in this application, and no less than 75 percent of the time.

All project applicants must submit documentation that supports the activity claimed in the application (i.e., fuel receipts, mileage logs and/or hour-meter readings covering the last two years). This documentation is attached.

The grant contract language cannot be modified without the written consent of all parties. I have reviewed and accepted the sample contact language.

I understand that an IRS Form 1099 may be issued to me for incentive funds received under the Moyer Program. I understand that it is my responsibility to determine the tax liability associated with participating in the Moyer Program.

I understand that an SCAQMD-funded Global Positioning System (GPS) unit will be installed on vehicles/equipment not operating within SCAQMD boundaries full time. I will submit data as requested and otherwise cooperate with all data reporting requirements. I also understand that the additional cost of the GPS unit will be added to the project cost when calculating cost-effectiveness, though the SCAQMD will pay for this system directly.

I understand that the SCAQMD has the right to conduct unannounced inspections for the full project life to ensure the project equipment is fully operational at the activity level committed to by the contract.

I understand that all emission reductions resulting from funded projects will be retired. To avoid double counting of emission reductions, project vehicles and/or equipment may not receive funding from any other government grant program that is designed to reduce mobile source emissions.

I understand that a tamper proof, non-resettable digital hour meter/odometer must be installed on all vehicles/equipment and that the digital hour meter/odometer will record the hours/miles accumulated within the SCAQMD boundaries. This cost is my responsibility.

I understand that any tax credits claimed must be deducted from the CMP request. Please check one:

- I do not plan to claim a tax credit or deduction for costs funded by the CMP.
- I do plan to claim a tax credit or deduction for costs funded by the CMP. If so, please indicate amount here: \$ _____
- I plan to claim a tax credit or deduction only for the portion of incremental costs not funded by the CMP. If so, please indicate amount here: \$ _____



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178

(909) 396-2000 • www.aqmd.gov

Business Information Request

Dear SCAQMD Contractor/Supplier:

The South Coast Air Quality Management District (SCAQMD) is committed to ensuring that our contractor/supplier records are current and accurate. If your firm is selected for award of a purchase order or contract, it is imperative that the information requested herein be supplied in a timely manner to facilitate payment of invoices. In order to process your payments, we need the enclosed information regarding your account. **Please review and complete the information identified on the following pages, complete the enclosed W-9 form, remember to sign both documents for our files, and return them as soon as possible to the address below:**

**Attention: Accounts Payable, Accounting Department
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178**

If you do not return this information, we will not be able to establish you as a vendor. This will delay any payments and would still necessitate your submittal of the enclosed information to our Accounting department before payment could be initiated. Completion of this document and enclosed forms would ensure that your payments are processed timely and accurately.

If you have any questions or need assistance in completing this information, please contact Accounting at (909) 396-3777. We appreciate your cooperation in completing this necessary information.

Sincerely,

Michael B. O'Kelly
Chief Financial Officer

DH:tm

Enclosures: Business Information Request
Disadvantaged Business Certification
W-9
Federal Contract Debarment Certification
Campaign Contribution Disclosure

REV 1/13



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

BUSINESS INFORMATION REQUEST

Business Name	
Division of	
Subsidiary of	
Website Address	
Type of Business <i>Check One:</i>	<input type="checkbox"/> Individual <input type="checkbox"/> DBA, Name _____, County Filed in _____ <input type="checkbox"/> Corporation, ID No. _____ <input type="checkbox"/> LLC/LLP, ID No. _____ <input type="checkbox"/> Other _____

REMITTING ADDRESS INFORMATION

Address			
City/Town			
State/Province		Zip	
Phone	() - Ext	Fax	() -
Contact		Title	
E-mail Address			
Payment Name if Different			

All invoices must reference the corresponding Purchase Order Number(s)/Contract Number(s) if applicable and mailed to:

**Attention: Accounts Payable, Accounting Department
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178**

Definitions

Disabled Veteran-Owned Business Enterprise means a business that meets all of the following criteria:

- is a sole proprietorship or partnership of which is at least 51 percent owned by one or more disabled veterans, or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more disabled veterans; a subsidiary which is wholly owned by a parent corporation but only if at least 51 percent of the voting stock of the parent corporation is owned by one or more disabled veterans; or a joint venture in which at least 51 percent of the joint venture's management and control and earnings are held by one or more disabled veterans.
- the management and control of the daily business operations are by one or more disabled veterans. The disabled veterans who exercise management and control are not required to be the same disabled veterans as the owners of the business.
- is a sole proprietorship, corporation, partnership, or joint venture with its primary headquarters office located in the United States and which is not a branch or subsidiary of a foreign corporation, firm, or other foreign-based business.

Joint Venture means that one party to the joint venture is a DVBE and owns at least 51 percent of the joint venture. In the case of a joint venture formed for a single project this means that DVBE will receive at least 51 percent of the project dollars.

Local Business means a business that meets all of the following criteria:

- has an ongoing business within the boundary of the SCAQMD at the time of bid application.
- performs 90 percent of the work within SCAQMD's jurisdiction.

Minority-Owned Business Enterprise means a business that meets all of the following criteria:

- is at least 51 percent owned by one or more minority persons or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more minority persons.
- is a business whose management and daily business operations are controlled or owned by one or more minority person.
- is a business which is a sole proprietorship, corporation, partnership, joint venture, an association, or a cooperative with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign business.

"Minority" person means a Black American, Hispanic American, Native American (including American Indian, Eskimo, Aleut, and Native Hawaiian), Asian-Indian American (including a person whose origins are from India, Pakistan, or Bangladesh), Asian-Pacific American (including a person whose origins are from Japan, China, the Philippines, Vietnam, Korea, Samoa, Guam, the United States Trust Territories of the Pacific, Northern Marianas, Laos, Cambodia, or Taiwan).

Small Business Enterprise means a business that meets the following criteria:

- a. 1) an independently owned and operated business; 2) not dominant in its field of operation; 3) together with affiliates is either:
 - A service, construction, or non-manufacturer with 100 or fewer employees, and average annual gross receipts of ten million dollars (\$10,000,000) or less over the previous three years, or
 - A manufacturer with 100 or fewer employees.
- b. Manufacturer means a business that is both of the following:
 - 1) Primarily engaged in the chemical or mechanical transformation of raw materials or processed substances into new products.

- 2) Classified between Codes 311000 to 339000, inclusive, of the North American Industrial Classification System (NAICS) Manual published by the United States Office of Management and Budget, 2007 edition.

Small Business Joint Venture means that one party to the joint venture is a Small Business and owns at least 51 percent of the joint venture. In the case of a joint venture formed for a single project this means that the Small Business will receive at least 51 percent of the project dollars.

Women-Owned Business Enterprise means a business that meets all of the following criteria:

- is at least 51 percent owned by one or more women or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more women.
- is a business whose management and daily business operations are controlled or owned by one or more women.
- is a business which is a sole proprietorship, corporation, partnership, or a joint venture, with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign business.

Request for Taxpayer Identification Number and Certification

Give form to the requester. Do not send to the IRS.

Print or type
See Specific Instructions on page 2.

Name (as shown on your income tax return)	
Business name, if different from above	
Check appropriate box: <input type="checkbox"/> Individual/Sole proprietor <input type="checkbox"/> Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Other ▶	
<input type="checkbox"/> Exempt from backup withholding	
Address (number, street, and apt. or suite no.)	Requester's name and address (optional)
City, state, and ZIP code	
List account number(s) here (optional)	

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on Line 1 to avoid backup withholding. For individuals, this is your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Social security number								
or								
Employer identification number								

Note. If the account is in more than one name, see the chart on page 4 for guidelines on whose number to enter.

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and
3. I am a U.S. person (including a U.S. resident alien).

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the Certification, but you must provide your correct TIN. (See the instructions on page 4.)

Sign Here	Signature of U.S. person ▶	Date ▶
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Purpose of Form

A person who is required to file an information return with the IRS, must obtain your correct taxpayer identification number (TIN) to report, for example, income paid to you, real estate transactions, mortgage interest you paid, acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA.

U.S. person. Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN to the person requesting it (the requester) and, when applicable, to:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
2. Certify that you are not subject to backup withholding,
- or
3. Claim exemption from backup withholding if you are a U.S. exempt payee.

Note. If a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

For federal tax purposes you are considered a person if you are:

- An individual who is a citizen or resident of the United States,
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States, or

- Any estate (other than a foreign estate) or trust. See Regulations sections 301.7701-6(a) and 7(a) for additional information.

Foreign person. If you are a foreign person, do not use Form W-9. Instead, use the appropriate Form W-8 (see Publication 515, Withholding of Tax on Nonresident Aliens and Foreign Entities).

Nonresident alien who becomes a resident alien. Generally, only a nonresident alien individual may use the terms of a tax treaty to reduce or eliminate U.S. tax on certain types of income. However, most tax treaties contain a provision known as a "saving clause." Exceptions specified in the saving clause may permit an exemption from tax to continue for certain types of income even after the recipient has otherwise become a U.S. resident alien for tax purposes.

If you are a U.S. resident alien who is relying on an exception contained in the saving clause of a tax treaty to claim an exemption from U.S. tax on certain types of income, you must attach a statement to Form W-9 that specifies the following five items:

1. The treaty country. Generally, this must be the same treaty under which you claimed exemption from tax as a nonresident alien.
2. The treaty article addressing the income.
3. The article number (or location) in the tax treaty that contains the saving clause and its exceptions.

4. The type and amount of income that qualifies for the exemption from tax.

5. Sufficient facts to justify the exemption from tax under the terms of the treaty article.

Example. Article 20 of the U.S.-China income tax treaty allows an exemption from tax for scholarship income received by a Chinese student temporarily present in the United States. Under U.S. law, this student will become a resident alien for tax purposes if his or her stay in the United States exceeds 5 calendar years. However, paragraph 2 of the first Protocol to the U.S.-China treaty (dated April 30, 1984) allows the provisions of Article 20 to continue to apply even after the Chinese student becomes a resident alien of the United States. A Chinese student who qualifies for this exception (under paragraph 2 of the first protocol) and is relying on this exception to claim an exemption from tax on his or her scholarship or fellowship income would attach to Form W-9 a statement that includes the information described above to support that exemption.

If you are a nonresident alien or a foreign entity not subject to backup withholding, give the requester the appropriate completed Form W-8.

What is backup withholding? Persons making certain payments to you must under certain conditions withhold and pay to the IRS 28% of such payments (after December 31, 2002). This is called "backup withholding." Payments that may be subject to backup withholding include interest, dividends, broker and barter exchange transactions, rents, royalties, nonemployee pay, and certain payments from fishing boat operators. Real estate transactions are not subject to backup withholding.

You will not be subject to backup withholding on payments you receive if you give the requester your correct TIN, make the proper certifications, and report all your taxable interest and dividends on your tax return.

Payments you receive will be subject to backup withholding if:

1. You do not furnish your TIN to the requester, or
2. You do not certify your TIN when required (see the Part II instructions on page 4 for details), or
3. The IRS tells the requester that you furnished an incorrect TIN, or
4. The IRS tells you that you are subject to backup withholding because you did not report all your interest and dividends on your tax return (for reportable interest and dividends only), or
5. You do not certify to the requester that you are not subject to backup withholding under 4 above (for reportable interest and dividend accounts opened after 1983 only).

Certain payees and payments are exempt from backup withholding. See the instructions below and the separate Instructions for the Requester of Form W-9.

Penalties

Failure to furnish TIN. If you fail to furnish your correct TIN to a requester, you are subject to a penalty of \$50 for each such failure unless your failure is due to reasonable cause and not to willful neglect.

Civil penalty for false information with respect to withholding. If you make a false statement with no reasonable basis that results in no backup withholding, you are subject to a \$500 penalty.

Criminal penalty for falsifying information. Willfully falsifying certifications or affirmations may subject you to criminal penalties including fines and/or imprisonment.

Misuse of TINs. If the requester discloses or uses TINs in violation of federal law, the requester may be subject to civil and criminal penalties.

Specific Instructions

Name

If you are an individual, you must generally enter the name shown on your social security card. However, if you have changed your last name, for instance, due to marriage without informing the Social Security Administration of the name change, enter your first name, the last name shown on your social security card, and your new last name.

If the account is in joint names, list first, and then circle, the name of the person or entity whose number you entered in Part I of the form.

Sole proprietor. Enter your individual name as shown on your social security card on the "Name" line. You may enter your business, trade, or "doing business as (DBA)" name on the "Business name" line.

Limited liability company (LLC). If you are a single-member LLC (including a foreign LLC with a domestic owner) that is disregarded as an entity separate from its owner under Treasury regulations section 301.7701-3, enter the owner's name on the "Name" line. Enter the LLC's name on the "Business name" line. Check the appropriate box for your filing status (sole proprietor, corporation, etc.), then check the box for "Other" and enter "LLC" in the space provided.

Other entities. Enter your business name as shown on required Federal tax documents on the "Name" line. This name should match the name shown on the charter or other legal document creating the entity. You may enter any business, trade, or DBA name on the "Business name" line.

Note. You are requested to check the appropriate box for your status (individual/sole proprietor, corporation, etc.).

Exempt From Backup Withholding

If you are exempt, enter your name as described above and check the appropriate box for your status, then check the "Exempt from backup withholding" box in the line following the business name, sign and date the form.

Generally, individuals (including sole proprietors) are not exempt from backup withholding. Corporations are exempt from backup withholding for certain payments, such as interest and dividends.

Note. If you are exempt from backup withholding, you should still complete this form to avoid possible erroneous backup withholding.

Exempt payees. Backup withholding is not required on any payments made to the following payees:

1. An organization exempt from tax under section 501(a), any IRA, or a custodial account under section 403(b)(7) if the account satisfies the requirements of section 401(f)(2),
 2. The United States or any of its agencies or instrumentalities,
 3. A state, the District of Columbia, a possession of the United States, or any of their political subdivisions or instrumentalities,
 4. A foreign government or any of its political subdivisions, agencies, or instrumentalities, or
 5. An international organization or any of its agencies or instrumentalities.
- Other payees that may be exempt from backup withholding include:
6. A corporation,

- 7. A foreign central bank of issue,
- 8. A dealer in securities or commodities required to register in the United States, the District of Columbia, or a possession of the United States,
- 9. A futures commission merchant registered with the Commodity Futures Trading Commission,
- 10. A real estate investment trust,
- 11. An entity registered at all times during the tax year under the Investment Company Act of 1940,
- 12. A common trust fund operated by a bank under section 584(a),
- 13. A financial institution,
- 14. A middleman known in the investment community as a nominee or custodian, or
- 15. A trust exempt from tax under section 664 or described in section 4947.

The chart below shows types of payments that may be exempt from backup withholding. The chart applies to the exempt recipients listed above, 1 through 15.

IF the payment is for . . .	THEN the payment is exempt for . . .
Interest and dividend payments	All exempt recipients except for 9
Broker transactions	Exempt recipients 1 through 13. Also, a person registered under the Investment Advisers Act of 1940 who regularly acts as a broker
Barter exchange transactions and patronage dividends	Exempt recipients 1 through 5
Payments over \$600 required to be reported and direct sales over \$5,000 ¹	Generally, exempt recipients 1 through 7 ²

¹See Form 1099-MISC, Miscellaneous Income, and its instructions.

²However, the following payments made to a corporation (including gross proceeds paid to an attorney under section 6045(f), even if the attorney is a corporation) and reportable on Form 1099-MISC are not exempt from backup withholding: medical and health care payments, attorneys' fees; and payments for services paid by a Federal executive agency.

Part I. Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. If you are a resident alien and you do not have and are not eligible to get an SSN, your TIN is your IRS individual taxpayer identification number (ITIN). Enter it in the social security number box. If you do not have an ITIN, see *How to get a TIN* below.

If you are a sole proprietor and you have an EIN, you may enter either your SSN or EIN. However, the IRS prefers that you use your SSN.

If you are a single-owner LLC that is disregarded as an entity separate from its owner (see *Limited liability company (LLC)* on page 2), enter your SSN (or EIN, if you have one). If the LLC is a corporation, partnership, etc., enter the entity's EIN.

Note. See the chart on page 4 for further clarification of name and TIN combinations.

How to get a TIN. If you do not have a TIN, apply for one immediately. To apply for an SSN, get Form SS-5, Application for a Social Security Card, from your local Social Security Administration office or get this form online at www.socialsecurity.gov/online/ss-5.pdf. You may also get this form by calling 1-800-772-1213. Use Form W-7, Application for IRS Individual Taxpayer Identification Number, to apply for an ITIN, or Form SS-4, Application for Employer Identification Number, to apply for an EIN. You can apply for an EIN online by accessing the IRS website at www.irs.gov/businesses/ and clicking on Employer ID Numbers under Related Topics. You can get Forms W-7 and SS-4 from the IRS by visiting www.irs.gov or by calling 1-800-TAX-FORM (1-800-829-3676).

If you are asked to complete Form W-9 but do not have a TIN, write "Applied For" in the space for the TIN, sign and date the form, and give it to the requester. For interest and dividend payments, and certain payments made with respect to readily tradable instruments, generally you will have 60 days to get a TIN and give it to the requester before you are subject to backup withholding on payments. The 60-day rule does not apply to other types of payments. You will be subject to backup withholding on all such payments until you provide your TIN to the requester.

Note. Writing "Applied For" means that you have already applied for a TIN or that you intend to apply for one soon.

Caution: A disregarded domestic entity that has a foreign owner must use the appropriate Form W-8.

Part II. Certification

To establish to the withholding agent that you are a U.S. person, or resident alien, sign Form W-9. You may be requested to sign by the withholding agent even if items 1, 4, and 5 below indicate otherwise.

For a joint account, only the person whose TIN is shown in Part I should sign (when required). Exempt recipients, see *Exempt From Backup Withholding* on page 2.

Signature requirements. Complete the certification as indicated in 1 through 5 below.

1. Interest, dividend, and barter exchange accounts opened before 1984 and broker accounts considered active during 1983. You must give your correct TIN, but you do not have to sign the certification.

2. Interest, dividend, broker, and barter exchange accounts opened after 1983 and broker accounts considered inactive during 1983. You must sign the certification or backup withholding will apply. If you are subject to backup withholding and you are merely providing your correct TIN to the requester, you must cross out item 2 in the certification before signing the form.

3. Real estate transactions. You must sign the certification. You may cross out item 2 of the certification.

4. Other payments. You must give your correct TIN, but you do not have to sign the certification unless you have been notified that you have previously given an incorrect TIN. "Other payments" include payments made in the course of the requester's trade or business for rents, royalties, goods (other than bills for merchandise), medical and health care services (including payments to corporations), payments to a nonemployee for services, payments to certain fishing boat crew members and fishermen, and gross proceeds paid to attorneys (including payments to corporations).

5. Mortgage interest paid by you, acquisition or abandonment of secured property, cancellation of debt, qualified tuition program payments (under section 529), IRA, Coverdell ESA, Archer MSA or HSA contributions or distributions, and pension distributions. You must give your correct TIN, but you do not have to sign the certification.

What Name and Number To Give the Requester

For this type of account:	Give name and SSN of:
1. Individual	The individual
2. Two or more individuals (joint account)	The actual owner of the account or, if combined funds, the first individual on the account ¹
3. Custodian account of a minor (Uniform Gift to Minors Act)	The minor ²
4. a. The usual revocable savings trust (grantor is also trustee)	The grantor-trustee ¹
b. So-called trust account that is not a legal or valid trust under state law	The actual owner ¹
5. Sole proprietorship or single-owner LLC	The owner ³
For this type of account:	Give name and EIN of:
6. Sole proprietorship or single-owner LLC	The owner ³
7. A valid trust, estate, or pension trust	Legal entity ⁴
8. Corporate or LLC electing corporate status on Form 8832	The corporation
9. Association, club, religious, charitable, educational, or other tax-exempt organization	The organization
10. Partnership or multi-member LLC	The partnership
11. A broker or registered nominee	The broker or nominee
12. Account with the Department of Agriculture in the name of a public entity (such as a state or local government, school district, or prison) that receives agricultural program payments	The public entity

¹List first and circle the name of the person whose number you furnish. If only one person on a joint account has an SSN, that person's number must be furnished.

²Circle the minor's name and furnish the minor's SSN.

³You must show your individual name and you may also enter your business or "DBA" name on the second name line. You may use either your SSN or EIN (if you have one). If you are a sole proprietor, IRS encourages you to use your SSN.

⁴List first and circle the name of the legal trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.)

Note. If no name is circled when more than one name is listed, the number will be considered to be that of the first name listed.

Privacy Act Notice

Section 6109 of the Internal Revenue Code requires you to provide your correct TIN to persons who must file information returns with the IRS to report interest, dividends, and certain other income paid to you, mortgage interest you paid, the acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA, or Archer MSA or HSA. The IRS uses the numbers for identification purposes and to help verify the accuracy of your tax return. The IRS may also provide this information to the Department of Justice for civil and criminal litigation, and to cities, states, and the District of Columbia to carry out their tax laws. We may also disclose this information to other countries under a tax treaty, to federal and state agencies to enforce federal nontax criminal laws, or to federal law enforcement and intelligence agencies to combat terrorism.

You must provide your TIN whether or not you are required to file a tax return. Payers must generally withhold 28% of taxable interest, dividend, and certain other payments to a payee who does not give a TIN to a payer. Certain penalties may also apply.



United State Environmental Protection Agency
Washington, DC 20460

Certification Regarding Debarment, Suspension, and Other Responsibility Matters

The prospective participant certifies to the best of its knowledge and belief that it and the principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
- (b) Have not within a three year period preceding this proposal been convicted of or had a civil judgement rendered against them or commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction: violation of Federal or State antitrust statute or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

I understand that a false statement on this certification may be grounds for rejection of this proposal or termination of the award. In addition, under 18 USC Sec. 1001, a false statement may result in a fine of up to \$10,000 or imprisonment for up to 5 years, or both.

Typed Name & Title of Authorized Representative

Signature of Authorized Representative Date

I am unable to certify to the above statements. My explanation is attached.

EPA Form 5700-49 (11-88)



CAMPAIGN CONTRIBUTIONS DISCLOSURE

In accordance with California law, bidders and contracting parties are required to disclose, at the time the application is filed, information relating to any campaign contributions made to South Coast Air Quality Management District (SCAQMD) Board Members or members/alternates of the MSRC, including: the name of the party making the contribution (which includes any parent, subsidiary or otherwise related business entity, as defined below), the amount of the contribution, and the date the contribution was made. 2 C.C.R. §18438.8(b).

California law prohibits a party, or an agent, from making campaign contributions to SCAQMD Governing Board Members or members/alternates of the Mobile Source Air Pollution Reduction Review Committee (MSRC) of more than \$250 while their contract or permit is pending before the SCAQMD; and further prohibits a campaign contribution from being made for three (3) months following the date of the final decision by the Governing Board or the MSRC on a donor’s contract or permit. Gov’t Code §84308(d). For purposes of reaching the \$250 limit, the campaign contributions of the bidder or contractor plus contributions by its parents, affiliates, and related companies of the contractor or bidder are added together. 2 C.C.R. §18438.5.

In addition, SCAQMD Board Members or members/alternates of the MSRC must abstain from voting on a contract or permit if they have received a campaign contribution from a party or participant to the proceeding, or agent, totaling more than \$250 in the 12-month period prior to the consideration of the item by the Governing Board or the MSRC. Gov’t Code §84308(c).

The list of current SCAQMD Governing Board Members can be found at the SCAQMD website (www.aqmd.gov). The list of current MSRC members/alternates can be found at the MSRC website (<http://www.cleantransportationfunding.org>).

SECTION I.

Contractor (Legal Name): _____

<input type="checkbox"/> DBA, Name _____, County Filed in _____ <input type="checkbox"/> Corporation, ID No. _____ <input type="checkbox"/> LLC/LLP, ID No. _____

List any parent, subsidiaries, or otherwise affiliated business entities of Contractor:
(See definition below).

SECTION II.

Has Contractor and/or any parent, subsidiary, or affiliated company, or agent thereof, made a campaign contribution(s) totaling \$250 or more in the aggregate to a current member of the South Coast Air Quality Management Governing Board or member/alternate of the MSRC in the 12 months preceding the date of execution of this disclosure?

Yes No **If YES, complete Section II below and then sign and date the form. If NO, sign and date below. Include this form with your submittal.**

Campaign Contributions Disclosure, continued:

Name of Contributor _____

Governing Board Member or MSRC Member/Alternate	Amount of Contribution	Date of Contribution
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Name of Contributor _____

Governing Board Member or MSRC Member/Alternate	Amount of Contribution	Date of Contribution
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Name of Contributor _____

Governing Board Member or MSRC Member/Alternate	Amount of Contribution	Date of Contribution
---	------------------------	----------------------

Name of Contributor _____

Governing Board Member or MSRC Member/Alternate	Amount of Contribution	Date of Contribution
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I declare the foregoing disclosures to be true and correct.

By: _____

Title: _____

Date: _____

DEFINITIONS

Parent, Subsidiary, or Otherwise Related Business Entity (2 Cal. Code of Regs., §18703.1(d).)

- (1) Parent subsidiary. A parent subsidiary relationship exists when one corporation directly or indirectly owns shares possessing more than 50 percent of the voting power of another corporation.
- (2) Otherwise related business entity. Business entities, including corporations, partnerships, joint ventures and any other organizations and enterprises operated for profit, which do not have a parent subsidiary relationship are otherwise related if any one of the following three tests is met:
 - (A) One business entity has a controlling ownership interest in the other business entity.
 - (B) There is shared management and control between the entities. In determining whether there is shared management and control, consideration should be given to the following factors:
 - (i) The same person or substantially the same person owns and manages the two entities;
 - (ii) There are common or commingled funds or assets;
 - (iii) The business entities share the use of the same offices or employees, or otherwise share activities, resources or personnel on a regular basis;
 - (iv) There is otherwise a regular and close working relationship between the entities; or
 - (C) A controlling owner (50% or greater interest as a shareholder or as a general partner) in one entity also is a controlling owner in the other entity.



**Carl Moyer Memorial Air Quality Standards Attainment Program
Off-Road Heavy-Duty Equipment Replacement and Cargo Handling Equipment (CHE)
Electrification Application**

The South Coast Air Quality Management District (SCAQMD) is accepting applications for the Carl Moyer Memorial Air Quality Standards Attainment Program (“CMP”). In general, the purpose of the program is to provide funding to replace, repower and retrofit heavy-duty diesel engines with lower-polluting engines and retrofit control devices.

The SCAQMD is accepting applications for projects throughout its jurisdiction. All proposals will be evaluated based on their cost-effectiveness and their disproportionate impact score as discussed in Section IV “Proposal Evaluation/Contract Selection Criteria” contained in PA #2013-04.

For additional information about SCAQMD’s policies and applications information see:
http://aqmd.gov/tao/implementation/carl_moyer_program_2001.html.

In general, this program will follow the guidelines of the California Air Resources Board (CARB) Carl Moyer Memorial Air Quality Standards Attainment Program. For more information on this CARB program see: <http://www.arb.ca.gov/msprog/moyer/moyer.htm>.

The submittal of the following application information does not guarantee approval for funding, but will be used to determine the potential emission reductions and funding contribution associated with the proposed project. Any equipment purchased prior to project approval at a duly noticed SCAQMD Governing Board Hearing will not be eligible for funding. Applicant may, at their own risk, issue a purchase order for approved equipment prior to contract execution. Other than a purchase order, **no work shall proceed** until a fully executed contract, i.e. signed by the applicant and SCAQMD Board Chairman and a Pre-inspection, is completed.

If you have any questions regarding this program or the application process, please contact **Vasken Yardemian** by phone at **(909) 396-3296** or by e-mail at: vyardemian@aqmd.gov.



Off-Road Heavy-Duty Equipment Replacement Application

Part 1: Applicant Information	
Legal Name of Applicant Vehicle Owner:	
Mailing Address:	
Street Address/P.O. Box	
State	
County	
City	
Zip	

Contact Information:				
	Name	E-Mail	Phone Number	Fax Number
Primary Project Contact				
Person Authorized to Sign Application and Execute Grant Agreement				
Person who Completed Application				

What is your position?
How much are you being paid to complete this application for the owner or to assist in the proposed project?
What is the source of funds being used to pay you?
Sign:
Date:
Name:



I. EXISTING EQUIPMENT INFORMATION

Unit Number/Equipment ID:
Has this equipment received Carl Moyer Program funds in the past? (Yes / No):
What is the primary function of this equipment?
Street Address:
City:
County:
State:
Zip Code:
Equipment Type (e.g. tractor, scraper, roller, loader, etc.):
Equipment Serial Number:
Equipment Make:
Equipment Model:
Equipment Model Year:
Can this equipment be repowered with the cleanest available engine?
Is 2 to 1 Replacement Applied?
Is this vehicle currently subject to a state Fleet Regulation?
If yes, state which fleet regulation (Cargo Handling Regulation, Off-Road Regulation or Large Spark Ignition):
How many off-road vehicles are owned by the applicant?
Project Details: <input type="checkbox"/> Off-Road Replacement <input type="checkbox"/> CHE Electrification <input type="checkbox"/> RTG Crane Electrification

II. EXISTING /MAIN ENGINE INFORMATION

Engine Fuel Type:
Engine Make:
Engine Model:
Engine Model Year:
Engine Serial Number:
Engine Family Name: *
Engine Horsepower:
Engine Emissions Tier (if applicable):
* The Engine Family Name (EFN) is a string of approximately 12 letters and numbers found on most engine block tags and on the engine's Executive Order issued by ARB. Your engine dealer can provide an Executive Order, or see http://www.arb.ca.gov/msprog/onroad/cert/cert.php

III. NEW EQUIPMENT INFORMATION

Equipment Type (e.g. tractor, scraper, roller, loader, etc.):
Equipment Make:
Equipment Model: Equipment
Model Year:
of Main Engines
of Auxiliary Engines Replacement



Equipment Cost: \$

What is the fleet's first compliance date? (Month/Day/Year).

What is the total horsepower of all vehicles in the fleet?

*If subject to Off-Road Regulation please submit the Compliance Summary Page and fleet list from DOORS.

IV. OPERATION INFORMATION

If funded, how many years will you operate the replacement equipment?

Percent Operation in California:

Percent Operation in District (%):

Is existing equipment in operable condition?

How long has applicant owned the existing piece of equipment?

Does the existing equipment have a functioning, non- resettable hour meter?

V. EQUIPMENT VENDOR INFORMATION

Name and location of dealership assisting with this equipment:

Equipment Vendor Contact:

Equipment Vendor Phone:

VI. EXISTING ENGINE ACTIVITY INFORMATION

Annual Operation Hours:

Annual Fuel Usage (gallons per year):

Estimated Fuel Consumption (hr/gal):

VII. NEW ENGINE INFORMATION

Engine Fuel Type:

Engine Make:

Engine Model:

Engine Model Year:

Engine Serial Number:

Engine Horsepower:

Engine Emissions Tier (if applicable):

Is the Engine a Family Emissions Limit (FEL) engine? *

* See Executive Order. For FEL engines, only those that are cleaner-than-required for the engine year are eligible for repower projects.

VIII. NEW ENGINE ACTIVITY INFORMATION

Estimated Future Annual Hours of Operation:

Estimated Future Annual Fuel Usage:

Estimated Fuel Consumption (hr/gal):



IX. FOR CHE ELECTRIFICATION PROJECT

Please provide a full description of the proposed project:

A quote for equipment cost is attached



**Carl Moyer Memorial Air Quality Standards Attainment Program
Off-Road Heavy-Duty Equipment Repower Only or Repower/Retrofit
Locomotive HEP Application**

The South Coast Air Quality Management District (SCAQMD) is accepting applications for the Carl Moyer Memorial Air Quality Standards Attainment Program ("CMP"). The purpose of this program is to provide funding to replace, repower and retrofit heavy-duty diesel engines with lower-polluting engines and retrofit control devices.

The SCAQMD is accepting applications for projects throughout its jurisdiction. All proposals will be evaluated based on their cost-effectiveness and their disproportionate impact score as discussed in Section IV "Proposal Evaluation/Contract Selection Criteria" contained in PA# 2013-04

For additional information about SCAQMD's policies and applications information see:
http://aqmd.gov/tao/implementation/carl_moyer_program_2001.html.

In general, this program will follow the guidelines of the California Air Resources Board (CARB) Carl Moyer Memorial Air Quality Standards Attainment Program. For more information on this CARB program see: <http://www.arb.ca.gov/msprog/moyer/moyer.htm>.

The submittal of the following application information does not guarantee approval for funding, but will be used to determine the potential emission reductions and funding contribution associated with the proposed project. Any equipment purchased prior to project approval at a duly noticed SCAQMD Governing Board Hearing will not be eligible for funding. Applicant may, at their own risk, issue a purchase order for approved equipment prior to contract execution. Other than a purchase order, **no work shall proceed** until a fully executed contract, i.e. signed by the applicant and SCAQMD Board Chairman and a Pre-inspection, is completed.

If you have any questions regarding this program or the application process, please contact **Vasken Yardemian** by phone at (909) 396-3296 or by e-mail at: vyardemian@aqmd.gov.



Off-Road Heavy-Duty Equipment Repower Only or Repower/Retrofit Application

Part 1: Applicant Information	
Legal Name of Applicant Vehicle Owner:	
Mailing Address:	
Street Address/P.O. Box	
State	
County	
City	
Zip	

Contact Information:				
	Name	E-Mail	Phone Number	Fax Number
Primary Project Contact				
Person Authorized to Sign Application and Execute Grant Agreement				
Person who Completed Application				

Third Party Information:
If a Third Party (e.g., engine dealer, distributor or consultant, etc.) assisted the Application to complete this application, such Third Party must complete this Section:
What is your position?
How much are you being paid to complete this application for the owner or to assist in the proposed project?
What is the source of funds being used to pay you?
Sign:
Date:
Name:



Please complete one form for each piece of equipment. For multiple unit requests, you may submit a spreadsheet that provides all requested information below, in the order presented below.

Company name/ Organization name/ Individual name:
Equipment Identifier (Unit # or Company ID):
Is the vehicle location address the same as the applicant address? <input type="checkbox"/> Yes <input type="checkbox"/> No, (please provide vehicle address below)
Street Address:
City:
Zip Code:

I. BASELINE (EXISTING) EQUIPMENT INFORMATION

Equipment Type/Function (Diesel) : _____ (Backhoe, baler, cargo container handling unit, combine, crane, crawler tractor, crushing/processing, excavator, forklift, grader, ground support equipment, hydro-power unit, loader, mower, off-highway tractor, off-highway truck, paver, paving equipment, roller, rubber-tired dozer, rubber-tired loader, scraper, signal board, skid steer loader, sprayer, surfacing equipment, swather, tractor, tiller, trencher, or other.)	
Equipment Make:	Equipment Model:
Equipment Model Year:	Equipment Serial Number or VIN:
Number of Engines on this Equipment: _____ Main (Front) _____ Auxiliary (Rear)	

II. USAGE/ACTIVITY INFORMATION

Note: Please provide projected annual usage for the repowered pr retrofit equipment over the proposed life of the project. This projection should be based on actual usage data for the existing equipment or equipment. You MUST attach documentation supporting the projected annual usage and operation within the District and within California. Supporting documentation may be in the form of maintenance records, fuel receipts, hour-meter reports, logs, or other paperwork for each piece of baseline equipment covering at least the past 24 months.	
Total Annual Hours of Operation: _____	
If Hours, Does the Equipment Have a Functioning Hour Meter? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Percent Operation within CA: _____%	Percent Operation within District: _____%
Project Life: _____ years. Equipment must operate for this full life; this life is equivalent to the contract and the reporting term.	
Note: If subject to Off-Road Regulation, submit Compliance Summary Page and fleet list from DOORS.	



III. BASELINE (EXISTING) ENGINE INFORMATION (for each engine)

<input type="checkbox"/> Main (Front) Engine _____ <input type="checkbox"/> Auxiliary (Rear) Engine _____	
Fuel Type:	Baseline Engine Make:
Baseline Engine Model:	Baseline Engine Year:
Engine Serial No.:	Baseline Engine Horsepower:
Baseline Engine Tier:	Baseline Engine Family:
<input type="checkbox"/> Main (Front) Engine _____ <input type="checkbox"/> Auxiliary (Rear) Engine _____	
Fuel Type:	Baseline Engine Make:
Baseline Engine Model:	Baseline Engine Year:
Engine Serial No.:	Baseline Engine Horsepower:
Baseline Engine Tier:	Baseline Engine Family:
Method proposed for rendering the baseline engine(s) inoperable:	

IV. NEW ENGINE INFORMATION (for each engine)

<input type="checkbox"/> Main (Front) Engine _____ <input type="checkbox"/> Auxiliary (Rear) Engine _____	
Fuel Type:	New Engine Make:
New Engine Model:	New Engine Year:
New Engine Tier:	New Engine Horsepower:
New Engine CARB Executive Order Number (Attach a copy):	New Engine Family:
<input type="checkbox"/> Main (Front) Engine _____ <input type="checkbox"/> Auxiliary (Rear) Engine _____	
Fuel Type:	New Engine Make:
New Engine Model:	New Engine Year:
New Engine Tier:	New Engine Horsepower:
New Engine CARB Executive Order Number (Attach a copy):	New Engine Family:



V. RETROFIT INFORMATION: Attach documentation to justify a repower-only project.

NOTE: You **MUST** attach a copy of the CARB Executive Order for the retrofit device and indicate (circle) on the Executive Order Attachment the engine family name for the engine on which the device will be installed.

NOTE: All off-road repower projects must include installation of the highest level CARB-verified retrofit device if one is available. Repower projects are not disqualified from participation in the Carl Moyer Program if retrofit devices are not available, technically infeasible or unsafe. If installation of a retrofit device is infeasible or unsafe you **MUST** provide documentation from the retrofit device manufacturer stating the reason(s) that the device is infeasible or unsafe. Attach documentation justifying that a retrofit is not available (if applicable).

<input type="checkbox"/> Main (Front) Engine _____ <input type="checkbox"/> Auxiliary (Rear) Engine _____	
Retrofit Device Make:	Verified NOx Reduction: %
Retrofit Device Model:	Verified PM Reduction: %
Retrofit Family Name:	Verified ROG Reduction: %
Verification Level:	
<input type="checkbox"/> Main (Front) Engine _____ <input type="checkbox"/> Auxiliary (Rear) Engine _____	
Retrofit Device Make:	Verified NOx Reduction: %
Retrofit Device Model:	Verified PM Reduction: %
Retrofit Family Name:	Verified ROG Reduction: %
Verification Level:	

VI. FUNDING INFORMATION (ENGINE REPOWER)

<input type="checkbox"/> Main (Front) Engine _____ <input type="checkbox"/> Auxiliary (Rear) Engine _____	
New Engine Cost (incl. tax): \$	Installation Cost: \$
<p>NOTE: You MUST attach a written estimate or quotation from the equipment vendor documenting the cost of the new engine. This quote must be obtained within 90 days of prior to the closing date of the Program Announcement.</p>	
Applicant Co-Funding Amount (if any): \$	
Applicant Grant Request Amount: \$	
New Equipment Vendor:	



VII. FUNDING INFORMATION (RETROFIT)

<input type="checkbox"/> Main (Front) Engine _____ <input type="checkbox"/> Auxiliary (Rear) Engine _____
Retrofit Device Cost (including tax): \$ NOTE: You MUST attach a written estimate from the equipment vendor documenting the cost of the device; this quote must be obtained within 90 days prior to the closing date of the Program Announcement.
Retrofit Device Installation Cost:
Retrofit Device Maintenance Cost:
Applicant Grant Request: \$
Retrofit Device Vendor and Installer:
<input type="checkbox"/> Main (Front) Engine <input type="checkbox"/> Auxiliary (Rear) Engine
Retrofit Device Cost (including tax): \$ NOTE: You MUST attach a written estimate from the equipment vendor documenting the cost of the device; this quote must be obtained within 90 days prior to the closing date of the Program Announcement.
Retrofit Device Installation Cost:
Retrofit Device Maintenance Cost:
Applicant Grant Request: \$
Retrofit Device Vendor and Installer:



Carl Moyer Memorial Air Quality Standards Attainment Program Off-Road Heavy-Duty Equipment Retrofit Only Application

The South Coast Air Quality Management District (SCAQMD) is accepting applications for the Carl Moyer Memorial Air Quality Standards Attainment Program (“CMP”). The purpose of this program is to provide funding to replace, repower and retrofit heavy-duty diesel engines with lower-polluting engines and retrofit control devices.

The SCAQMD is accepting applications for projects throughout its jurisdiction. All proposals will be evaluated based on their cost-effectiveness and their disproportionate impact score as discussed in Section IV “Proposal Evaluation/Contract Selection Criteria” contained in PA# 2013-04.

For additional information about SCAQMD’s policies and applications information see: http://aqmd.gov/tao/implementation/carl_moyer_program_2001.html.

In general, this program will follow the guidelines of the California Air Resources Board (CARB) Carl Moyer Memorial Air Quality Standards Attainment Program. For more information on this CARB program see: <http://www.arb.ca.gov/msprog/moyer/moyer.htm>.

The submittal of the following application information does not guarantee approval for funding, but will be used to determine the potential emission reductions and funding contribution associated with the proposed project. Any equipment purchased prior to project approval at a duly noticed SCAQMD Governing Board Hearing will not be eligible for funding. Applicant may, at their own risk, issue a purchase order for approved equipment prior to contract execution. Other than a purchase order, **no work shall proceed** until a fully executed contract, i.e. signed by the applicant and SCAQMD Board Chairman and a Pre-inspection, is completed.

If you have any questions regarding this program or the application process, please contact **Vasken Yardemian** by phone at **(909) 396-3296** or by e-mail at: vyardemian@aqmd.gov.



Off-Road Heavy-Duty Equipment Replacement Application

Part 1: Applicant Information	
Legal Name of Applicant Vehicle	
Mailing Address:	
Street Address/P.O. Box	
State	
County	
City	
Zip	

Contact Information:				
	Name	E-Mail	Phone Number	Fax Number
Primary Project Contact				
Person Authorized to Sign Application and Execute Grant Agreement				
Person who Completed Application				

What is your position?
How much are you being paid to complete this application for the owner or to assist in the proposed project?
What is the source of funds being used to pay you?
Sign:
Date:
Name:



Please complete one form for each piece of equipment. For multiple unit requests, you may submit a spreadsheet that provides all requested information below, in the order presented below.

Company name/ Organization name/ Individual name:
Equipment Identifier (Unit # or Company ID):
Is the vehicle location address the same as the applicant address? <input type="checkbox"/> Yes <input type="checkbox"/> No, (please provide vehicle address below)
Street Address:
City:
Zip Code:

I. BASELINE (EXISTING) EQUIPMENT INFORMATION

Equipment Type/Function (Diesel) : _____ (Backhoe, baler, cargo container handling unit, combine, crane, crawler tractor, crushing/processing, excavator, forklift, grader, ground support equipment, hydro-power unit, loader, mower, off-highway tractor, off-highway truck, paver, paving equipment, roller, rubber-tired dozer, rubber-tired loader, scraper, signal board, skid steer loader, sprayer, surfacing equipment, swather, tractor, tiller, trencher, or other.)	
Equipment Make:	Equipment Model:
Equipment Model Year:	Equipment Serial Number or VIN:
Number of Engines on this Equipment: _____ Main (Front) _____ Auxiliary (Rear)	

II. USAGE/ACTIVITY INFORMATION

Note: Please provide projected annual usage for the retrofit equipment over the proposed life of the project. This projection should be based on actual usage data for the existing equipment. You MUST attach documentation supporting the projected annual usage and operation within the District and within California. Supporting documentation may be in the form of maintenance records, fuel receipts, hour-meter reports, logs, or other paperwork for each piece of baseline equipment covering at least the past 24 months.	
Total Annual Hours of Operation: _____	
If Hours, Does the Equipment Have a Functioning Hour Meter? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Percent Operation within CA: _____%	Percent Operation within District: _____%
Project Life: _____ years. Equipment must operate for this full life; this life is equivalent to the contract and the reporting term.	
Note: If subject of Off-Road Regulations submit Compliance Summary Page and fleet list from DOORS.	



III. BASELINE (EXISTING) ENGINE INFORMATION (for each engine)

<input type="checkbox"/> Main (Front) Engine _____ <input type="checkbox"/> Auxiliary (Rear) Engine _____	
Fuel Type:	Baseline Engine Make:
Baseline Engine Model:	Baseline Engine Year:
Engine Serial No.:	Baseline Engine Horsepower:
Baseline Engine Tier:	Baseline Engine Family:
<input type="checkbox"/> Main (Front) Engine _____ <input type="checkbox"/> Auxiliary (Rear) Engine _____	
Fuel Type:	Baseline Engine Make:
Baseline Engine Model:	Baseline Engine Year:
Engine Serial No.:	Baseline Engine Horsepower:
Baseline Engine Tier:	Baseline Engine Family:
Method proposed for rendering the baseline engine(s) inoperable:	

IV. RETROFIT INFORMATION (for each engine)

NOTE: You **MUST** attach a copy of the CARB Executive Order for the retrofit device and indicate (circle) on the Executive Order Attachment the engine family name for the engine on which the device will be installed.

NOTE: All off-road retrofit projects must include installation of the highest level CARB-verified retrofit device.

<input type="checkbox"/> Main (Front) Engine _____ <input type="checkbox"/> Auxiliary (Rear) Engine _____	
Retrofit Device Make:	Verified NOx Reduction: %
Retrofit Device Model:	Verified PM Reduction: %
Retrofit Family Name:	Verified ROG Reduction: %
Verification Level:	
Retrofit Device Serial #:	
<input type="checkbox"/> Main (Front) Engine _____ <input type="checkbox"/> Auxiliary (Rear) Engine _____	
Retrofit Device Make:	Verified NOx Reduction: %
Retrofit Device Model:	Verified PM Reduction: %
Retrofit Family Name:	Verified ROG Reduction: %
Verification Level:	
Retrofit Device Serial #:	



V. FUNDING INFORMATION

<input type="checkbox"/> Main (Front) Engine _____ <input type="checkbox"/> Auxiliary (Rear) Engine _____
Retrofit Device Cost (including tax): \$
NOTE: You MUST attach a written estimate from the equipment vendor documenting the cost of the device; this quote must be obtained within 90 days prior to the closing date of the Program Announcement.
Retrofit Device Installation Cost:
Retrofit Device Maintenance Cost:
Applicant Grant Request: \$
Retrofit Device Vendor and Installer:
<input type="checkbox"/> Main (Front) Engine <input type="checkbox"/> Auxiliary (Rear) Engine
Retrofit Device Cost (including tax): \$
NOTE: You MUST attach a written estimate from the equipment vendor documenting the cost of the device; this quote must be obtained within 90 days prior to the closing date of the Program Announcement.
Retrofit Device Installation Cost:
Retrofit Device Maintenance Cost:
Applicant Grant Request: \$
Retrofit Device Vendor and Installer:



Carl Moyer Memorial Air Quality Standards Attainment Program On-Road Heavy-Duty Vehicles New Purchase Application

The South Coast Air Quality Management District (SCAQMD) is accepting applications for the Carl Moyer Memorial Air Quality Standards Attainment Program (“CMP”). The purpose of this program is to provide funding to replace, repower and retrofit heavy-duty diesel engines with lower-polluting engines and retrofit control devices.

The SCAQMD is accepting applications for projects throughout its jurisdiction. All proposals will be evaluated based on their cost-effectiveness and their disproportionate impact score as discussed in Section IV “Proposal Evaluation/Contract Selection Criteria” contained in PA# 2013-04.

For additional information about SCAQMD’s policies and applications information see: http://aqmd.gov/tao/implementation/carl_moyer_program_2001.html.

In general, this program will follow the guidelines of the California Air Resources Board (CARB) Carl Moyer Memorial Air Quality Standards Attainment Program. For more information on this CARB program see: <http://www.arb.ca.gov/msprog/moyer/moyer.htm>.

The submittal of the following application information does not guarantee approval for funding, but will be used to determine the potential emission reductions and funding contribution associated with the proposed project. Any equipment purchased prior to project approval at a duly noticed SCAQMD Governing Board Hearing will not be eligible for funding. Applicant may, at their own risk, issue a purchase order for approved equipment prior to contract execution. Other than a purchase order, **no work shall proceed** until a fully executed contract, i.e. signed by the applicant and SCAQMD Board Chairman, and a Pre-inspection is completed.

If you have any questions regarding this program or the application process, please contact **Ashkaan Nikravan** by phone at (909) 396-3260 or by e-mail at: anikravan@aqmd.gov.



On-Road Heavy-Duty Vehicles New Purchase Application

Part 1: Applicant Information	
Legal Name of Applicant Vehicle	
Mailing Address:	
Street Address/P.O. Box	
State	
County	
City	
Zip	

Contact Information:				
	Name	E-Mail	Phone Number	Fax
Primary Project Contact				
Person Authorized to Sign Application and Execute Grant Agreement				
Person who Completed Application				

Third Party Information:
If a Third Party (e.g., engine dealer, distributor or consultant, etc.) assisted the Application to complete this application, such Third Party must complete this Section:
What is your position?
How much are you being paid to complete this application for the owner or to assist in the proposed project?
What is the source of funds being used to pay you?
Sign:
Date:
Name:



For On-Road heavy-duty vehicle new purchase project, only zero emission vehicles are eligible for funding.

Please complete one form for each piece of equipment. For multiple unit requests, you may submit a spreadsheet that provides all requested information below, in the order presented below.

Company name/ Organization name/ Individual name:
Equipment Identifier (Company ID or Unit #):
Is the vehicle location address the same as the applicant address? <input type="checkbox"/> Yes <input type="checkbox"/> No, (please provide vehicle address below)
Street Address:
City:
Zip Code:

I. NEW VEHICLE INFORMATION

Vehicle type (Solid Waste Collection Vehicle, Stop-and-Go Street Sweeper, Urban Transit Bus, School Bus, Other Medium-Heavy Duty Vehicle (GVWR 14,001-33,000 lbs), Other Heavy-Heavy Duty Vehicle (GVWR >33,000 lbs), Other Transit Vehicle): _____	
Project Life (in years): _____	
NOTE: Equipment must operate for this full life; this life is equivalent to the contract and the reporting term.	
Vehicle Make:	Vehicle GVWR:
Vehicle Model:	Is this a public fleet vehicle? <input type="checkbox"/> Yes <input type="checkbox"/> No
Vehicle Model Year:	Registered Owner:
Department of Transportation Number (if interstate):	
California Highway Patrol CA Number (if applicable):	
Projected Year of New Vehicle Purchase:	



II. FLEET RULE STATUS

ARB Rule Applicability (Check One):

NOTE: The CARB rules listed below severely limit, and in some cases eliminate, funding opportunities for certain vehicle types. In order to ensure eligibility, Please confirm your project provides emission reductions that are *surplus* to CARB regulatory requirements by contacting SCAQMD staff as indicated in PA #2013-04.

- Fleet Rule for Transit Agencies (Urban Buses & Transit Fleet Vehicles)
- SWCV Rule (Solid Waste Collection Vehicles, Excluding Transfer Trucks)
- Fleet Rule for Public Agencies & Utilities (Municipal & Utility Vehicles)
- Port Truck Regulation (Port & Drayage Trucks)
- On-Road Private Truck and Bus Regulation (All diesel or alternative diesel – fueled vehicles with a GVWR > 14,000 lbs operating in CA) **IF CHECKED PLEASE COMPLETE SECTION III**
- None, project is exempt from CARB Rules (supporting documentation validating exemption from any CARB rule is attached)

Is supporting documentation demonstrating compliance with the applicable CARB rule included in this application? Yes No

(Applications submitted without supporting documentation that demonstrates an applicant’s current fleet compliance status will be deemed incomplete).

III. EXSISTING VEHICLE COMPLIANCE APPLICABILITY

What is the GVWR for this vehicle?

- 8,501 to 14,000*
- 14,001 to 26,000
- 26,001 or greater

What is your current fleet size? (Should reflect all diesel fuel vehicles with a GVWR greater than 14,000 lbs.) _____

If applicable did you register your fleet through ARB’s Truck’s Database by March 30, 2012?

- Yes, which fleet compliance option did you choose for your fleet?
 - BACT Compliance Schedule
 - Phase in option for heavier trucks
- No

*Note: On-road heavy-duty diesel vehicles with this GVWR range will be considered for CMP funding on a case-by-case basis.



IV. ACTIVITY INFORMATION

Please provide projected annual usage for the new equipment over the proposed life of the project. This projection should be based on actual usage data for the baseline, or existing, equipment.

Applicants requesting evaluation based on fuel consumption **MUST** provide *both* mileage and fuel records from the past 24 months. Supporting documentation may be in the form of maintenance records, fuel receipts, logs, or other paperwork for each piece of baseline equipment covering at least the past 24 months.

No such documentation is required for project evaluations based solely on mileage.

Total Annual Miles Traveled: _____ **or** Gallons of Fuel Used: _____

Percent Operation within CA: _____%	Percent Operation within District: _____%
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V. NEW VEHICLE'S ENGINE INFORMATION

ARB Certification Executive Order (EO) Number: _____

NOTE: The proposed engine for the project must be consistent with the **Intended Service Class** per the EO (MHD Intended Service Class engines **cannot** be used for projects which have the HHD vehicle classifications). Applicant **must ATTACH a copy** of the referenced Executive Order with the application.

Propulsion System Engine Make: _____	Propulsion System Engine Model Year: _____
Propulsion System Engine Model: _____	Fuel Type (Fuel Cell, Battery, etc.) : _____
Engine Family: _____	

VI. FUNDING INFORMATION

New Vehicle Cost (including tax): \$_____

Note: You **MUST** attach a written estimate from the equipment vendor documenting the cost of the new vehicle; this quote must be obtained within 90 days prior to the closing date of the Program Announcement. .

Applicant Grant Request: \$

New Equipment Vendor:



Carl Moyer Memorial Air Quality Standards Attainment Program On-Road Heavy-Duty Vehicles Repower Application

The South Coast Air Quality Management District (SCAQMD) is accepting applications for the Carl Moyer Memorial Air Quality Standards Attainment Program (“CMP”). The purpose of this program is to provide funding to replace, repower and retrofit heavy-duty diesel engines with lower-polluting engines and retrofit control devices.

The SCAQMD is accepting applications for projects throughout its jurisdiction. All proposals will be evaluated based on their cost-effectiveness and their disproportionate impact score as discussed in Section IV “Proposal Evaluation/Contract Selection Criteria” contained in PA# 2013-04.

For additional information about SCAQMD’s policies and applications information see: http://aqmd.gov/tao/implementation/carl_moyer_program_2001.html.

In general, this program will follow the guidelines of the California Air Resources Board (CARB) Carl Moyer Memorial Air Quality Standards Attainment Program. For more information on this CARB program see: <http://www.arb.ca.gov/msprog/moyer/moyer.htm>.

The submittal of the following application information does not guarantee approval for funding, but will be used to determine the potential emission reductions and funding contribution associated with the proposed project. Any equipment purchased prior to project approval at a duly noticed SCAQMD Governing Board Hearing will not be eligible for funding. Applicant may, at their own risk, issue a purchase order for approved equipment prior to contract execution. Other than a purchase order, **no work shall proceed** until a fully executed contract, i.e. signed by the applicant and SCAQMD Board Chairman, and a Pre-inspection is completed.

If you have any questions regarding this program or the application process, please contact **Ashkaan Nikravan** by phone at (909) 396-3260 or by e-mail at: anikravan@aqmd.gov.



On-Road Heavy-Duty Vehicles Repower Application

Part 1: Applicant Information <i>Only Fleets of 10 or less are eligible.</i>	
Legal Name of Applicant Vehicle	
Mailing Address:	
Street Address/P.O. Box	
State	
County	
City	
Zip	

Contact Information:				
	Name	E-Mail	Phone Number	Fax
Primary Project Contact				
Person Authorized to Sign Application and Execute Grant Agreement				
Person who Completed Application				

Third Party Information:
If a Third Party (e.g., engine dealer, distributor or consultant, etc.) assisted the Application to complete this application, such Third Party must complete this Section:
What is your position?
How much are you being paid to complete this application for the owner or to assist in the proposed project?
What is the source of funds being used to pay you?
Sign:
Date:
Name:



For On-Road vehicle projects, only alternative fuel vehicles and engines are eligible for funding, with the single exception of emergency vehicles and equipment.

Please complete one form for each piece of equipment. For multiple unit requests, you may submit a spreadsheet that provides all requested information below, in the order presented below.

Company name/ Organization name/ Individual name:
Equipment Identifier (Company ID or Unit #):
Is the vehicle location address the same as the applicant address? <input type="checkbox"/> Yes <input type="checkbox"/> No, (please provide vehicle address below)
Street Address:
City:
Zip Code:

I. EXISTING VEHICLE INFORMATION

Vehicle type (Solid Waste Collection Vehicle, Stop-and-Go Street Sweeper, School Bus, Other Medium-Heavy Duty Vehicle (GVWR 14,001-25,999 lbs), Other Heavy-Heavy Duty Vehicle):	
Project Life: ____ years. Equipment must operate for this full life; this life is equivalent to the contract and the reporting term.	
Vehicle Identification Number (VIN):	
Vehicle License Plate:	
Vehicle Make:	Vehicle GVWR:
Vehicle Model:	Is this a public fleet vehicle? <input type="checkbox"/> Yes <input type="checkbox"/> No
Vehicle Model Year:	Registered Owner:
Department of Transportation Number (if interstate):	
California Highway Patrol CA Number (if applicable):	
Projected Year of Repower Completion:	

II.



FLEET RULE STATUS

ARB Rule Applicability (Check One): NOTE: The CARB rules listed below severely limit, and in some cases eliminate, funding opportunities for certain vehicle types. Please confirm your project provides emission reductions that are *surplus* to CARB regulatory requirements in order to ensure eligibility.

- Fleet Rule for Transit Agencies (Urban Buses & Transit Fleet Vehicles)
- SWCV Rule (Solid Waste Collection Vehicles, Excluding Transfer Trucks)
- Fleet Rule for Public Agencies & Utilities (Municipal & Utility Vehicles)
- Port Truck Regulation (Port & Drayage Trucks)
- On-Road Private Truck and Bus Regulation (All diesel or alternative diesel - fueled vehicles with a GVWR > 14,000 lbs operating in CA) **IF CHECKED PLEASE COMPLETE SECTION III**
- None, project is exempt from CARB Rules (supporting documentation validating exemption from any CARB rule is attached)

Is supporting documentation demonstrating compliance with the applicable CARB rule included in this application? Yes No

(Applications submitted without supporting documentation that demonstrates an applicant's current fleet compliance status will be deemed incomplete).

III. EXSISTING VEHICLE COMPLIANCE APPLICABILITY

What is the GVWR for this vehicle?

- 8,501 to 14,000*
- 14,001 to 26,000
- 26,001 or greater

What is your current fleet size? (Should reflect all diesel fuel vehicles with a GVWR greater than 14,000 lbs.) _____

If applicable did you register your fleet through ARB's Truck's Database by March 30, 2012?

- Yes, which fleet compliance option did you choose for your fleet?
 - BACT Compliance Schedule
 - Phase in option for heavier trucks
- No

*Note: On-road heavy-duty diesel vehicles with this GVWR range will be considered for CMP funding on a case-by-case basis.



IV. ACTIVITY INFORMATION

Please provide projected annual usage for the new equipment over the proposed life of the project. This projection should be based on actual usage data for the baseline, or existing, equipment.

Applicants requesting evaluation based on fuel consumption **MUST** provide *both* mileage and fuel records from the past 24 months. Supporting documentation may be in the form of maintenance records, fuel receipts, logs, or other paperwork for each piece of baseline equipment covering at least the last 24 months.

No such documentation is required for project evaluations based solely on mileage.

Total Annual Miles Traveled: _____		or	Gallons of Fuel Used: _____	
Percent Operation within CA: _____%			Percent Operation within District: _____%	

V. BASELINE ENGINE INFORMATION

Baseline Main Engine	
Fuel Type:	Engine Year:
Engine Make:	Engine Serial No.:
Engine Model:	Engine Family:

VI. NEW REDUCED-EMISSION ENGINE INFORMATION

New Reduced-Emission Main Engine	
Fuel Type:	Engine Year: _____
Engine Make: _____	Engine Family:
Engine Model: _____	Engine Horse Power:
Will a retrofit be added to the new main engine? <input type="checkbox"/> Yes <input type="checkbox"/> No (if yes, fill out Section V)	
ARB Certification Executive Order (EO) Number: _____	
NOTE: The proposed engine for the project must be consistent with the Intended Service Class per the EO (MHD Intended Service Class engines cannot be used for projects which have the HHD vehicle classifications). Applicant must ATTACH a copy of the referenced Executive Order with the application.	



VII. RETROFIT INFORMATION (for each new engine for which device funding is requested)

NOTE: You **MUST** attach a copy of the CARB Executive Order for the retrofit device and indicate (circle) on the Executive Order Attachment the engine family name for the engine on which the device will be installed.

NOTE: All on-road repower projects must include installation of the highest level CARB-verified retrofit device if one is available. Repower projects are not disqualified from participation in the Carl Moyer Program if retrofit devices are not available, technically infeasible or unsafe. If installation of a retrofit device is infeasible or unsafe you **MUST** provide documentation from the retrofit device manufacturer stating the reason(s) that the device is infeasible or unsafe.

Retrofit Make:	Verified NOx Reduction: %
Retrofit Device Model:	Verified PM Reduction: %
Retrofit Family Name:	Verified ROG Reduction: %
Verification Level:	

VIII. FUNDING INFORMATION

Note: You <u>MUST</u> attach a written estimate from the equipment vendor documenting the cost of the new equipment; this quote must be obtained within 90 days prior to the closing date of the Program Announcement. .
New Engine Cost:
New Engine Installation Cost:
Engine Core Charge (optional):
Applicant Grant Request: \$
New Engine Vendor:
New Engine Installer:
<u>RETROFIT SYSTEM COST (include if a retrofit device is proposed for this project)</u>
Retrofit Device Cost (including tax): \$
Note: You <u>MUST</u> attach a written estimate from the equipment vendor documenting the cost of the device; this quote must be obtained within 90 days prior to the closing date of the Program Announcement.
Retrofit Device Installation Cost:
Retrofit Device Maintenance Cost:
Applicant Grant Request: \$
Retrofit Device Vendor and Installer:



Carl Moyer Memorial Air Quality Standards Attainment Program On-Road Heavy-Duty Diesel Emergency Vehicles (Fire Apparatus) Replacement

The South Coast Air Quality Management District (SCAQMD) is accepting applications for the Carl Moyer Memorial Air Quality Standards Attainment Program (“CMP”). The purpose of this program is to provide funding to replace, repower and retrofit heavy-duty diesel engines with lower-polluting engines and retrofit control devices.

The SCAQMD is accepting applications for projects throughout its jurisdiction. All proposals will be evaluated based on their cost-effectiveness and their disproportionate impact score as discussed in Section IV “Proposal Evaluation/Contract Selection Criteria” contained in PA# 2013-04.

For additional information about SCAQMD’s policies and applications information see:
http://aqmd.gov/tao/implementation/carl_moyer_program_2001.html.

In general, this program will follow the guidelines of the California Air Resources Board (CARB) Carl Moyer Memorial Air Quality Standards Attainment Program. For more information on this CARB program see: <http://www.arb.ca.gov/msprog/moyer/moyer.htm>.

The submittal of the following application information does not guarantee approval for funding, but will be used to determine the potential emission reductions and funding contribution associated with the proposed project. Any equipment purchased prior to project approval at a duly noticed SCAQMD Governing Board Hearing will not be eligible for funding. Applicant may, at their own risk, issue a purchase order for approved equipment prior to contract execution. Other than a purchase order, **no work shall proceed** until a fully executed contract, i.e. signed by the applicant and SCAQMD Board Chairman, and a Pre-inspection is completed.

If you have any questions regarding this program or the application process, please contact **Ashkaan Nikravan** by phone at (909) 396-3260 or by e-mail at: anikravan@aqmd.gov.



APPLICANT INFORMATION

Legal Name of Applicant Vehicle

Owner:

_____ “Applicant”

Mailing Address:

Street Address/P.O. Box

City _____ County _____ State _____ Zip _____

Contact information

	Name	Email Address	Phone Number	Fax Number
Primary Project Contact				
Person Authorized to Sign Application, Execute Grant Agreement	Title:			
Person who Completed Application				

Third Party Information

If a Third Party (e.g., engine dealer, distributor or consultant, etc.) assisted the Applicant to complete this application, such Third Party (Authorized representative) **must complete this Section:**

What is your position?	
How much are you being paid to complete this application for the owner or to assist in the proposed project?	
What is the source of funds being used to pay you?	
Name (Please Print):	Date:
Signed:	



I. EXISTING VEHICLE(S) INFORMATION

VEHICLE #1 INFORMATION:			
Vehicle Make:	Vehicle Model:	Vehicle Model Year:	
Vehicle Identification Number:	License Plate Number:	Manufacture Date:	
Odometer Reading:	Vehicle operational? <input type="checkbox"/> Yes <input type="checkbox"/> No		
DOT Number (if interstate):	CHP number (if applicable):	Fleet ID (optional):	
Vehicle Function:	Manufacturer GVWR:		
ENGINE INFORMATION:			
Engine Make:	Engine Model:	Engine Model Year:	Manufacture Date:
Serial Number:	Engine Family Number:	Horsepower:	
Engine operational? <input type="checkbox"/> Yes <input type="checkbox"/> No	Fuel used? <input type="checkbox"/> Diesel <input type="checkbox"/> Other: _____		

II. REPLACEMENT VEHICLE INFORMATION

VEHICLE INFORMATION:			
Vehicle Make:	Vehicle Model:	Vehicle Model Year:	
Vehicle Identification Number (if available):	License Plate Number (if available):	Manufacture Date:	
Odometer Reading:	Vehicle operational? <input type="checkbox"/> Yes <input type="checkbox"/> No		
DOT Number (if interstate):	CHP number (if applicable):	Delivery Date:	
Vehicle Function:	Manufacturer GVWR:		
ENGINE INFORMATION:			
Engine Make:	Engine Model:	Engine Model Year:	Manufacture Date:
Serial Number (if available):	Engine Family Number:	Horsepower:	
Engine operational? <input type="checkbox"/> Yes <input type="checkbox"/> No	Fuel used? <input type="checkbox"/> Diesel <input type="checkbox"/> Other: _____	CARB Executive Order Number:	



III. OPERATION INFORMATION – For existing equipment

OPERATION INFORMATION			
Percent Operation in California (%):			
Percent Operation in District (%):			
Does this equipment have a functioning, non-resettable hour meter?			
How long has applicant owned the existing piece of equipment?			
VEHICLE USAGE INFORMATION			
Provide fuel and mileage usage information below.	2009	2010	2011 (year to date)
Vehicle #1			
Annual Fuel Usage			
Annual Mileage			

Documentation of vehicle usage/activity is attached



Carl Moyer Memorial Air Quality Standards Attainment Program Marine Vessels Repower and/or Retrofit Application

The South Coast Air Quality Management District (SCAQMD) is accepting applications for the Carl Moyer Memorial Air Quality Standards Attainment Program ("CMP"). The purpose of this program is to provide funding to replace, repower and retrofit heavy-duty diesel engines with lower-polluting engines and retrofit control devices.

The SCAQMD is accepting applications for projects throughout its jurisdiction. All proposals will be evaluated based on their cost-effectiveness and their disproportionate impact score as discussed in Section IV "Proposal Evaluation/Contract Selection Criteria" contained in PA# 2013-04

For additional information about SCAQMD's policies and applications information see: http://aqmd.gov/tao/implementation/carl_moyer_program_2001.html.

In general, this program will follow the guidelines of the California Air Resources Board (CARB) Carl Moyer Memorial Air Quality Standards Attainment Program. For more information on this CARB program see: <http://www.arb.ca.gov/msprog/moyer/moyer.htm>.

The submittal of the following application information does not guarantee approval for funding, but will be used to determine the potential emission reductions and funding contribution associated with the proposed project. Any equipment purchased prior to project approval at a duly noticed SCAQMD Governing Board Hearing will not be eligible for funding. Applicant may, at their own risk, issue a purchase order for approved equipment prior to contract execution. Other than a purchase order, **no work shall proceed** until a fully executed contract, i.e. signed by the applicant and SCAQMD Board Chairman, and a Pre-inspection is completed.

If you have any questions regarding this program or the application process, please contact **Mark Coleman** by phone at (909) 396-3074 or by e-mail at: mcoleman@aqmd.gov or **Von Loveland** by phone at (909) 396-3063 or by e-mail at: vloveland@aqmd.gov.



Marine Vessels Repower and/or Retrofit Application

Carl Moyer Program Marine Engine Replacement Application	
<u>Applicant Information</u>	
Legal Name of Vessel Owner:	
Mailing Address:	
Street Address/P.O. Box	
State	
County	
City	
Zip	

Contact Information:				
	Name	E-Mail	Phone Number	Fax Number
Primary Project Contact				
Person Authorized to Sign Application and Execute Grant Agreement				
Person who Completed Application				

Third Party Information:	
If a <i>Third Party</i> (e.g., engine dealer, distributor or consultant, etc.) assisted the Applicant to complete this application, such Third Party must complete this Section:	
What is your position	
How much are you being paid to complete this application for the owner or to assist in the proposed project? \$	
What is the source of funds being used to pay you?	
Signed:	
Date:	
Name:	



I. EQUIPMENT INFORMATION

Vessel Name:
Has this equipment received Carl Moyer Program funds in the past? (Yes / No):
Port/ harbor
Terminal: Pier:
Vessel berth / slip number:
Primary Vessel Use: (Commercial Fishing, Charter Fishing, Crew & Supply, Pilot, Work, Ferry/ Excursion, Tow, Tug, Barge, Other)
Secondary Vessel Use (If Applicable):
Vessel Make:
Vessel Model:
Vessel Year:
U.S. Coast Guard Documentation Number (IMO Lloyd's Number if oceangoing vessel, or CF# AND CA Department of Fish & Game license for fishing vessels manufactured out of the United States or less than five net tons displacement):
Does the project vessel utilize a wet exhaust system: (Yes / No)
Total number of main engines on vessel:
Total number of auxiliary engines on vessel:



II. USAGE/ACTIVITY INFORMATION

(Attach a copy of the Commercial Harbor raft Initial Report required by CARB)

Note: Please provide projected annual usage for the vessel/engines over the proposed life of the project. This projection should be based on actual usage data for the marine vessel. You **MUST** attach documentation supporting the projected annual usage and operation within District and California waters. Supporting hours of operation documentation may be in the form of maintenance records, hour-meter reports, logs, or other paperwork for each piece of baseline equipment covering at least the past 24 months.

Total amount requested from SCAQMD for engine repower: \$

Total Project Cost: \$

The vessel is required to have a functioning non-resettable hour meter for the full project life. Will you comply with this requirement? Yes No

Project Life _____ years. Project Life is equivalent to the contract reporting term. (Project life may be adjusted by SCAQMD)

Number of Propulsion Engines to be replaced: _____

Number of Auxiliary Engines to be replaced: _____

For each Propulsion engine: Hours of Operation (per year): _____

For each Auxiliary engine: Total Hours of Operation (per year): _____

Percent of Operation within California waters: _____%

Percent of Operation within District waters: _____%

Justification for purchasing new transmission (if applicable):

Electronic Monitoring Unit

I understand that a new Electronic Monitoring Unity (EMU) will be installed as part of this Project?
(This is a program requirement) Yes



III. ENGINE INFORMATION

<input type="checkbox"/> Main Engine ____ of ____ <input type="checkbox"/> Auxiliary Engine ____ of ____	
Baseline (Existing) Engine Information	
Fuel Type:	Engine Make:
Engine Model:	Engine Year:
Engine Serial No.:	Horsepower:
Engine Displacement: ltr:_____ cyl:_____	Engine Family:
Method proposed for rendering the replaced engine inoperable:	
New Reduced-Emission Engine Information	
Fuel Type:	Engine Make:
Engine Model:	Engine Year:
	Horsepower:
Engine Displacement (ltr/cyl):	Engine Family:
New Engine Cost (incl. tax):	New Engine Installation/Labor Cost:
<input type="checkbox"/> Main Engine ____ of ____ <input type="checkbox"/> Auxiliary Engine ____ of ____	
Baseline (Existing) Engine Information	
Fuel Type:	Engine Make:
Engine Model:	Engine Year:
Engine Serial No.:	Horsepower:
Engine Displacement: ltr:_____ cyl:_____	Engine Family:
Method proposed for rendering the replaced engine inoperable:	
New Reduced-Emission Engine Information	
Fuel Type:	Engine Make:
Engine Model:	Engine Year:
	Horsepower:
Engine Displacement (ltr/cyl):	Engine Family:
New Engine Cost (incl. tax):	New Engine Installation/Labor Cost:



<input type="checkbox"/> Main Engine ____ of ____ <input type="checkbox"/> Auxiliary Engine ____ of ____	
Baseline (Existing) Engine Information	
Fuel Type:	Engine Make:
Engine Model:	Engine Year:
Engine Serial No.:	Horsepower:
Engine Displacement: ltr:_____ cyl:_____	Engine Family:
Method proposed for rendering the replaced engine inoperable:	
New Reduced-Emission Engine Information	
Fuel Type:	Engine Make:
Engine Model:	Engine Year:
	Horsepower:
Engine Displacement (ltr/cyl):	Engine Family:
New Engine Cost (incl. tax):	New Engine Installation/Labor Cost:
<input type="checkbox"/> Main Engine ____ of ____ <input type="checkbox"/> Auxiliary Engine ____ of ____	
Baseline (Existing) Engine Information	
Fuel Type:	Engine Make:
Engine Model:	Engine Year:
Engine Serial No.:	Horsepower:
Engine Displacement: ltr:_____ cyl:_____	Engine Family:
Method proposed for rendering the replaced engine inoperable:	
New Reduced-Emission Engine Information	
Fuel Type:	Engine Make:
Engine Model:	Engine Year:
	Horsepower:
Engine Displacement (ltr/cyl):	Engine Family:
New Engine Cost (incl. tax):	New Engine Installation/Labor Cost:



<input type="checkbox"/> Main Engine ____ of ____ <input type="checkbox"/> Auxiliary Engine ____ of ____	
Baseline (Existing) Engine Information	
Fuel Type:	Engine Make:
Engine Model:	Engine Year:
Engine Serial No.:	Horsepower:
Engine Displacement: ltr:____ cyl:____	Engine Family:
Method proposed for rendering the replaced engine inoperable:	
New Reduced-Emission Engine Information	
Fuel Type:	Engine Make:
Engine Model:	Engine Year:
	Horsepower:
Engine Displacement (ltr/cyl):	Engine Family:
New Engine Cost (incl. tax):	New Engine Installation/Labor Cost:

IV. FUNDING INFORMATION

Total Cost of All New Engines (incl. tax and labor): \$	
<p>NOTE: You <u>MUST</u> attach a written estimate or quotation from the equipment vendor documenting the cost of the new equipment. This quote must be obtained within 90 days prior to the closing date of the Program Announcement.</p>	
Applicant Co-Funding Amount (if any): \$	
Total Funding Requested (all engines): \$	
New Engine Vendor:	New Engine Installer:



**Carl Moyer Memorial Air Quality Standards Attainment Program
Off-Road Heavy-Duty Equipment Repower Only or Repower/Retrofit
Locomotive HEP Application**

The South Coast Air Quality Management District (SCAQMD) is accepting applications for the Carl Moyer Memorial Air Quality Standards Attainment Program (“CMP”). The purpose of this program is to provide funding to replace, repower and retrofit heavy-duty diesel engines with lower-polluting engines and retrofit control devices.

The SCAQMD is accepting applications for projects throughout its jurisdiction. All proposals will be evaluated based on their cost-effectiveness and their disproportionate impact score as discussed in Section IV “Proposal Evaluation/Contract Selection Criteria” contained in PA# 2013-04

For additional information about SCAQMD’s policies and applications information see:
http://aqmd.gov/tao/implementation/carl_moyer_program_2001.html.

In general, this program will follow the guidelines of the California Air Resources Board (CARB) Carl Moyer Memorial Air Quality Standards Attainment Program. For more information on this CARB program see: <http://www.arb.ca.gov/msprog/moyer/moyer.htm>.

The submittal of the following application information does not guarantee approval for funding, but will be used to determine the potential emission reductions and funding contribution associated with the proposed project. Any equipment purchased prior to project approval at a duly noticed SCAQMD Governing Board Hearing will not be eligible for funding. Applicant may, at their own risk, issue a purchase order for approved equipment prior to contract execution. Other than a purchase order, **no work shall proceed** until a fully executed contract, i.e. signed by the applicant and SCAQMD Board Chairman and a Pre-inspection, is completed.

If you have any questions regarding this program or the application process, please contact **Vasken Yardemian** by phone at (909) 396-3296 or by e-mail at: vyardemian@aqmd.gov.



Carl Moyer Locomotive Application

Part 1: Applicant Information	
Legal Name of Applicant:	
Mailing Address:	
Street Address / P.O. Box:	
State:	
County:	
City:	
Zip:	

Contact Information:				
	Name	Email	Phone Number	Fax Number
Primary Project Contact				
Person Authorized to Sign Application and Execute Grant Agreement				
Person Who Completed Application				

Third Party Information:
If a Third Party (e.g., engine dealer, distributor or consultant, etc.) assisted the Application to complete this application, such Third Party must complete this Section:
What is your position?
How much are you being paid to complete this application for the owner or to assist in the proposed project?
What is the source of funds being used to pay you?
Sign:
Date:
Name:



I. LOCOMOTIVE INFORMATION

I am requesting \$ _____ (total award request) for _____ (total number) of Locomotive or ILDS
Note: All cost estimates must have been obtained within 90 days of application submittal
How long do you expect the equipment to operate?
Percent Operation in California (%):
Percent Operation in District (%):*

II. EXISTING LOCOMOTIVE INFORMATION

Unit Number or Other Identifier:	
Has this equipment received Carl Moyer Program funds in the past? (Yes / No):	
Equipment Location Address:	
Equipment Location City:	
Equipment Location County:	
Equipment Location State:	
Equipment Location Zip Code:	
Locomotive Type (Line Haul, Traditional Switcher, Alternative Technology Switcher, Passenger):	
Does the locomotive already have a functioning automatic start-stop (AESS) ILD installed?	
Locomotive Serial Number:	
Locomotive Make:	
Locomotive Model:	
Locomotive Model Year:	

III. EXISTING / MAIN ENGINE INFORMATION

Engine # ___ of ___

Engine Type (Main or Auxiliary):	
Engine Fuel Type:	
Engine Make:	
Engine Model:	
Engine Model Year:	
Engine Serial Number:	
Locomotive Horsepower:	
Engine Emissions Tier:	



IV. PROJECT DETAILS

Total Amount requested from the SCAQMD for this locomotive: \$	
Total Project Cost: \$	
Name the Railroad Class:	

V. NEW LOCOMOTIVE INFORMATION

Locomotive Make:	
Locomotive Model:	
Locomotive Model Year:	
Locomotive Type (Line Haul, Traditional Switcher Alternative Technology Switcher, Passenger):	
Number of Main Engines:	
Number of Auxiliary Engines:	
What type of engine(s) does the new equipment use (on-road or off-road)?	
New Locomotive cost:	
Locomotive Vendor:	

VI. ENGINE ACTIVITY INFORMATION

	2010	2011	2012
Annual Fuel Usage (gallons per year):			

VII. NEW / REDUCED EMISSION REPLACEMENT ENGINE INFORMATION

Engine Fuel Type:	
Engine Make:	
Engine Model:	
Engine Model Year:	
Engine Serial Number:	
Locomotive Horsepower:	
Engine Emissions Tier:	
EPA Family Name:	
Engine Cost: \$	



Engine Installation Cost: \$	
Has this engine been certified by U.S. EPA? (Yes / No) If yes, Certificate #	
U.S. EPA certified locomotive NOx emission rate (g/bhp-hr):	
U.S. EPA certified locomotive HC emission rate (g/bhp-hr):	
U.S. EPA certified locomotive PM emission rate (g/bhp-hr):	

VIII. ENGINE ACTIVITY INFORMATION

Estimated Future Annual Fuel Usage:

IX. AUTOMATIC ENGINE STOP/START DETAILS

AESS:
Make:
AESS Model:
AESS Year:
AESS ID Number:
AESS Capital Cost: \$
AESS Installation Cost: \$



Carl Moyer Memorial Air Quality Standards Attainment Program Off-Road Heavy-Duty Equipment Repower or Remanufacture Application

The South Coast Air Quality Management District (SCAQMD) is accepting applications for the Carl Moyer Memorial Air Quality Standards Attainment Program (“CMP”). The purpose of this program is to provide funding to replace, repower and retrofit heavy-duty diesel engines with lower-polluting engines and retrofit control devices.

The SCAQMD is accepting applications for projects throughout its jurisdiction. All proposals will be evaluated based on their cost-effectiveness and their disproportionate impact score as discussed in Section IV “Proposal Evaluation/Contract Selection Criteria” contained in PA #2013-04.

For additional information about SCAQMD’s policies and applications information see: http://aqmd.gov/tao/implementation/carl_moyer_program_2001.html.

In general, this program will follow the guidelines of the California Air Resources Board (CARB) Carl Moyer Memorial Air Quality Standards Attainment Program. For more information on this CARB program see: <http://www.arb.ca.gov/msprog/moyer/moyer.htm>.

The submittal of the following application information does not guarantee approval for funding, but will be used to determine the potential emission reductions and funding contribution associated with the proposed project. Any equipment purchased prior to project approval at a duly noticed SCAQMD Governing Board Hearing will not be eligible for funding. Applicant may, at their own risk, issue a purchase order for approved equipment prior to contract execution. Other than a purchase order, **no work shall proceed** until a fully executed contract, i.e. signed by the applicant and SCAQMD Board Chairman, and a Pre-inspection is completed.

If you have any questions regarding this program or the application process, please contact **Connie Day** by phone at **(909) 396-3055** or by e-mail at: cday@aqmd.gov.



Carl Moyer Locomotive Application

Part 1: Applicant Information	
Legal Name of Applicant Vehicle Owner:	
Mailing Address:	
Street Address/P.O. Box	
State	
County	
City	
Zip	

Contact Information:				
	Name	E-Mail	Phone Number	Fax Number
Primary Project Contact				
Person Authorized to Sign Application and Execute Grant Agreement				
Person who Completed Application				

Third Party Information:
If a Third Party (e.g., engine dealer, distributor or consultant, etc.) assisted the Application to complete this application, such Third Party must complete this Section:
What is your position?
How much are you being paid to complete this application for the owner or to assist in the proposed project?
What is the source of funds being used to pay you?
Sign:
Date:
Name:



I. LOCOMOTIVE INFORMATION

I am requesting \$ _____ (total award request) for _____ (total number) units
Note: All cost estimates must have been obtained within 90 days of application submittal
How long do you expect the equipment to operate?
Percent Operation in California (%):
Percent Operation in District (%):*
Note: The SCAQMD is the air pollution control agency for all of Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties, the smoggiest region in the U.S. See http://www.aqmd.gov/map/mapaqmd2.pdf for a jurisdiction map.

II. EXISTING LOCOMOTIVE INFORMATION

Unit Number or Other Identifier:	
Has this equipment received Carl Moyer Program funds in the past? (Yes / No):	
Equipment Location Address:	
Equipment Location City:	
Equipment Location County:	
Equipment Location State:	
Equipment Location Zip Code:	
Locomotive Type (Line Haul, Traditional Switcher, Alternative Technology Switcher, Passenger):	
Does the locomotive already have a functioning automatic start-stop (AESS) ILD installed?	
Locomotive Serial Number:	
Locomotive Make:	
Locomotive Model:	
Locomotive Model Year:	



III. NEW LOCOMOTIVE INFORMATION

Total Amount requested from the SCAQMD for this Locomotive repower or remanufacture:	
Total Project Cost:	
Name the Railroad Class:	

IV. EXISTING / MAIN ENGINE INFORMATION

Engine # ___ of ___

Engine Type (Main or Auxiliary):	
Engine Fuel Type:	
Engine Make:	
Engine Model:	
Engine Model Year:	
Engine Serial Number:	
Locomotive Horsepower:	
Engine Emissions Tier:	

V. Engine Activity Information

	2010	2011	2012
Annual Fuel Usage (gallons per year):			



VI. NEW / REDUCED EMISSION REPLACEMENT ENGINE INFORMATION

Engine Fuel Type:	
Engine Make:	
Engine Model:	
Engine Model Year:	
Engine Serial Number:	
Locomotive Horsepower:	
Engine Emissions Tier:	
EPA family name	
Engine Cost: \$	
Engine Installation Cost: \$	
Has this engine been certified by U.S. EPA? (Yes / No):	
U.S. EPA certified locomotive NOx emission rate (g/bhp-hr):	
U.S. EPA certified locomotive HC emission rate (g/bhp-hr):	
U.S. EPA certified locomotive PM emission rate (g/bhp-hr):	

VII. ENGINE ACTIVITY INFORMATION

Estimated Future Annual Fuel Usage:
