



CARL MOYER PROGRAM

Public Meeting to Consider Proposed Changes
to the Carl Moyer Memorial Air Quality
Standards Attainment Program Guidelines

May 2, 2014
10:00am – 12:00pm



Air Resources Board

California Environmental Protection Agency

Carl Moyer Program

- ▶ Carl Moyer Program (began 1998)
 - Purpose: Produce creditable emission reductions for the State Implementation Plan (SIP) and toxics reductions, primarily from diesel engine sources
- ▶ Funding sources:
 - Tire replacement and vehicle registration (smog abatement) fees
- ▶ Current funding level approximately \$69M with \$12M District match

Carl Moyer Program Overview

- ▶ Partnership between Air Resources Board (ARB) and Local Air Districts
- ▶ Grants pay the incremental cost of cleaner technology subject to a cost-effectiveness limit
- ▶ Produce emissions reductions that are early or surplus to regulation and would not otherwise occur
- ▶ Emissions reductions must be SIP creditable

Eligible Categories Carl Moyer Program



Guidelines Modification Process

- ▶ Statute provides ability to make changes as needed
- ▶ 45-Day public release and comment period
- ▶ Hold public meeting
- ▶ Today's presentation summarizes major proposed changes and clarifications

General Criteria

- ▶ Clarify that funds earned through Carl Moyer Program must be used in the program (e.g., interest, sale of scrap)
- ▶ Specify that any Carl Moyer Program monies lost by a district as a result of fund investments must be replaced by the district

Program Administration

- ▶ Streamline Air District Implementation
- ▶ Specify that, per statute, funds under fully executed contract (but not expended in two years) do not need to be returned to ARB

Emergency Vehicles

- ▶ Expand to include all authorized emergency vehicles, as defined by the Vehicle Code
- ▶ Expand to allow replacements with 2007+ model year vehicles after 2013
- ▶ Clarify that eligible equipment includes everything that is integrated into the vehicle
- ▶ Clarify that the replacement vehicle should be equipped with an engine certified to the intended service class (within 10 percent)

Off-Road Compression Ignition Equipment

- ▶ Allow for emissions reductions to be based on the true emissions Tier of the engine when replacing flexibility equipment
- ▶ Clarify that replacement engines are eligible for funding
- ▶ Streamline documentation required from applicants:
 - Allow Diesel Off-Road Online Reporting System Report as proof of compliance
 - For portable equipment, in lieu of providing a permit, provide option to document that a permit is not necessary

Off-Road Equipment Replacement

- ▶ Simplify applicant and air district implementation by allowing them to consider equipment that is available in their district
- ▶ Provide more flexibility to fund replacement equipment with higher horsepower
- ▶ Reduce the number of required inspection photographs
- ▶ Eliminate requirement for grantees to submit financing documentation

Portable and Stationary Agricultural Sources

- ▶ Clarify eligibility of peripheral equipment in electric motor projects
- ▶ Allow generator set engine projects
- ▶ Allow engines higher than 150 percent of existing engine horse power
- ▶ Simplify inclusion of Variable Frequency Devices:
 - Reduce administrative requirement to notify ARB
 - Eliminate cost cap

Locomotives

- ▶ Eliminate restriction to switcher purchases, opening funding eligibility to purchases of clean line-haul locomotives
- ▶ Require ARB verification on eligible locomotive projects to ensure the durability of reduced technology systems funded (e.g., DPF)

Marine Vessels

- ▶ Clarify that funding levels for multi-purpose vessels are based on usage thresholds specified in the Commercial Harbor Craft (CHC) Regulation
- ▶ Specify that CHC Regulation requirements must be used to evaluate funding eligibility for repowers
- ▶ Provide flexibility for districts to determine eligibility for new transmissions and other non-engine expenses

Light Duty Vehicles

- ▶ Provide ability for Air Districts to act as enterprise operators in administration of Light Duty Program
- ▶ Update emission tables to incorporate revised inventory emission factors for calendar years 2014 and 2015
- ▶ Simplify the process to update tables as needed in the future

Off-Road Voucher Incentive Program

- ▶ Allow Family Emission Limit and flexibility engines to be eligible for funding
- ▶ Allow air districts up to 15 business days to approve/reject applications
- ▶ Reduce the amount of inspection photos required

Cost Effectiveness Calculation Methodology

- ▶ Modify formulas for co-funded projects to more accurately reflect statutory requirements to calculate annualized cost used in cost-effectiveness projects
- ▶ Update Onroad emission factors (Tables D-1 through D-6)
- ▶ Delete emission factors for TRU and APU projects (Tables D-7 and D-8)
- ▶ Include additional load factors for off-road (Tables D-10 and D-13)

Schedule

- ▶ Proposed changes released April 28, 2013
(beginning of 45-Day public comment period)
- ▶ Public meeting to solicit comments May 2, 2014
- ▶ 45-Day public comment period ends June 12, 2014
- ▶ Final changes released mid/late June 2014

Carl Moyer Program Contact Information



- ▶ Proposed changes to the Guidelines located at Carl Moyer Program Website:
www.arb.ca.gov/msprog/moyer/moyer.htm
- ▶ List serve sign-up:
www.arb.ca.gov/listserv/listserv_ind.php?listname=moyer
- ▶ Send your comments on Proposed Guideline Changes to:

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Carl Moyer Program Questions and Comments

moving us toward cleaner air

