



Air Resources Board



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Edmund G. Brown Jr.
Governor

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Mail-Out #MSC 15-18

TO: All Interested Parties

SUBJECT: APPROVED REVISIONS TO THE CARL MOYER PROGRAM
GUIDELINES AND THE VOUCHER INCENTIVE PROGRAM
GUIDELINES FOR ON-ROAD HEAVY-DUTY VEHICLES

This mail-out presents the approved revisions 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. Detailed descriptions of these changes were released for public comment on April 23, 2015, under [Mail-Out # MSC 15-12](#). No further modifications have been made to the proposed language.

All approved revisions are attached and incorporated into the current Guidelines. They can also be found at: <http://www.arb.ca.gov/msprog/moyer/guidelines/current.htm>

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 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 meeting regarding the changes including those outlined

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

below was held on May 7, 2015. The public comment period for these revisions ended June 7, 2015. This executed mail-out serves as notice that the following revisions are now effective:

Revisions

Applicable to Carl Moyer Program Guidelines and On-Road VIP Guidelines

Expand Eligible Fleet Size to 10 Vehicles or Less and Maintain Reserve Fund for Small Fleets	Chapter 4, Section A, Table 4-1 and Section E; Chapter 5, Section C, table 5-1; On-Road VIP Section C.1.(A) and (C), Appendix A and O, Section C.7.(E)
Clarify Funding Amounts for Vehicles under Limited Usage Compliance Options	Chapter 4, Section D.1.(F); Chapter 5, Section D.5.(A); On-Road VIP Section B

Applicable to Carl Moyer Program Guidelines Only

Clarify Appropriate Emission Factors for Engines Certified to 0.5 grams per brake horsepower-hour	Appendix D, Table D-3 and D-4
Include Board-Approved 51 percent minimum usage	Chapter 4, Section D.1.(F); Chapter 5, Section D.2.(A)
Correct Typographical Errors in Emergency Vehicle Chapter	Chapter 6, Section C.1.(D)

If you have questions regarding these changes, please contact Danielle Robinson, Air Resources Engineer, at (626) 575-6775 or via email at Danielle.Robinson@arb.ca.gov.

Sincerely,

/s/

Erik White, Chief
Mobile Source Control Division

Attachments (5)

cc: Danielle Robinson
Air Resources Engineer
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