

# WELCOME

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Public Workshop:  
Voluntary Accelerated Vehicle Retirement and  
Voluntary Repair of Vehicles

June 29, 2006  
MLD Conference Room  
13<sup>th</sup> and T Street, Sacramento  
1:00 p.m. to 3:00 p.m.

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# Introduction

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- ◆ Staff concepts for updates to voluntary accelerated vehicle retirement (VAVR) regulation
- ◆ Staff concepts for voluntary repair of vehicle (VRV) program
- ◆ Open discussion
- ◆ Next steps

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## Goals/Approach

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- ◆ Modify VAVR regulation to allow use of remote sensing devices (RSD) or other technologies to identify high emitting vehicles
- ◆ Develop methodology to calculate extra emission reductions for high emitting vehicles
  - Propose placing methodology in Carl Moyer Program Guidelines to provide greater flexibility to update
- ◆ Develop new Carl Moyer Program Guidelines for VRV programs
- ◆ No changes to voluntary nature of program or car collector provisions

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## Identification of High Emitting Vehicles

### Proposed Revisions to VAVR Regulation

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- ◆ Provide districts options for using RSD, high emitter profiles, or other approaches to identify possible high emitting vehicles for VAVR
  - Regulation would not mandate a specific technology
  - Provide flexibility in designing programs
- ◆ High emitting vehicles defined as vehicle that would fail its next Smog Check
  - Must be between Smog Checks to participate in VAVR or VRV

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## Identification of High Emitting Vehicles

### Proposed Revisions to VAVR Regulation cont.

- ◆ Districts required to submit a project plan
- ◆ Plan must include
  - Technology used to identify high emitting vehicles
  - Standard operating procedures
  - Criteria used to qualify vehicle as potential high emitter
  - Estimate of number of vehicles to be retired and emission reductions, calculated based on ARB guidance
- ◆ Plan must be approved by ARB Executive Officer
  - Regulation would specify criteria for reviewing plan

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## Calculating Emission Reductions

### Proposed Carl Moyer Guideline Criteria

- ◆ RSD, high emitter profile, or other technologies used as a screening tool to identify possible high emitting vehicles
- ◆ Smog Check ASM test required to verify that the vehicle is a high emitting vehicle
  - Must fail ASM test to qualify for extra emission credit
  - Vehicles passing ASM may be retired, but receive default credit
  - Emissions based on ASM measurement

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## Calculating Emission Reductions

### Proposed Carl Moyer Guideline Criteria cont.

#### ◆ Emission reduction formula

$$= [\text{Emissions}_{\text{ret}} - \text{Emissions}_{\text{rep}}] * [\text{Life}]$$

Where:

$\text{Emissions}_{\text{ret}}$  = Emission rate of retired vehicle \*  
VMT of retired vehicle

$\text{Emissions}_{\text{rep}}$  = Emission rate of replacement  
vehicle \* VMT of replacement vehicle

Life = Credit life

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## Calculating Emission Reductions

### Proposed Carl Moyer Guideline Criteria cont.

#### ◆ Emission rate of retired vehicle

- From retirement date until next biennial Smog Check, equal to ASM measurement (converted from ppm to gram per mile)
- After date of next Smog Check, emission rate would be lower. May propose:
  - Equal to ASM cutpoint
  - Equal to average emissions of model year
  - Something in between
- Assume 1 year until next Smog Check

#### ◆ VMT of retired vehicle equal to average VMT of model year

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## Calculating Emission Reductions

### Proposed Carl Moyer Guideline Criteria cont.

- ◆ Emission rate of replacement vehicle
  - Default: emission rate equal to “fleet average” emission rate, as in current regulation
  - If a LEV-certified vehicle is required, emission rate equal to average, 8 year old LEV-certified vehicle
- ◆ VMT of replacement vehicle equal to VMT of retired vehicle
- ◆ Credit life equals 3 years
  - Survey data since regulation adopted supports 3 year life

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## Calculating Emission Reductions

### Proposed Carl Moyer Guideline Criteria cont.

- ◆ Particulate matter (PM) emission reductions
  - Not proposing extra emission reduction credits for PM high emitters at this time
  - RSD not demonstrated to identify PM high emitters
  - If viable method to identify and measure PM high emitting vehicles, ARB staff would support extra reductions
- ◆ Evaporative emission reductions
  - Not proposing extra evaporative emission reduction credits for RSD identified high emitting vehicles
  - RSD does not measure evaporative emissions
  - If evaporative testing of vehicles is conducted, staff supports extra emission reductions for high emitters

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## Voluntary Repair of Vehicles (VRV) Proposed Carl Moyer Guideline Criteria

- ◆ Vehicle requirements:
  - >90 days before next biennial Smog Check
  - Registered for at least 24 months in district
  - Light- or medium-duty vehicle
  - Fully operational and driven to repair location
  - No tampering
  - Identified by RSD/HEP etc., no “walk ins”
  - Vehicle must fail pre-repair ASM Smog Check test
- ◆ Vehicle may only be repaired once in its lifetime using VRV funding

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## Voluntary Repair of Vehicles (VRV) Proposed Carl Moyer Guideline Criteria cont.

- ◆ Repairs
  - Must be performed by licensed technician
  - Only emission-related repairs fundable
  - Must bring emissions below Smog Check cutpoints
  - Replacement catalyts must be OBD II compliant
- ◆ Emission reductions
  - Difference between pre-repair and post-repair ASM Smog Check test, converted to gram per mile emission rate
  - VMT assumed to be average VMT of model year
  - 1 year credit life (average time until next Smog Check)

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## Voluntary Repair of Vehicles (VRV) Proposed Carl Moyer Guideline Criteria cont.

- ◆ VRV project plan
  - District must submit plan for ARB approval prior to starting VRV program
- ◆ Report and recordkeeping
  - Districts must maintain records on all vehicles repaired
  - Districts must annually report to the ARB on all vehicles repaired and resulting emission reductions

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## Voluntary Repair of Vehicles (VRV) Additional Questions

- ◆ Should vehicle owner participation be limited to once every several years?
- ◆ Should there be limits on model year eligibility or cost of repair relative to vehicle value?
- ◆ Is there a way to ensure vehicles aren't repaired for the sole purpose of being sold?
- ◆ Should copayments by vehicle owners be required?
- ◆ Should commercial vehicles be eligible?
- ◆ How should evaporative or PM repairs be handled?

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## Summary of Proposed Revisions

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- ◆ Permit the optional use of RSD and other technologies to identify high emitting vehicles
- ◆ Define the methodology for calculating extra emission reductions for high emitting vehicles in Carl Moyer Program Guidelines
- ◆ Establish Carl Moyer Program Guidelines for voluntary repair programs
- ◆ Change registration requirement from 120 days to 24 months for consistency with the Health and Safety Code
- ◆ Clean up and clarify existing regulatory language <sup>15</sup>

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## Discussion and Public Comment

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## Next Steps

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- ◆ ARB continues to solicit your input
- ◆ Written comments by July 28, 2006
- ◆ Next workshop late summer
  - Tentative date August 31, 2006
  - Draft regulatory and guidance language
- ◆ Adoption hearing scheduled for December 2006
- ◆ For more information, visit VAVR website
  - <http://www.arb.ca.gov/msprog/avrp/avrp.htm>

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## Contacts

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- ◆ Please contact the following staff to share your input:
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