



# Air Resources Board



**Matthew Rodriguez**  
Secretary for  
Environmental Protection

**Mary D. Nichols, Chairman**  
9480 Telstar Avenue, Suite 4  
El Monte, California 91731 • [www.arb.ca.gov](http://www.arb.ca.gov)

**Edmund G. Brown Jr.**  
Governor

April 23, 2015

Mail-Out #MSC 15-12

TO: All Interested Parties

SUBJECT: PUBLIC MEETING TO CONSIDER CHANGES TO THE CARL MOYER PROGRAM GUIDELINES AND THE VOUCHER INCENTIVE PROGRAM GUIDELINES FOR ON-ROAD HEAVY-DUTY VEHICLES

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The California Air Resources Board (ARB or Board) invites you to participate in a public meeting to consider proposed changes to the Carl Moyer Memorial Air Quality Standards Attainment (Carl Moyer) Program Guidelines and Carl Moyer Program On-Road Heavy-Duty Vehicles Voucher Incentive Program (On-Road VIP) Guidelines; both of which are herein referred to as the Guidelines. The proposed changes are summarized in the following "Proposed Revisions to the Guidelines" section of this Mail-Out.

The meeting will be held at the following time and place:

Date: Thursday, May 7, 2015  
Time: 3:00 – 5:00 p.m.  
Place: Air Resources Board  
9528 Telstar Avenue  
El Monte, California 91731

California Environmental Protection Agency  
Air Resources Board  
7<sup>th</sup> Floor, Room 710  
1001 I Street  
Sacramento, California 95814

This meeting will also include a teleconference call-in number for members of the public who wish to participate by telephone. The call-in number, available only at the time of the meeting, is 1-888-677-0331. The passcode is 56214.

**Background:** Since 1998, the Carl Moyer Program has filled a critical niche in California's strategy to achieve clean air. The Carl Moyer Program provides grant funding for the incremental cost of cleaner-than-required engines, equipment, and emission reduction technologies. The Carl Moyer Program complements California's

*The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website: <http://www.arb.ca.gov>.*

California Environmental Protection Agency

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regulatory program by funding particulate matter, oxides of nitrogen (NOx), and reactive organic gas emission reductions that are surplus, i.e., early and/or in excess of what is required by regulation. The On-Road VIP is part of the Carl Moyer Program and is a streamlined funding option for heavy-duty diesel vehicle replacements and retrofits.

State law (Health & Safety Code Section 44287) authorizes ARB to revise the Guidelines when necessary to improve the ability of the program to achieve its goals. This section also instructs ARB to work with the implementing air districts and hold at least one public meeting to consider public comments when considering proposed revisions to the Guidelines.

Changes to the Guidelines may be approved and implemented by the Executive Officer or designee after a public meeting and consideration of public comments. The purpose of the public meeting is to explain the proposed changes and receive public comments for consideration. The public comment period for these revisions will be 45 days from the date of this notice. If approved, the changes will be implemented through the issuance of a Mobile Source Mail-Out posted on the following ARB website:  
<http://www.arb.ca.gov/msprog/mailouts/mailouts.htm>.

**Proposed Revisions to the Guidelines:** The following sections summarize the proposed revisions to the current Carl Moyer Program Guidelines and On-Road VIP Guidelines. The Guidelines attached to this notice present the additions as underlined text while ~~strikeout~~ text indicates deletions. Only those portions containing the proposed modifications from the existing language are included. All other portions of the Guidelines remain unchanged and are indicated by the symbol “\*\*\*\*\*” for reference. All of the proposed changes are intended to further reduce emissions by updating eligibility requirements and/or encouraging participation.

### **1. Expand Eligible Fleet Size to 10 Vehicles or Less**

(Attachment 1: Chapter 4; Attachment 5: On-Road VIP Guidelines)

At its meeting held in July 2014, the Board limited on-road funding eligibility to small fleets (fleets of three or fewer trucks), but directed staff to monitor participation and modify fleet size eligibility if needed. Participation was low in 2014 and it continues to be low in the first quarter of 2015. This low participation from small fleets means the Carl Moyer Program is not funding as many projects from the on-road sector as in previous years, resulting in fewer emission reductions. In recognition of the Board's intent to ensure small fleets continue to have access to funding, balanced with the need to ensure the Carl Moyer Program continues to achieve emission reductions from the on-road sector, implementing districts proposed a strategy to preserve funding for small fleets while expanding eligibility for a larger sector of on-road fleets. The proposed change would expand the eligible fleet size back to 10 vehicles or less but districts must reserve funding for small fleets while funding is still available for

larger fleets. This would enhance the program's ability to achieve emission reductions while maintaining prioritization of funding to small fleets.

## **2. Clarification Regarding Funding Amounts for Vehicles Under Limited Usage Compliance Options**

(Attachment 1: Chapter 4, Section D.1.(F); Attachment 2: Chapter 5, Section C.5.(A); Attachment 5: On-Road VIP Guidelines, Section B.)

Carl Moyer On-road programs provide funding for surplus emission reductions under the Engine Model Year Schedule and various alternative compliance options within the Truck and Bus Regulation (Regulation). Some alternative compliance options (e.g., Low NOx Exempt Areas and Low Mileage Work Truck Option) limit usage, thus requiring fleet owners to either reduce their usage or restrict it to a NOx Exempt Area. Since this limited usage is required by the Regulation, the historical usage may no longer be the appropriate usage level to determine surplus funding. For these types of cases in which the historical usage is higher than mileage limits of the compliance option, only the mileage allowed under the compliance option may be used to determine the funding amount.

## **3. Clarification of Mileage Emission Factors Used for Cost-Effectiveness Calculations**

(Attachment 4: Appendix D, Tables D-3 and D-4)

The proposed change would modify Tables D-3 and D-4 to clarify which emission factors should be used with engines certified to 0.5 grams per brake horsepower-hour (g/bhp-hr) NOx standards and 0.2 g/bhp-hr NOx standards. The proposed change would also expand the significant figures for the particulate matter emission factors to match what is used in the calculations done in the Clean Air Reporting Log database.

## **4. Error Corrections: Inclusion of Minimum 51 Percent California Usage as Approved by the Board and Typographical Correction in Emergency Vehicles Chapter**

(Attachment 2: Chapter 5, Section A.; Attachment 3: Chapter 6, Section C.1.(D); Attachment 5: On-Road VIP Guidelines, Section D.)

At its July 2014 meeting, the Board also approved to decrease required California usage from 75 percent to 51 percent for Fleet Modernization and Chapter 4 on-road projects. The language corrects the error that excluded this language in the previous updates to the on-road chapters. In addition, Chapter 6 specifies an incorrect weight limit for medium-heavy duty engines that can be installed in heavy heavy-duty vehicles. The proposed language also corrects that typographical error. Definitions in the On-Road VIP Guidelines were also updated to match any applicable definition changes that occurred in the Regulation.

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Submittal of Comments and Agency Contact Person: Interested members of the public may present comments either in person at the meeting, via telephone, or in writing. All comments on this matter must be received no later than June 7th, 2015 (45 days after the date of this Mail-Out).

Postal address: Danielle Robinson  
California Air Resources Board  
Mobile Source Control Division  
9480 Telstar Avenue, Suite 4  
El Monte, California 91731  
Electronic mail: [danielle.robinson@arb.ca.gov](mailto:danielle.robinson@arb.ca.gov)  
Telephone: (626) 575-6775

Please note that under the California Public Records Act (Government Code section 6250 et seq.), written and oral comments, attachments, and associated contact information (e.g., address, phone, email, etc.) become part of the public record and can be released to the public upon request. Additionally, this information may become available via Google, Yahoo, and any other search engines.

Accommodations: These facilities are accessible to persons with disabilities. If you require a special accommodation or need this document in an alternate format (e.g., Braille, large print) or another language, please contact Danielle Robinson at (626) 575-6775 or [danielle.robinson@arb.ca.gov](mailto:danielle.robinson@arb.ca.gov) as soon as possible before the meeting. TTY/TDD/Speech to Speech users may dial 711 for California Relay Service.

Si necesita acomodación especial, o si necesita este documento en un formato alterno (por ejemplo, sistema Braille, o en impresión grande) u otro idioma, por favor llame a Sra. Neva Lowery (916) 324-1209 o [neva.lowery@arb.ca.gov](mailto:neva.lowery@arb.ca.gov) tan pronto como sea posible antes de la reunión prevista. Para el Servicio Telefónico de California para Personas con Problemas Auditivos, o de teléfonos TDD pueden marcar al 711.

Sincerely,

/s/

Erik White, Chief  
Mobile Source Control Division

Attachments (5)

cc: See next page.

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cc: Danielle Robinson  
Air Resources Engineer  
Mobile Source Control Division

Neva Lowery  
Air Pollution Specialist  
Mobile Source Control Division