



Notice of Funding Availability
Goods Movement Emission Reduction Program
Locomotives
Year 5 - Solicitation 15LA

Air Pollution Control Board

Greg Cox	District 1
Dianne Jacob	District 2
Dave Roberts	District 3
Ron Roberts	District 4
Bill Horn	District 5

September 30, 2016

The San Diego County Air Pollution Control District (District) is pleased to announce the availability of funds from the State Goods Movement Emission Reduction Program (GMERP). The GMERP is a partnership between the State Air Resources Board (ARB) and local agencies (like air districts and seaports) to quickly reduce air pollution emissions and health risk from freight movement along California’s trade corridors. Projects funded under this Program must achieve early or extra emission reductions not otherwise required by law or regulation.

When can I submit an application?

The District is currently accepting applications.

Applications must be received no later than **4:00 pm on Friday, October 31, 2016.**

How much funding is available for locomotive projects?

The District has at least \$2.5 million in California GMERP Bond funding available for locomotive projects. Table 1 shows how the potential funding amounts vary based on Class I, Class II, and Class III railroads with a **minimum usage of 20,000 gallons/year**, the type of locomotive and when the locomotive project is completed.

Table 1: GMERP Locomotive Project Funding Levels¹

Locomotive Type	Funding levels ² if new equipment is operational by:		
	2016	2017	2018
Switcher (1,006-2,300 hp)	85% up to \$2,125,000	80% up to \$2,000,000	75% up to \$1,875,000
Medium hp (2,301-4,000 hp)	85% up to \$2,550,000	80% up to \$2,400,000	75% up to \$2,250,000
Line-haul (4,001 hp +) 90-100% CA	85% up to \$2,550,000	80% up to \$2,400,000	75% up to \$2,250,000
Line-haul (4,001 hp +) 75% CA	70% up to \$2,100,000	65% up to \$1,950,000	60% up to \$1,800,000

¹ If the old equipment is banned from California operation instead of being scrapped, the funding amount is reduced by 20%.

² The percentage is based on the costs that are eligible for reimbursement under this program.

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Line-haul (4,001 hp +) 50% CA	45% up to \$1,350,000	40% up to \$1,200,000	35% up to \$1,050,000
Line-haul (4,001 hp +) 30% CA	25% up to \$750,000	20% up to \$600,000	15% up to \$450,000

Table 2 shows how the potential funding amounts vary based on Class III railroads with a **minimum usage of 10,000 to 19,999 gallons/year**, the type of locomotive and when the locomotive project is completed.

Table 2: GMERP Locomotive Project Funding Levels³

Locomotive Type	Funding levels⁴ if new equipment is operational by:		
	2016	2017	2018
Switcher (1,006-2,300 hp)	85% up to \$1,062,500	80% up to \$1,000,000	75% up to \$937,500
Medium hp (2,301-4,000 hp)	85% up to \$1,227,500	80% up to \$1,200,000	75% up to \$1,125,000

What equipment is eligible?

Equipment eligible to receive funding includes diesel-powered freight locomotives with no or minimal emissions control technology (i.e., uncontrolled, or meeting Tier 0 through Tier 2 standards).

What project types are eligible?

Eligible projects will replace or retrofit (retrofit includes rebuild, repower, remanufacture, filter installation, and all other modifications other than replacement) an uncontrolled, or Tier 0 through Tier 2 locomotives with a new engine or alternative technology that meets U.S. EPA Tier 4 or lower emission standards (1.30 grams per brake horsepower-hour (g/bhp-hr) or lower NOx and 0.03 g/bhp-hr or lower PM). Projects involving a Locomotive Emissions Capture and Control System are also eligible for funding. Please contact the District for more information on these projects. **If you are interested in applying for an Emission Capture and Control System, please contact the District for a paper application form.**

³ If the old equipment is banned from California operation instead of being scrapped, the funding amount is reduced by 20%.

⁴ The percentage is based on the costs that are eligible for reimbursement under this program.

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How will projects be selected?

District staff will evaluate all applications received during the solicitation period and submit a single approved-projects list to ARB for competitive ranking based on estimated emission reductions and cost-effectiveness. Applicants may request a reduced funding amount to increase a proposed project's competitiveness.

How can I apply?

Submit applications online through the County's online Citizen Access system - <https://publicservices.sdcounty.ca.gov/citizenaccess/> for diesel locomotive projects. **If you are interested in applying for an Emission Capture and Control System, please contact the District for a paper application form.** Facsimile (fax) submittals will not be accepted. Staff at the District will be available to help applicants use the online application system by appointment during the application period. Please contact the District at (858) 586-2600 or cleanairgrants@sdcounty.ca.gov if you have questions about the program, have difficulty with the online application process, or have a project that does not fit into the online application categories. Applications and all supporting documentation **must be received by the District by 4:00 pm on October 31, 2016.**

Where can I find more information?

If you have questions or need additional information, please contact:

Albert Mar, Air Resources Specialist • (858) 586-2738 • Albert.Mar@sdcounty.ca.gov

Robert Mercado (Habla Español), Air Resources Specialist • (858) 586-2694

• Robert.Mercado@sdcounty.ca.gov

Useful Resources:

- San Diego County Air Pollution Control District Goods Movement Emission Reduction Program website: www.sdapcd.org/grants
- ARB Goods Movement Emission Reduction Grant Program: <http://www.arb.ca.gov/bonds/gmbond/gmbond.htm>

**** Below is a summary of the program requirements from the 2015 ARB GMERP guidelines, but is not a complete list of program requirements.***

APPENDIX B Locomotives and Railyards

A. Equipment Project Specifications

<p>Eligible Equipment</p>	<p>Locomotive projects: Diesel-powered freight locomotives with no or minimal emissions control technology (i.e., uncontrolled, or meeting Tier 0 through Tier 2 standards).</p> <p>Equipment owner must demonstrate:</p> <ul style="list-style-type: none"> • Operation or equivalent locomotive horsepower operation in California for the past 2 years. • For switchers and medium horsepower locomotives: at least 50% operation or equivalent locomotive horsepower operation within the four California trade corridors for the past 2 years. • For line haul locomotives: a majority of the minimum percentage operation or equivalent locomotive horsepower operation within the four California trade corridors for the past 2 years. • Estimated diesel fuel usage of 20,000 gallons or equivalent per year or greater <u>for Class I or Class II railroads.</u> • <u>Estimated diesel fuel usage of 10,000 gallons or equivalent per year or greater for Class III railroads</u> <p>Locomotive emissions capture and control system projects: Existing freight railyards within the four California trade corridors.</p>
<p>General Requirements (applicable to all project options)</p>	<p>Equipment owner shall:</p> <ul style="list-style-type: none"> • Commit to the project life specified by the applicable equipment project option. • Adhere to all Program requirements during the project life. • Agree to equipment inspections. • Comply with record-keeping, reporting, and Program review or fiscal audit requirements. • Sign a legally binding contract with the local agency including project milestones and completion deadlines. • Properly maintain upgraded equipment in good operating condition and according to manufacturer's recommendations. • Demonstrate proof of equipment warranty and insurance on upgraded equipment. • Certify that there are no outstanding ARB violations or non-compliance with ARB regulations associated with the equipment or the owner. • Exclude any Program-funded equipment from the compliance calculations for the 1998 agreement for locomotives operating in the South Coast Air Basin for the duration of the project life (applicable to Union Pacific and BNSF Railway only).

Locomotives and Railyards (cont.)

<p>Option (1): Switcher Locomotive (1,006 hp - 2,300 hp)</p>	<p>Partial funding (see options below) to replace or retrofit (retrofit includes rebuild, repower, remanufacture, filter installation, and all other modifications other than replacement) an uncontrolled, or Tier 0 through Tier 2 switcher locomotive with a new engine or alternative technology that meets U.S. EPA Tier 4 or lower emission standards (1.30 grams per brake horsepower-hour (g/bhp-hr) or lower NOx and 0.03 g/bhp-hr or lower PM).</p>																
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Locomotives and Railyards (cont.)

<p>Option (2): (Medium Horsepower) Locomotive (2,301 hp - 4,000 hp)</p>	<p>Partial funding (see options below) to replace or retrofit (retrofit includes rebuild, repower, remanufacture, filter installation, and all other modifications other than replacement) an uncontrolled, Tier 0 through Tier 2 medium horsepower locomotive with a new engine or alternative technology that meets U.S. EPA Tier 4 or lower emission standards (1.30 g/bhp-hr or lower NOx and 0.03 g/bhp-hr or lower PM).</p>																
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Locomotives and Railyards (cont.)

<p>Option (3): Line-Haul Locomotive (4,001 hp or higher)</p>	<p>Partial funding (see options below) to replace or retrofit (retrofit includes rebuild, repower, remanufacture, filter installation, and all other modifications other than replacement) an uncontrolled or Tier 0 through Tier 2 line-haul locomotive with a new engine or alternative technology that meets U.S. EPA Tier 4 or lower emission standards (1.30 g/bhp-hr or lower NOx and 0.03 g/bhp-hr or lower PM).</p>																																
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Locomotives and Railyards (cont.)

<p>Requirements</p>	<p>The new or upgraded equipment must meet the required emission standards as evidenced by a U.S. EPA Certificate of Conformity (if available) and an ARB Verification Letter of the emission levels achieved.</p> <p>In addition to the General Requirements listed previously, equipment owner shall:</p> <ul style="list-style-type: none"> • Commit to a minimum percentage of California operation per the appropriate funding level for the duration of the project life. Equipment is permitted to temporarily travel out-of-state for periodic maintenance, if outlined in the contract between the local agency and equipment owner. • Commit to at least a majority of the percentage California operation being within the four California trade corridors for the duration of the project life. • Commit to a project life of 15 years. • Commit to the funded locomotive only using California ARB diesel fuel unless ARB approves an exemption and it is included in the contract between the local agency and equipment owner. • Scrap or ban the old (uncontrolled through Tier 1+) engine/locomotive from California operation for (replacements or retrofits involving engine replacement). If upgrading a Tier 2 engine/locomotive, the Tier 2 equipment may remain in California and a Tier 0 through Tier 1+ engine/locomotive must be scrapped or banned from California operation (replacements and retrofits involving engine replacement). • Install an active GPS device on both the old (if not scrapped) and the new equipment, fund and commit to data collection, and report location data.
<p>Option (4): Locomotive Emissions Capture and Control System</p>	<p>Partial funding for the lower of 80% of eligible costs or a level commensurate with a cost-effectiveness of at least 0.10 pounds of weighted emissions reduced per State dollar invested for the purchase and installation of an ARB-approved locomotive emission capture and control system (a.k.a. hood or bonnet) to reduce diesel PM and NOx emissions from freight locomotives.</p> <p>Eligible costs include the purchase and installation of the emission treatment system and ducting, and hoods/bonnets necessary to connect to locomotives.</p> <p>Ineligible costs include those associated with increasing the capacity of electrical power transmission to the facility, locomotive modifications to accept capture and control system, locomotive or other acquisition and modification for a portable system, design, engineering, consulting, environmental review, legal fees, permits, licenses and associated fees, taxes, utility construction or metered costs, insurance, operation, maintenance, and repair.</p>

Locomotives and Railyards (cont.)

<p>Requirements</p>	<p>In addition to the General Requirements listed previously, equipment owner shall:</p> <ul style="list-style-type: none"> • Commit to 100% operation within the four California trade corridors for the duration of the project life. • Commit to a project life of 10 years. • Document the system is commercially available and achieves an overall capture and control efficiency rate of at least 80% for the removal of NOx and PM. • Demonstrate system performance and efficiency with source testing prior to funding and annually thereafter by capturing emissions from an operating locomotive undergoing diagnostic procedures. Performance measures include: (i) no visible emissions after bonnet is connected to the locomotive (opacity <20%); and (ii) establish overall system efficiency rate is at least 80% using ARB approved methods for flow rate (Methods 1 to 4), NOx (ARB Method 100) and PM (ARB Method 5). Any alternative test methods must be approved by ARB. • Obtain a 10-year manufacturer's warranty (including labor and materials) to repair and/or replace system component(s) as needed to correct any mechanical, electrical or control system equipment or installation problems, which may cause significant loss of capture, treatment efficiency or usability. The manufacturer's warranty may exclude minor items that are subject to normal wear and tear if approved by ARB. • Comply with all local permitting requirements.
<p>Excluded Funding Components</p>	<ul style="list-style-type: none"> • Electricity costs required to operate the hood control system. • Other operation and maintenance costs.
<p>Project Cost Assumptions</p>	<ul style="list-style-type: none"> • Estimated total cost of a Tier 4 switcher, medium horsepower, or line-haul locomotive is ~\$2.5-\$3 million (repower and new, respectively). • Estimated capital cost for the locomotive emissions capture and control system of one 12,500 scfm unit (standard cubic feet/minute) with 12 bonnets is ~\$9 million.

B. Major Milestones for Project Completion

- Equipment order.
- Equipment acquisition/installation.
- Submittal of invoice to local agency for reimbursement.

C. Application Information

- Equipment owners shall provide the following information and documentation in addition to the requirements described in Chapter VI., and other information ARB or local agencies may request on the equipment project applications.
- Union Pacific and BNSF Railway must certify that any locomotive that would operate in the South Coast Air Basin will be excluded from the railroads fleet average emissions calculations under the 1998 agreement.

1. General information

This section applies to all equipment project options.

- Organization/agency/company name.
- Railroad Class (1, 2, or 3).
- Mailing address.
- Primary contact name and phone number.
- Person with equipment contract signing authority (owner).
- Proof of identity of equipment owner.
- Business information.
 - Number of locomotives.
 - Number of employees.

2. Current equipment and activity information

a) *Switcher, medium horsepower, and line-haul locomotive*

- Existing locomotive information.
 - Locomotive type (diesel/electric, alternative technology).
 - Build number and build date.
 - Builder.
 - Locomotive make, model, and serial number.

- Engine data (per engine).
 - Engine configurations (roots blown, turbo-charged, other).
 - Emission control level (uncontrolled, Tier 0 through Tier 2).
 - Engine family, make and type, model and engine year.
 - Serial number.
 - Horsepower.
 - Number of cylinders.
 - Fuel type.
- Electronic monitoring unit device type and model (if equipped).
- Ownership.
 - Documentation of current ownership.
- Activity data for the past 2 years (for existing unit or units of comparable horsepower and function).
 - Annual fuel consumption (gallons of fuel) or annual megawatt hours of operation.
 - Name and location of home railyard.
- Activity documentation for past 2 years (for existing unit or units of comparable horsepower and function).
 - Documentation of percentage of operation within the four California trade corridors.
 - Identify in which of the four California trade corridors the equipment is routinely operated.
 - Documentation of fuel consumption.
 - Documentation of megawatt hours of operation.
 - ARB staff may post on the program website additional instructions for applicants demonstrating eligibility based on units of comparable horsepower and function.

b) Locomotive emissions and capture control system

- Facility location.
 - Address of railyard where technology will be installed.
 - Description and area map of railyard facility where system is proposed for installation.
- Railyard activity.
 - Quantification of current annual locomotive maintenance and diagnostic operations at the area within facility where infrastructure is proposed.
 - Number and type of units being serviced.
 - For each type of unit being serviced, provide average time spent in idling and on each notch level while being serviced or in diagnostics.
- Baseline emissions (without the project in place) for the 10 years of operation of the system. This baseline should reflect the benefits of all adopted regulations, MOU agreements, and any other enforceable agreements.

Additional documentation may be requested by the local agency.

3. Proposed equipment project information

a) *Switcher locomotive*

- New switcher data.
 - Locomotive type (diesel-electric, gen-set, alternative technology).
 - Builder name.
 - Locomotive make.
 - Locomotive family name.
 - U.S. EPA Certificate of Conformity (if available) and an ARB Verification Letter of the emission levels achieved.
 - Engine data (per engine).
 - Engine configurations (roots blown, turbo-charged, other).
 - Engine family, make, and engine year.
 - Horsepower.
 - Number of cylinders.
 - For new switcher gen-sets, provide the number of engines, and each engine horsepower and kilowatts-hour.
 - Fuel type.
 - Emission control equipment installed (i.e., diesel PM filter, diesel oxidation catalyst, exhaust gas recirculation, selective catalytic reduction, etc.).
 - Electronic monitoring device unit type and a description or sample of the type/format of reportable data.
- Itemized cost information for eligible expenses.
 - Locomotive, engine, or generator set (as applicable).
 - Emission control equipment (as applicable).
 - Other equipment/materials.
- Predicted activity data with new equipment.
 - Specify the percentage of future operation in California (90% or 100%).
 - Specify the percentage of future operation in the four California trade corridors.
 - Estimated annual fuel consumption (gallons of fuel) or estimated annual megawatt hours of operation (as applicable).
 - Name and location of home railyard.
- Equipment project funding demonstration.
 - Program funds requested.
 - Funding sources and amounts of other funding (private, local, other State, federal).
 - Total project cost (Program funds requested plus other match funding).
 - Documentation of match funding availability, if requested by the local agency at the time of application.

b) Medium horsepower and line-haul locomotive

- New locomotive or engine data.
 - Locomotive type (diesel-electric, gen-set, alternative technology).
 - Builder name.
 - Locomotive make.
 - U.S. EPA Certificate of Conformity (if available) and an ARB Verification Letter of the emission levels achieved.
 - Engine data (per engine).
 - Engine configurations (roots blown, turbo-charged, other).
 - Engine family, make, and engine year.
 - Horsepower.
 - Number of cylinders.
 - For new gen-sets, provide the number of engines and each engine horsepower and kilowatts-hour.
 - Fuel type.
 - Emission control equipment installed (diesel PM filter, diesel oxidation catalyst, exhaust gas recirculation, selective catalytic reduction, etc.).
 - Electronic monitoring device unit type and a description or sample of the type/format of reportable data.
- Itemized cost information for eligible expenses.
 - Locomotive or engine (as applicable).
 - Emission control equipment (as applicable).
 - Other equipment/materials.
- Predicted activity data with new equipment.
 - Specify the percentage of future operation in California (90 or 100 percent for medium horsepower locomotives and 30 to 100 percent for line-haul locomotives).
 - Estimated annual fuel consumption (gallons of fuel) or estimated annual megawatt hours of operation (as applicable).
 - Name and location of home railyard.
- Equipment project funding demonstration.
 - Funding sources and amounts of other funding (private, local, other State, federal).
 - Total project cost (Program funds requested plus other match funding).
 - Documentation of match funding availability, if requested by the local agency at the time of application.

c) Locomotive emissions capture and control system

- Project description and design, including:
 - Number of emissions capture systems (bonnets) per unit.
 - Number of emissions treatment systems.
 - Support structure.
 - Emissions overhead manifold.

- Emission control equipment data.
 - Equipment vendor(s).
 - Documentation of percent PM and NOx emission reductions.
- Itemized cost for each eligible expense.
- Predicted locomotive activity data with new system over project life.
 - Number and type of locomotive units using the hood.
 - Average time locomotives will spend under the hood idling and in notches 1-8 for each unit type identified above.
 - Power usage to run the system and source of power (grid- vs. non-grid-based).
 - Natural gas usage (if any) for heating selective catalytic reduction duct burner.
- Projected emissions and benefits with the project.
 - Emissions with the project over 10 years of operation.
 - Emission reductions attributable to the project (beyond those required by any law, regulation, or enforceable agreements) for 10 years.
 - Demonstration that the weighted emission reductions are equal to or higher than 0.10 pounds per State dollar invested.
- Equipment project funding demonstration.
 - Total project cost.
 - Program funds requested.
 - Funding sources and amounts of other funding (private, local, other State, federal).
 - Documentation of match funding availability, if requested by the local agency at the time of application.

D. Scrap Requirements

In addition to the general scrappage requirements described in Chapter IV.A.14., specific requirements for locomotive repower and replacement projects are shown in Table B.1 below.

Table B.1 Locomotive Equipment Project Scrap Requirements

Source Category	Equipment Project Option	Additional Requirements
Locomotives	Project Options (1), (2), or (3) Repower or Replacement	<ul style="list-style-type: none"> • The local agency shall verify the impound and transport of the old engine(s) to the dismantler up to 30 days after the new engine(s) being placed into operation (if applicable). • The dismantler must dismantle and destroy the old engine(s) within 60 days of receipt. The engine destruction must be done in accordance with these Guidelines. • The engine block shall be punctured and destroyed in such a manner to eliminate the possibility of future operation. • The dismantler shall provide proof of scrappage to the local agency within 10 days of the destruction of the engine. • The local agency or its designee must provide digital photographs, described below, showing the destruction of the old engine. The local agency must receive these photos within 10 days of the destruction of the engine. • The following digital photos must be taken and labeled for the project file: <ol style="list-style-type: none"> 1. Engine serial number either stamped on the block or on the tag. 2. Destroyed engine block.

E. Alternative to Scrapping

If the equipment owner has elected to ban the old locomotive or locomotive engine from future operation in California, the equipment owner shall demonstrate to the local agency's satisfaction that the following requirements are met for the duration of the contract:

- An active GPS device has been installed in the old equipment.
- The GPS device is fully operational and can be easily tracked.
- Provide local agency the GPS manufacturer's name, date of manufacture, and serial number of device.
- If old engine or old locomotive is remanufactured, equipment owner must provide remanufacturing date, remanufacturer's name, and sufficient information to identify

remanufactured engine and (if applicable) remanufactured locomotive, including changes to emissions levels.

- If old equipment is sold, new owner must assume GPS tracking and reporting responsibilities.
- Data collection is fully funded by equipment owner.
- Report old unit future locations to local agency in the manner indicated in contract.

The old equipment, equipped with the GPS device, shall be removed from California within 60 days of receiving the fully operational upgraded equipment.

F. Post-Inspection

In addition to the general post-inspection requirements described in Chapter IV.A.16., specific requirements for locomotive post-inspections are shown in Table B.2 below.

For locomotive projects, the post-inspection shall occur within 60 days of owner receipt of fully operational equipment.

Table B.2 Locomotive Equipment Post-Inspection Requirements

Source Category	Equipment Project Option	Additional Requirements
Locomotives	Option (1), (2), and (3) Switcher, Medium Horsepower, and Line-Haul	<ul style="list-style-type: none"> • Locomotive engine must be operated under its own power under loaded conditions. • Engine make, model, engine year, and serial number for repower and replacement projects. • Start and end dates of when locomotive was repowered. • Name and address of company that repowered the locomotive engine.
	Option (4) Locomotive Emissions Capture and Control System	<ul style="list-style-type: none"> • Verify that source testing demonstrates the required capture and control efficiency. • The fully operational system must be connected to an operating locomotive and complying with performance measures stated in the specification. • Verification that the project serves the intended location

G. Recordkeeping Requirements

Equipment owners shall retain, at a minimum, all documents, invoices, and correspondence associated with the application, award, contract, purchase, installation, equipment operation (and if applicable, registration, insurance, and warranty), and reporting for at least 2 years after the end of the equipment project contact term or 3 years after final payment, whichever is later. Records shall be readily available and accessible to the local agency, ARB, or ARB designee upon request for the purposes of ongoing evaluations, Program reviews, or fiscal audits.

H. Annual Reporting Requirements

Equipment owners shall be responsible for annual reporting to the local agency that includes, but is not limited to:

1. Switcher, medium horsepower, and line-haul locomotive

- Contact information (owner name, company, address, phone).
- Build number, date, builder, builder model.
- Date of equipment installation.
- Locomotive type.
- Name and location of home railyard.
- Annual megawatt-hours of operation, notch profile and fuel consumed since last report.
- Representative profile data to determine engine duty cycle.
- Certification and documentation of 90% or 100% California-only operation for switchers and medium horsepower locomotives.
- Certification and documentation of percentage of operation in the four California trade corridors for switcher and medium horsepower locomotives.
- Certification and documentation of percentage of California operation for line-haul locomotives.
- Certification and documentation of percentage of operation in the four California trade corridors for line-haul locomotives.
- Summary of maintenance performed (including location) and inspections conducted.
- GPS data in a usable format.
- The percentage of annual travel in each of the four California trade corridors:
 - Bay Area trade corridor.
 - Central Valley trade corridor.
 - Los Angeles/Inland Empire trade corridor.
 - San Diego trade corridor.
- Certification that the bond-funded project was used in accordance with the signed contract and that all information submitted is true and accurate.
- Other information as requested by ARB or the local agency.

2. Locomotive emissions capture and control system

- Contact information (owner name, company, address, phone).
- Description of locomotive emissions capture and control system.
- Railyard name/identifier.
- Date and location of equipment installation.
- Total hours the equipment operated while connected to an operating locomotive over the reporting period.
- Total number of locomotives connected to the system over the reporting period.
- Estimated average locomotive engine size (in horsepower) connected to the system.
- Power usage to run the hood and source of power (grid or generator).

- Natural gas usage (if any) for heating selective catalytic reduction duct burner.
- Summary of maintenance, source testing and inspections conducted.
- Signed certification statement that the bond-funded project was operated in accordance with signed contract and that all information submitted is true and accurate.
- Other information as requested by the local agency or ARB.

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