

Bay Area Air Quality Management District Carl Moyer Program Locomotive Project Fact Sheet

What is the Carl Moyer Program?

The Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program) is a state funded program that offers grants to owners of heavy-duty vehicles and equipment to reduce air pollution emissions from heavy-duty engines.

What types locomotive projects are eligible for grants?

Grants are available to help locomotive engine operators 1) repower or replace older locomotives 2) retrofit engine or exhaust systems with ARB-verified technologies, 3) purchase idle-limiting devices, and 4) install other technologies that offer emission reductions. These other technologies will be considered on a case-by-case basis by the Air Resources Board (ARB).

Who can apply?

Provided the project is not required by law, any railroad operator is eligible, including operators of engines that power line haul, switcher and passenger railcars, and operators of military and industrial services.

The District is accepting applications for projects throughout its jurisdiction, but will prioritize projects that reduce emissions in impacted communities. Highest priority will be given to the following six highly impacted communities:

- 1) Eastern San Francisco, 2) West Oakland, 3) East Oakland/San Leandro, 4) Richmond
- 5) San Jose, and 6) Concord.

For a map of impacted communities in the Bay Area, see: <http://www.baaqmd.gov/moyer>. The following counties are part of the Air District's jurisdiction: Alameda, Contra Costa, Marin, San Mateo, San Francisco, Santa Clara, and Napa counties. The southern portions of Solano and Sonoma counties are also part of the Air District.

How do I know if my project is required by law?

The United States Environmental Protection Agency (EPA) has the authority to pass and enforce regulations for locomotive engine emission standards. In addition, ARB has passed Requirements for Intrastate Locomotive Fuel Use and there is a Memorandum of Understanding (MOU) signed in 2005 with operators in the state called the "Statewide Rail Yard Agreement to Reduce Diesel PM at California Rail Yards" (the "Statewide MOU"). To read about existing and upcoming regulations and MOUs governing locomotives, visit the following webpages:

Regulations and MOUs	Webpage Information Link
Federal emission standards for new locomotives and new engines used in locomotives.	http://www.epa.gov/otaq/locomotv.htm
State rules for fuel and MOUs	http://www.arb.ca.gov/msprog/offroad/loco/loco.htm

My locomotive engine is subject to a regulation or MOU to reduce emissions, am I eligible for a grant?

Grants cannot be used for projects that are required by law or by a contract or agreement; however, they can be applied to projects that comply at least three years in advance of regulations. For example, if a regulation requires that an engine's emissions be reduced by 2013, grants can be awarded to reduce those emissions as long as the funded equipment is operational by 2010. Here are specific examples:

- Under the Statewide MOU both Union Pacific and BNSF are required to add ILD devices, these operators are not eligible for Carl Moyer Program grants for this project type.
- Locomotive operators utilizing an alternative emission control plan (AECP) to comply with California's locomotive low-sulfur diesel fuel requirements are not eligible for Carl Moyer Program funds.
- If a Class I railroad is subject to federal emissions standards, these locomotives may be eligible to apply for grants to exceed the required Tier requirements. For example, if a Tier 1 is required, grants may be available to contribute to a project that meets the Tier 2 or higher standard.
- Class II and III railroads, including military and industrial railroads, are generally exempt from federal standards. These railroads are eligible to apply for grants.

What other information should I know about the grants for locomotive engines?

- The application requires that you submit information about your existing engine (model year, serial number, engine tier, horsepower and fuel consumption) and information about the replacement engine or equipment (quotes from your engine dealer for prices, engine tier, and engine horsepower).
- All locomotive purchase and repower projects must include installation of an automatic engine start-stop idle reduction device if technically feasible.
- The application requires documentation that you carry general liability and workers compensation insurance and machinery insurance equal to the full replacement value of the engine.
- Note that this is not a complete list of the program requirements. For more information about what is required, read Chapter Eight "Locomotives", in the 2005 Carl Moyer Program Guidelines (the "Guidelines"). See below for the webpage of the Guidelines.

What can I do now, before I start my application?

- Read the Air District Carl Moyer Program Overview Fact Sheet for rules that apply to all project types available from the Air District and online at <http://www.baaqmd.gov/moyer>.
- Understand any applicable federal and state rules and MOUs in effect or pending for your engine.
- Review the California Air Resources Board (ARB) 2005 Carl Moyer Program Guidelines Chapter Eight "Locomotives". The Guidelines are on the ARB webpage <http://www.arb.ca.gov/msprog/moyer/moyer.htm>
- Start collecting information needed for your application.
- Contact your engine or equipment dealer to discuss potentially eligible projects for your equipment.
- Contact the Air District with any additional questions.

When are applications available?

Applications will be available from the Air District website <http://www.baaqmd.gov/moyer> on February 1, 2008. The Air District will accept completed applications through April 4, 2008. For more information, contact Joe Steinberger at 415-749-5018 or jsteinberger@baaqmd.gov.