



**EASTERN KERN AIR POLLUTION CONTROL DISTRICT**  
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**CARL MOYER**  
**DIESEL EMISSIONS REDUCTION PROGRAM**  
**PROJECT APPLICATION INSTRUCTIONS AND ELIGIBILITY**

**Program Overview**

The Carl Moyer Program (CMP) is a grant program that funds the incremental cost of cleaner-than-required engines, equipment, and other sources of air pollution. Although air pollution regulations have significantly reduced emissions and improved air quality across the State, many areas of California continue to experience unhealthy air. The Carl Moyer Program complements California's regulatory program by providing incentives to obtain early or extra emission reductions, especially from emission sources in environmental justice communities and areas disproportionately impacted by air pollution.

The Eastern Kern Air Pollution Control District (EKAPCD) accepts CMP applications requesting monetary incentives for projects designed to reduce diesel emissions on an on-going continuous basis. Eligible projects are selected for funding based on a first-come first-served system until all CMP grant funding is committed to projects.

Eligible diesel emissions reduction projects can qualify for up to a maximum grant award of \$100,000 per applicant per six-month period. The \$100,000 funding cap applies to any person, corporation, partnership, business, or association that has been awarded up to \$100,000 in EKAPCD CMP project funds. Any person, corporation, partnership, business, or association that has been awarded up to \$100,000 in CMP funds may apply for up to an additional \$100,000 in CMP grant funds after six months has passed from the date the applicant signed a CMP agreement with EKAPCD.

Diesel emissions reduction projects can include: Retrofit on-road heavy-duty vehicles (model years 2004-2006 only), retrofit and repower compression ignition off-road heavy-duty equipment, retrofit and repower large spark-ignition equipment such as forklifts and airport ground support equipment, and replacement of old heavy-emitting agricultural pump engines with new low-emitting Tier 3 diesel engines and electric pump motors.

For additional information, assistance or to receive application materials, please contact EKAPCD:

**Eastern Kern Air Pollution Control District**  
**2700 "M" Street Suite 302**  
**Bakersfield, CA 93301**

**(661) 862-5250 • [ekapcd@co.kern.ca.us](mailto:ekapcd@co.kern.ca.us) • [www.kernair.org](http://www.kernair.org)**

## **EKAPCD CARL MOYER PROJECT APPLICATION INSTRUCTIONS**

### **General Eligibility Criteria**

Project eligibility is determined by ARB regulations, operating condition of engine and condition of equipment engine is operating in, annual hours of operation/annual miles traveled, percent of operation in EKAPCD, percent of operation in California, and lower emission product availability for vehicle/equipment.

1. All emission reductions must be voluntary and surplus to any ARB regulation.
2. Current engine must be in good working order at the time of pre-inspection, non-operating engines will not qualify for funding.
3. Equipment must be in good working order and must be able to perform its intended function(s) for the entire life of the project.
  - a. Operating condition is determined through an inspection process conducted by EKAPCD staff prior to agreement execution.
4. Annual hours of operation/annual miles traveled are used in determining the grant award. The current engine must be connected to a functioning hour meter or odometer. If the engine is not connected to a functioning hour meter or odometer the applicant must submit the two most recent years of fuel use records.
5. Engine must be operated in the state of California under the applicant/organization name for at least twelve (12) months prior to the application submission date.
6. Engine must be domiciled in EKAPCD.
7. Engine must be operated at least 50% of the time in EKAPCD and at least 75% of the time in California.
8. New engine must:
  - a. Be certified by the ARB for sale in California and must comply with durability and warranty requirements;
  - b. Be a new Original Equipment Manufacturer (OEM) remanufactured, or rebuilt off-road engine ARB certified/re-certified to:
    - The current applicable emission standard, or
    - To a FEL NO<sub>x</sub> or NO<sub>x</sub>+NMHC level that is lower than the required emission standard, or
    - To an optional credit emission standard as applicable for the horsepower rating.
  - c. Demonstrate at least a 15% reduction of Nitrogen Oxides (NO<sub>x</sub>) emissions from the existing engine and no net increase of Particulate Matter (PM) emissions.
9. Retrofit must be the highest level ARB verified device and reduce PM by at least 85%

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10. If project is selected for funding grantee:
  - a. Must not purchase or install any equipment under funding consideration prior to agreement execution.
  - b. Must remain the owner of the new engine/retrofit/electric motor for the life of the project/agreement.
    - If the repowered vehicle is sold during the project life, then the new owner of the vehicle must assume the agreement obligations with the EKAPCD and comply with the terms and conditions outlined in the original agreement. The EKAPCD must approve the vehicle ownership change prior to its sale.
  - c. Maintain replacement value insurance for the vehicle through the full term of the agreement.
  - d. Must submit annual reports to the EKAPCD through the full term of the agreement.

### **Project Limitations**

Due to the adoption of various California Air Resources Board (ARB) diesel emission regulations, CMP funding is limited in all categories. Project limitations are as follows:

1. On-road projects are limited to retrofitting model year trucks 2004-2006 over 14,000 GVWR belonging to a small fleet only.
  - a. A small on-road fleet is classified as 3 (three) or fewer trucks owned, operated, leased, or managed by any person, corporation, partnership, business, or association.
2. Off-road compression ignition (CI) projects are limited to retrofitting or repowering and retrofitting heavy-duty off-road equipment in small or medium fleets.
  - a. A small off-road fleet is classified as 25 to 2,500 combined total horsepower of all CI off-road equipment owned, operated, leased, or managed by any person, corporation, partnership, business, or association.
  - b. A medium off-road fleet is classified as 2,501 to 5,000 combined total horsepower of all CI off-road equipment owned, operated, leased, or managed by any person, corporation, partnership, business, or association.
3. Off-road large spark-ignition (LSI) projects are limited to retrofitting or repowering and retrofitting LSI equipment such as forklifts and AGSE in a small fleet.
  - a. A small LSI fleet is classified as 4 (four) or fewer forklifts, AGSE, or a combination of various types of LSI equipment owned, operated, leased, or managed by any person, corporation, partnership, business, or association.
4. Agricultural pump engine projects will be limited to diesel engine to electric motor replacements only, as of January 1, 2010.

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- a. Diesel to diesel pump engine replacement projects will be eligible for CMP funding until January 1, 2010. New diesel engine must be at least an EPA rated Tier 3 engine.

For more information on project eligibility please see the California Air Resources Board Carl Moyer 2008 Guidelines: <http://www.arb.ca.gov/msprog/moyer/guidelines/current.htm>

### **Applicant Resource Information**

To assist applicants participating in EKAPCD's Carl Moyer Program, EKAPCD has developed an Applicant Resource Information Web Page. This page contains links to engine manufacturers, distributors and local dealers familiar with the requirements of the program. These links can assist the applicant in obtaining necessary information to fulfill the requirements of the program. Additionally, this web page contains links to the California Air Resources Board website where applicants can obtain a list of eligible engines, vehicles, associated Executive Orders and other technical information.

Please use the information presented within the web links on the Applicant Resource Web Page when preparing an application. Submitting a complete application packet with accurate information will reduce the amount of time and resources necessary to process your application.

Please note that the manufacturers, distributors and dealers represented on this page have not been "approved" by the EKAPCD nor do they represent an exhaustive list of available resources. If you are an engine manufacturer, distributor, or dealer and you wish to be included on the Applicant Resource Web Page, please contact the EKAPCD's Diesel Emissions Reduction Program.

The Applicant Resource Information Web Page can be found at [www.kernair.org](http://www.kernair.org) under the "Grants, Diesel Engine" pull-down menu tab.

### **General Application Guidelines**

#### **VERY IMPORTANT:**

Mail all complete EKAPCD Carl Moyer Diesel Emissions Reduction Program application packets to: Eastern Kern Air Pollution Control District, Carl Moyer Diesel Emissions Reduction Program, 2700 "M" Street Suite 302 Bakersfield, CA 93301.

1. Fill out the application completely and as accurately as possible. Do not leave any required fields blank, as it lengthens the processing timeframe associated with the application and delays funding.
2. All required signatures must be in blue ink, as a way to identify them as an original.
  - a. If a third party filled out any part or all of the application on your behalf, make sure that the Third Party Signature section is completely filled out and signed.
3. A copy of the following items must accompany the application at the time of submittal in order to be deemed complete:

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- a. Internal Revenue Service (IRS) Request for Taxpayer Identification Number and Certification Form W-9 (Form W-9).
  - The information entered into Section 1 of the application must be identical to the information on Form W-9, as this information will be used to generate all binding documents and be used to report incentive funding to the IRS.
  - A copy of the IRS Form W-9 can be downloaded at [www.irs.gov](http://www.irs.gov) or by calling 1-800-829-3676.
  - If your business is a Limited Liability Company (LLC), please follow the instructions found on Form W-9.
- b. Applicable ARB Executive Order (EO), in its entirety, for the new reduced-emission engine and the verified retrofit device.
  - Request an EO from your engine/retrofit dealer, or
  - Retrieve an EO online at [www.arb.ca.gov](http://www.arb.ca.gov) from ARB's website.
- c. Past two years fuel records are required if current engine is not connected to a functioning hour meter/odometer.
- d. Itemized dealer/installer quote for the reduced-emission technology, that includes:
  - Date that the quote was generated.
  - Applicant/business name and address.
  - Dealer/installer name and address.
  - ARB certified engine and verified retrofit device name.
  - Complete and detailed breakdown of all applicable costs associated with project such as: new engine, retrofit device, core charge, electric motor, panel, wiring, hardware, installation labor, annual maintenance cost and tax.
  - Maintenance costs for the ARB verified retrofit device might be eligible for funding provided the project meets the EKAPCD cost-effectiveness limit.

### **Step-By-Step Application Instructions**

This section outlines the information requirements for each field of the application. There is an electronic pdf version of the application located on the EKAPCD website [www.kernair.org](http://www.kernair.org) that can be filled out on the computer. The electronic pdf application must be printed and signed in blue ink. A hard copy of the application with the original signature must be submitted to EKAPCD via postal mail; emailed applications will not be accepted.

If you need additional assistance, please contact the EKAPCD Carl Moyer Program Administrative Coordinator: (661) 862-5250 or [ekapcd@co.kern.ca.us](mailto:ekapcd@co.kern.ca.us).

#### **1. Applicant Information**

- a. Business name: The legal name of the entity that will enter into agreement with the EKAPCD. The information entered into Section 1 of the application must be identical to the information on Form W-9, as this information will be used to generate all binding documents and be used to report incentive funding to the IRS.

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- b. Address: The physical address where the organization is located, including: number and street name, city, state and zip code.
- c. Mailing address: The mailing address used by the organization. If the physical and mailing address is the same, write "Same." All correspondence generated by the EKAPCD, including the agreement, checks, and annual reports, will be sent to the mailing address.
- d. Type of business: The classification of the entity that appears in the "Business, Organization, or Proprietor's Name" field of the application. Check the appropriate box.

### **2. Tax ID**

Taxpayer Identification Number (TIN) entered in Form W-9, in the form of an employer identification number or a social security number. The organization's name and TIN will be used to report incentive funding to the IRS. The EKAPCD cannot give tax advice, as such, please contact a tax professional or the IRS to determine the tax consequences associated with receiving incentive funding.

### **3. Primary Contact Person's Information**

Enter the first name, last name, and job title of the person that will serve as the primary contact to the EKAPCD for this project. All questions related to your project will go this individual.

- a. Phone No: The main phone number, including area code, for the primary contact.
- b. Alternate Phone No: Alternate phone numbers, including area code, where the primary contact can be reached.
- c. Fax No: Fax number, including area code, for the primary contact.
- d. Email Address: Email address of the primary contact.

### **4. Person with Contract Signing Authority**

Enter the first and last name of the person who has signing authority to enter into a binding agreement with the EKAPCD.

### **5. Project Type**

Complete new pages 2-4 for each separate project and make sure to number the heading of each project page accordingly. Select Retrofit, Repower, or both and then select the appropriate project classification. Remember, off-road repower projects have to include a retrofit so make sure to check both boxes and include all required new engine and diesel particulate filter (DPF) documentation.

- a. Include the total number of on-road vehicles over 14,000 GVWR if applying for an on-road project.
- b. Include the total combined horsepower of all CI off-road equipment if applying for an off-road project.
- c. Include the total number of LSI vehicles if applying for an LSI project.

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### **6. Vehicle/Equipment Information**

Enter the make, model, model year, vehicle/equipment type, and VIN/serial number of the vehicle/equipment that is to be repowered/retrofit. GVWR is only required for on-road projects and number of engines is only required for off-road projects. Agricultural projects are not required to fill out this section.

### **7. Current Engine Information**

Enter the physical location (street address, city and zip code) of where the engine is domiciled.

- a. Enter what the engine is used for, Transportation, Construction, Agriculture, ect.
- b. Enter the percent of time the engine is operated in California and the percent of time the engine is operated in EKAPCD (see page 9 for district boundaries).
- c. If the vehicle is used seasonally please attach a separate sheet of paper explaining the engine's use.
- d. If the current engine is not connected to a functioning hour meter applicant must supply previous two years fuel records.

All of the following information can be found on the engine data plate located on the engine block or valve cover. Engine make, model, model year (the year the engine was manufactured), serial number, engine Tier, horsepower, and EPA family name.

- a. If the EPA Family Name or Engine Tier is not located on the engine data plate, the information should be available through your engine dealer.

### **8. Engine/Equipment Pre-Inspection**

An engine/vehicle/equipment pre-inspection is required to help determine eligibility. Check the time(s) and day(s) the engine/vehicle/equipment would be available for inspection by EKAPCD staff. This information may be used for scheduling purposes however; it does not guarantee your inspection on a specific day or time. EKAPCD staff will contact you to set up an inspection appointment.

### **9. New Lower-Emission Engine Information**

This information is only required for engine repower projects.

- a. Enter the new engine's make, model, model year, engine type, Engine Tier, fuel type, horsepower rating, and EPA family name.
- b. Total cost of new engine: Enter the total cost of the new engine. This includes all parts, labor, and taxes.
- c. Grant amount requested: Enter the total amount of grant funds you are requesting for this project.

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### **10. Retrofit Information**

This information is only required for engine retrofit projects.

- a. Enter the retrofit device make, model, model year, verification level (assigned by ARB), family name, and ARB verified emissions reductions expressed in percentages.
- b. Total cost of retrofit: Enter the total cost of the retrofit device. This includes all parts, labor, and taxes.
- c. Grant amount requested: Enter the total amount of grant funds you are requesting for this project.

### **11. New Electric Motor Information**

This information is only required for diesel to electric repower projects.

- a. Enter the electric motor manufacturer, model, model year horsepower rating, motor position, and motor efficiency.
- b. Total cost of electric motor: Enter the total cost of the electric motor. This includes all parts, wiring, conduit, control panel, labor, and taxes.
- c. Grant amount requested: Enter the total amount of grant funds you are requesting for this project.

### **12. Dealer/Installer Information**

Enter the name of the dealer/installer that you have supplied a detailed written project quote from in your CMP application packet. Also enter the dealer/installer's address, phone number, Fax number, and email address.

### **13. Terms and Conditions**

The applicant must initial each area to certify that s/he has read and understands the Application Guidelines and Eligible Criteria requirements, and agrees to all the terms and conditions therein.

### **14. Application Packet Checklist**

The Application Packet Checklist is designed to be a quick reference guide to remind the applicant to double check that s/he has filled out all required sections of the CMP application and included all required documents with the application packet. Please check each box.

### **15. Third Party Information**

The Third Party section must be completed if any part or all of the application was filled out by anyone other than the applicant. The Disclosure statement must be filled out and signed by the applicant.

### **16. Disclosure Statement:**

All eligible project applications must include a signed disclosure statement. The disclosure statement specifies whether the applicant has submitted an application for incentive funding to any other entity or program for the same project (for example, submitting an application for this project to another air district). If so, the applicant must disclose to whom the other application was



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submitted, and whether funds have been awarded or may be awarded. If funds have been awarded or may be awarded, the funding amount must be disclosed.

The applicant certifies by signature in the disclosure statement that s/he has reviewed the application and that the application information is accurate and correct.

An applicant found to have submitted multiple applications for the same equipment/engine and has not disclosed any current financial incentive in the disclosure statement shall at a minimum, be disqualified from funding for that equipment/engine from all sources within the control of the EKAPCD and ARB. Such an applicant may also be banned from submitting future applications for any Carl Moyer Program project funding. In addition, ARB may seek civil or criminal penalties for such nondisclosure.

If a previous application for this specific piece of equipment or engine has been rejected by the EKAPCD or any other Air District and is no longer being considered for funding, the applicant may re-apply for project funding.

### **EKAPCD Boundaries**

