

Comparison of Major California Air Quality Incentive Programs

	Carl Moyer Program	AB 923: \$2 MV Fees	Prop 1B: Goods Movement Bond	Programs Created by AB 118		
				Air Quality Improvement Program	Energy Commission Program	Car Scrap Program
Program Goal	SIP-creditable emission reductions and reduce community health risks	Emission reductions from motor vehicles and ag sources	Reduce emissions and public health risk associated with freight movement along CA's trade corridors	Reduce criteria pollutants, improve air quality, fund AQ research	Climate change benefits	Criteria and toxic pollutant emission reductions from cars
Approximate Funding Level	\$90M/year through 2015, \$61M/year thereafter	\$50M/year through 2015	\$1B over four years (2008-2012)	Up to \$50M/year through 2015	Up to \$120M/year through 2015	Up to \$30M/year through 2015
Statutory Flexibility?	Low	Medium	Medium	High	High	High
Covered Pollutants	NOx, ROG, and PM	NOx, ROG, and PM	NOx and PM	Criteria pollutants and air toxics	Greenhouse gas emissions	Criteria pollutants and air toxics
Surplus to regulations?	Yes	Yes	Yes	Yes	Yes	N/A
Source Categories	On- and Off-Road Engines, Ag Pumps	Moyer, Lower-Emission School Bus, Car Scrap and Ag Assistance	Goods Movement Fleet (i.e. heavy-duty trucks, loco, marine)	On- and Off-Road Vehicles and Equipment	Clean fuels, vehicle technologies, and infrastructure	Light- and medium-duty on-road vehicles
Cost-effectiveness (CE) limit	\$16,000/ton	\$16,000/ton (no limit for Ag Assistance Program)	No, but CE factors in project selection	None	None	None
Funding Mechanism	ARB grants funds to districts, districts solicit projects	Districts receive funds from DMV, districts solicit projects	ARB grants funds to local agencies, local agencies solicit projects	To be determined	To be determined	To be determined