

# APPENDIX C

## Incentive Programs Advisory Group Meeting

June 11, 2014

Workgroup Materials Provided



# 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

May 28, 2014

Mail-Out # MSC 14-07

TO: All Interested Parties

SUBJECT: INCENTIVE PROGRAMS ADVISORY GROUP PUBLIC MEETING

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The staff of the Air Resources Board (ARB or Board) invites you to participate in a public meeting of the Incentive Programs Advisory Group at the time and place noted below to discuss the implementation of California's air quality incentive programs.

DATE: June 11, 2014

TIME: 11:00am – 2:30pm

PLACE: California Environmental Protection Agency  
Air Resources Board  
Monitoring & Laboratory Division Building  
1927 13th Street  
Sacramento, California 95814

The primary focus of this meeting is to discuss the requirements of Assembly Bill (AB) 8 (Perea), which extended a portion of the Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program) funds through 2023 and requires ARB in consultation with the local air districts to convene working groups to evaluate the policies and goals contained within the Carl Moyer Program.

The agenda and discussion items for the meeting will be made available at the following website prior to the meeting date: <http://www.arb.ca.gov/msprog/moyer/advisory.htm>

**Background:** The Incentive Programs Advisory Group is led by Board Member Sandra Berg and provides a forum for discussing policy level considerations relating to the implementation of California's air quality incentive programs, including the Carl Moyer Program, Proposition 1B: Goods Movement Emission Reduction Program, Enhanced Fleet Modernization Program, Lower-Emission School Bus Program, AB 118 programs, and other locally run air district programs.

Although the meeting is open to the public, we would appreciate interested participants registering before the meeting date. To preserve the roundtable discussions at the

*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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All Interested Parties  
May 28, 2014  
Page 2

meeting, the meeting will not be webcast. If you are interested in a listen-only teleconference option, wish to register, or have any questions regarding the meeting please contact Katherine Garrison at [kgarrison@arb.ca.gov](mailto:kgarrison@arb.ca.gov) or (916) 322-1522.

Special Accommodations: If you require a special accommodation or need this document in an alternate format (e.g., Braille, large print) or another language, please contact Katherine Garrison at [kgarrison@arb.ca.gov](mailto:kgarrison@arb.ca.gov) or (916) 322-1522 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 alternativo (por ejemplo, sistema Braille, o en impresión grande) u otro idioma, por favor llame a SRA. Adriana Smith (916) 323-5450 o [asmith@arb.ca.gov](mailto:asmith@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

cc: Katherine Garrison  
Air Resources Engineer  
Mobile Source Control Division

Adriana Smith  
Air Pollution Specialist  
Mobile Source Control Division

# Incentive Programs Advisory Group Meeting

June 11, 2014

Time: 11AM – 2:30PM

Location: Air Resources Board, 1927 13<sup>th</sup> Street, Sacramento (MLD Building)

## *Tentative Agenda*

- |   |        |
|---|--------|
| 1. Introductions  | 5 min  |
| 2. Incentive Programs                                   | 45 min |
| a. Overview of Incentives Portfolio -10 min             |        |
| b. Carl Moyer/AB 923 – 5 min                            |        |
| c. Proposition 1B –10 min                               |        |
| d. Lower-Emission School Bus – 5 min                    |        |
| e. Enhanced Fleet Modernization – 5 min                 |        |
| f. Air Quality Improvement-GGRF– 10 min                 |        |
| 3. Overview of AB 8 for the Carl Moyer Program          | 25 min |
| a. Implementing AB 8 – 5 min                            |        |
| b. Carl Moyer Program: Recent Proposed Updates – 10 min |        |
| c. Air Agencies Joint Principles – 10 min               |        |
| 4. Morning Wrap Up                                      | 5 min  |
| 5. Break  | 30 min |
| 6. Focus Group Discussions                              | 80 min |
| 7. Timeline   | 10 min |
| 8. Wrap Up & Next Steps                                 | 10 min |



## Alternative and Renewable Fuel and Vehicle Technology Program

- **Region:** Statewide
- **Funding:** ~\$100 million annually
- **Categories:** Light duty vehicles, technology advancement, alternative fuel infrastructure
- **Administered By:** California Energy Commission (CEC)



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## Consumer Assistance Program (CAP)

- **Region:** Statewide
- **Funding:** ~\$30 million annually
- **Category:** Light duty vehicles
- **Administered By:** Bureau of Automotive Repair (BAR)



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## Enhanced Fleet Modernization Program (EFMP)

- **Region:** Statewide
- **Funding:** ~\$30 million annually augmenting CAP
- **Category:** Light duty vehicles
- **Administered By:** Bureau of Automotive Repair (BAR) and Air Resources Board (ARB)



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## AB 923 Funding

- **Region:** Local districts
- **Funding:** ~\$50 million annually
- **Categories:** All except VMT reduction & stationary (non-ag)
- **Administered By:** Local air districts that collect AB 923 funds



**923 funds collected at:** South Coast AQMD, Bay Area AQMD, San Joaquin Valley APCD, Sacramento AQMD, Ventura QPCD, Monterey Bay APCD, Santa Barbara APCD, Placer APCD, Yolo Solano AQMD, San Luis Obispo AQMD, Kern APCD, Antelope Valley APCD, El Dorado APCD, North Coast AQMD, Imperial County APCD, Feather River AQMD, Mendocino AQMD, North Sonoma APCD, Colusa County APCD

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## AB 2766 Funding

- **Region:** Local districts
- **Funding:** ~\$30 million annually
- **Categories:** Light & heavy duty vehicles, alt. fuel infrastructure, off-road, agricultural equipment, VMT reduction, school bus
- **Administered By:** Local air districts that collect AB 2766 funds



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## Other Local Programs

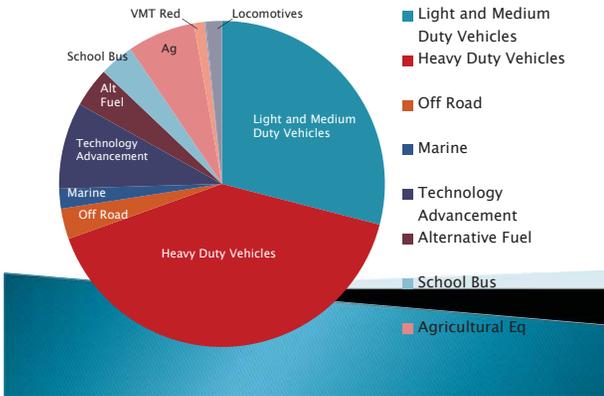
- **Lawn & Garden**
- **Fireplace Change Out**
- **Various Other Programs**
  - Agricultural Equipment
  - Light & heavy duty vehicles
  - Technology Advancement
  - Alt. Fuel Infrastructure
  - VMT Reduction
  - School Bus



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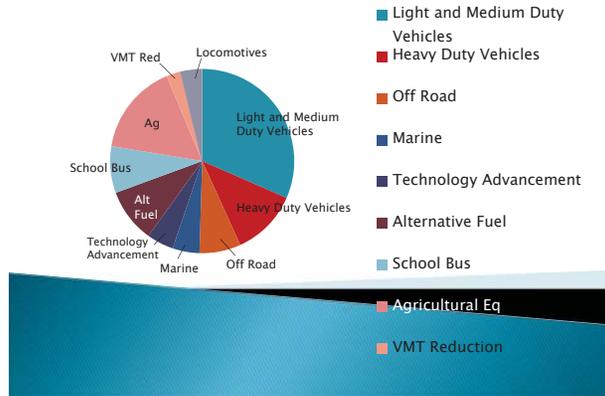
### Recent Incentive Funding Distribution by Equipment Type

Statewide Incentives Portfolio



### Incentive Funding Distribution by Equipment Type

Statewide Incentives Portfolio After 2015 without Prop 18 or Cap-and-Trade



## Carl Moyer Program

and

## AB923

Incentive Program Advisory Group Meeting  
June 11, 2014

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## 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 assist in replacing equipment with cleaner technology subject to a cost-effectiveness limit
- ▶ Goal to achieve emissions reductions that are early or surplus to regulation and would not otherwise occur
- ▶ Emissions reductions must be SIP creditable

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## Eligible Categories Carl Moyer Program

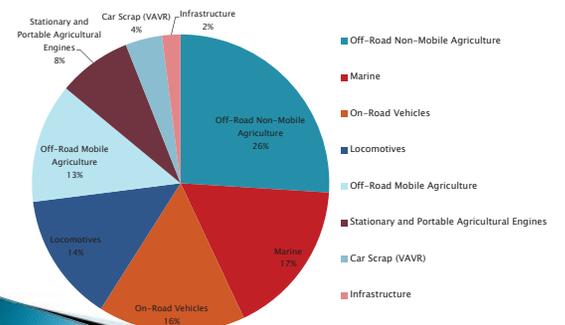


## AB923

- ▶ Local Funds for those Air Districts authorized by their boards to collect \$2 AB923 funds.
- ▶ Statewide approximately \$50 million annually
- ▶ Available for all equipment categories except VMT reduction

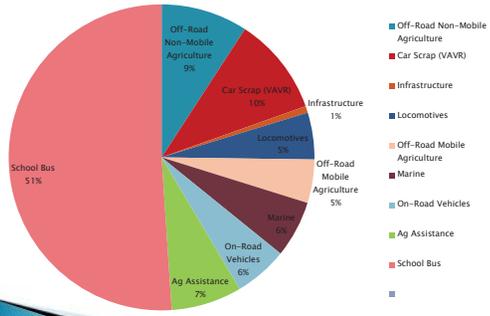


## Recent Carl Moyer Funding Distribution



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## Recent AB923 Funding Distribution



## Enhanced Fleet Modernization Program

Incentive Program Advisory Group  
June 2014

California Environmental Protection Agency  
 Air Resources Board

## Enhanced Fleet Modernization Program

- Established in 2009 and sunsets 2023
- Focus on areas with greatest air quality problem
- Consider flexible compensation and low-income populations
- ~\$30 million/year to scrap old cars
- ~\$3 million/year scrap and replace
- Amendments planned in June 2014

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## Proposed Modifications Consistent with Senate Bill 459 (Pavley)

- Increase benefits for low-income California residents
- Promote cleaner replacement vehicles
- Enhance emission reductions
- Enrich outreach to community-based organizations

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## Public Hearing Scheduled June 26, 2014

- Notice, Initial Statement Of Reasons, and all subsequent regulatory documents, are available on Air Resources Board's website for this rulemaking at:  
<http://www.arb.ca.gov/regact/2014/carscrap14/carscrap14.htm>
- Public comment period from May 9, 2014 to June 23, 2014  
<http://www.arb.ca.gov/lispub/comm/bclist.php>
- Workshops conducted March 4-6, 2014 in South Coast, San Joaquin, and Sacramento

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## Further Information Available

Aaron Hilliard, [ahilliar@arb.ca.gov](mailto:ahilliar@arb.ca.gov)

<http://www.arb.ca.gov/msprog/aqip/efmp/efmp.htm>

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IPAG June 11, 2014

## Carl Moyer Program Implementing AB 8

### AB 8 Background

- AB 8 (Perea) reauthorized key incentive program funds through 2023.
  - Carl Moyer Program
  - Extended AB 923 Program
  - Extended incentive for the AB 118 programs: AQIP, EFMP, ARFVTP
- Success due to an extensive collaborative effort from many stakeholders.

### “What do we do now?”

- Need to deal with immediate issues facing incentives programs
- Need to thoughtfully assess future changes to programs
- Legislative requirement to convene working group by July 2014

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### Memorandum of Agreement (MOA)

- ARB and CAPCOA met to consider immediate and future issues for incentive programs
- MOA drafted to provide framework for actions:
  - *Guiding Principles* for review of Carl Moyer and AB 923 programs
  - *Tactical Group* to deal with near-term issues
  - *Strategic Group* to consider longer-term changes to the programs

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### Key MOA Outcomes

- Engage stakeholders
- Develop joint principles
- Develop key legislative enhancements
- Develop program changes that address interim needs, expand eligible projects and ease administration

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# CARL MOYER PROGRAM

## Update to the Program Guidelines

Incentive Program Advisory Group (IPAG) Meeting  
Wednesday, June 11, 2014



**Air Resources Board**  
California Environmental Protection Agency

## Guiding Principles Influencing Proposed Updates

- ▶ Identify and implement non-legislative changes to Carl Moyer and Assembly Bill (AB) 923 incentives programs, prioritizing:
  - critical needs based on upcoming regulatory deadlines
  - streamlining administration, effectiveness, and efficiency

## Proposed Changes – Administrative

- ▶ Air Agencies identified proposed changes
  - Streamline program implementation
  - Expand projects eligible for funding
- ▶ Proposed changes contained on the Carl Moyer Program webpage:  
<http://www.arb.ca.gov/msprog/moyer/moyer.htm>
- ▶ April 28, 2013
  - Released proposed changes
  - Start of public 45-day public comment period
- ▶ May 2, 2014 Held Public Meeting
- ▶ Expect to finalize late July 2014

## Proposed Changes – Administrative

- ▶ Clarify handling of funds under contract
- ▶ Expand eligible emergency vehicles
- ▶ Allow generator set engine projects
- ▶ Expand eligibility for Off-Road Voucher Incentive Program (VIP) funding
- ▶ Eliminate locomotive restriction to switcher purchases
  - ▶ Funding eligibility for purchases of clean line-haul locomotives
- ▶ Require ARB verification on eligible locomotive
- ▶ Provide flexibility for marine expenses

## Proposed Changes– On-Road

- ▶ Expand funding opportunities created by the recent Truck and Bus rule amendments
- ▶ May 2, 2014 Held Public Workshop
- ▶ June 6, 2014
  - Release public hearing notice
  - Changes will be posted on the Carl Moyer Program webpage:  
<http://www.arb.ca.gov/msprog/moyer/moyer.htm>
- ▶ Discussions with stakeholders on-going

## Proposed Changes– On-Road Voucher Incentive Program

- ▶ Focus on small fleets
  - 1–3 trucks per fleet
- ▶ Reduce surplus period to one year
- ▶ Expand to include lighter trucks
  - 14,001–19,500 pounds gross vehicle weight rating (GVWR)

## Proposed Changes– On-Road Fleet Modernization and Retrofit Programs

- ▶ Focus on small fleets
  - 1–3 trucks
- ▶ Reduce surplus period to one year
- ▶ Expand to include lighter trucks
  - 14,001–19,500 GVWR
- ▶ Require minimum 51 percent usage in California
- ▶ Allow replacement of Model Year 2006 & older
  - Aligns with VIP

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## Next Steps

*Report on AB 8 Moyer evaluation progress at ARB  
July 24, 2014 Board Hearing*

### Guideline Changes – Administrative

- ▶ June 12, 2014 close of public comment period
- ▶ Late July 2014 release of finalized Guideline changes

### Guideline Changes – On-Road (Truck and Bus Rule)

- ▶ July 21, 2014 deadline for public comments
- ▶ July 24, 2014 ARB Board Hearing
- ▶ Early August release of finalized Guideline changes

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## Guideline Change Contacts

- ▶ Administrative Changes
  - Yvonne Sanchez  
(626) 575-6618  
[ysanchez@arb.ca.gov](mailto:ysanchez@arb.ca.gov)
- ▶ On-Road (Truck and Bus rule) Changes
  - Danielle Robinson  
(626) 575-6775  
[drobins@arb.ca.gov](mailto:drobins@arb.ca.gov)
- ▶ Presentations from May 2<sup>nd</sup> Public Meeting/Workshop posted on the Carl Moyer Program home webpage:  
<http://www.arb.ca.gov/msprog/moyer/moyer.htm>

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IPAG June 11, 2014

## Air Agencies' Principles

### Guiding Principles for the Future of the Incentive Portfolio

### Air Agencies' Coordination

- Air Agencies' collaboration is vital to provide an incentive portfolio that reflects local and state funding priorities
- The portfolio approach allows flexibility for agencies to evolve and add programs to meet new challenges quickly
- Understand how the entire incentive portfolio fits together to meet our common goals

### Identification of Guiding Principles

- Each incentive program should ...
  - Complement other state and local incentive programs
  - Have a clearly defined role within the portfolio
  - Provide a coordinated and streamlined progress towards improving regional air quality, achieving climate goals and reducing localized exposure
- Recognize climate change and criteria emission reduction benefits within each incentive program where possible and reasonable.

### Identification of Guiding Principles

- Include metrics in each program, if not already specified, to gauge success
- Recognize that each Air District may have different priorities in order to meet their specific clean air goals
- Allow for new incentive models to be included (e.g., loans/financing)

### Principles: Carl Moyer and AB 923

- Programs should consider new funding opportunities to better serve both state and district needs, including a limited capacity to assist fleets to comply with upcoming in-use fleet compliance requirements
- Regulatory and Legislative action can be used to improve the Carl Moyer and AB 923 Programs' role in the incentive portfolio

### Carl Moyer Program / AB 923

- Expand allowable project categories
- Consider sources of climate change
- Leverage funds from multiple sources
- Provide greater District autonomy
- Encourage voluntary transition to advanced technologies

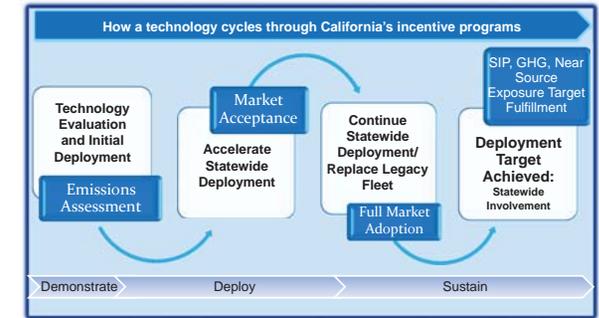
## Morning Wrap UP

Incentives Program Advisory Group Meeting  
June 11, 2014

## Incentives Funding Timeline



## Incentives- A Pathway for Technologies



## Guideposts for Brainstorming

- Climate change emission reductions are increasingly important
- Leveraging funding provides greater opportunity for emission reductions
- Air districts have different air quality needs and priorities.
- Many fleets are now required to reduce in-use emissions
- The Carl Moyer Program is a statewide program



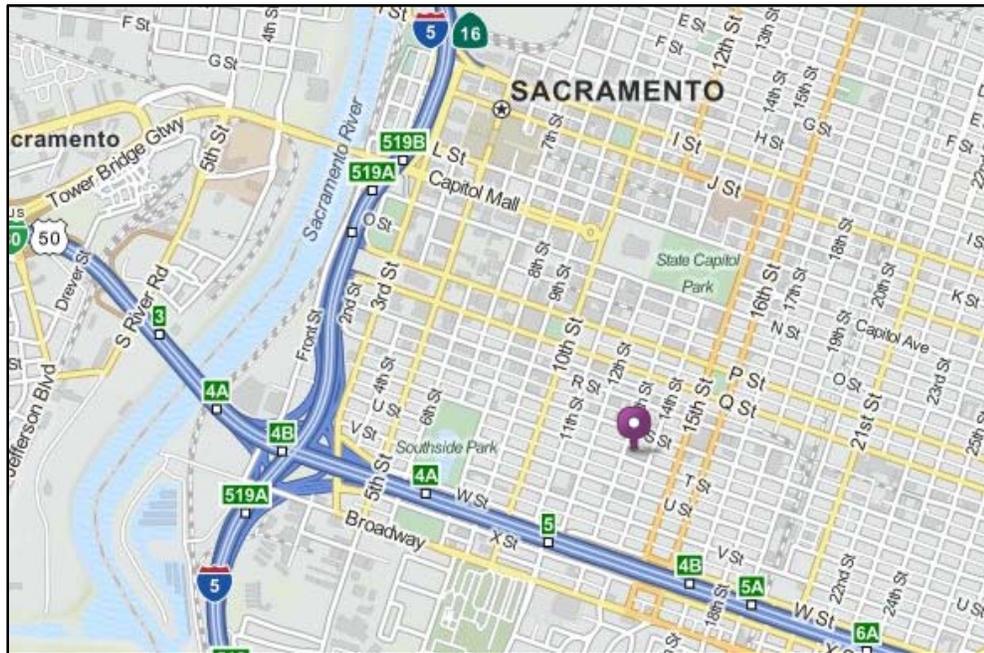
# 2014 Timeline

- July: Board Hearing
  - Update on AB 8: Moyer Evaluation Process
  - Proposed On-Road Guideline Changes
- Summer: Stakeholder Outreach
- Fall
  - Develop Legislative Concepts
  - Next IPAG Meeting
- December: 2015-16 Legislature Session Starts

**Incentives Program Advisory Group Meeting June 11, 2014, 11:00am – 2:30pm**

**A listen-only call in number is also available. Contact Katherine Garrison at [kgarriso@arb.ca.gov](mailto:kgarriso@arb.ca.gov) to RSVP.**

**Location:** California Air Resources Board, Monitoring and Laboratory (MLD) Building, 1927 13th Street, Sacramento, CA 95811



**Transit:** This facility is accessible by public transit. For transit information, call (916) 321-BUSS, or website: <http://www.sacrt.com>.

A transit map showing the nearby light rail stations can be found at: <http://www.sacrt.com/systemmap/central.stm>

**Parking:** Visitors to the MLD building use street parking. The surrounding areas have 1-hour and 2-hour street parking. A short break is scheduled to allow for moving cars parked in 2-hour parking.

**Food:** Because there is a lot of material to cover, there will be only a short (1/2 hour) break for lunch. Meeting hosts will provide participants on-site a small sandwich, chips and bottled water for an optional \$5 donation. Visitors are also welcome to bring in brown bag or takeout lunches.

## Summary of the Incentive Programs Advisory Group Meeting

**June 11, 2014**  
**Time: 11AM – 2:30PM**

**Location: Air Resources Board, 1927 13<sup>th</sup> Street, Sacramento (MLD Building)**

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The Incentive Programs Advisory Group (IPAG) met on June 11, 2014, in Sacramento, California. The meeting was facilitated by Erik White, Chief of the Mobile Source Control Division at the Air Resources Board (ARB). Over 80 people attended and another 30 listened by phone. This document includes a summary of the meeting, the group discussion results, and a list of those that attended.

Presentations noted below are located on ARB's website:  
<http://www.arb.ca.gov/msprog/moyer/advisory.htm>

### Summary

#### 1. Introductions

*Jack Broadbent, President of the California Air Pollution Control Officers Association (CAPCOA) and Richard Corey, Executive Officer of ARB, welcomed all participants and provided opening remarks.*

#### 2. Incentive Programs

- a. Overview of Incentives Portfolio (Mike Watt, San Diego Air Pollution Control District)

*The presentation included a discussion of incentive funding programs available throughout the State and a description of how funds are divided among projects types/equipment types.*

- b. Carl Moyer/Assembly Bill (AB) 923 (Mark Loutzenhiser, Sacramento Metropolitan Air Quality Management District (AQMD))

*The presentation described the Carl Moyer and AB 923 programs. The Carl Moyer Program funds emissions benefits that are creditable to the State Implementation Plan through extra/early reductions. AB 923 funds are collected at the local level by some districts and fund Moyer-eligible projects and school buses among other types. The percentage of funds spent on each project type were presented for both incentive programs.*

c. Proposition 1B (Ajay Mangat, ARB)

*A description of funding recently spent and program status was provided. The program has approximately \$240 million remaining, a majority of which has been dedicated to truck projects within the State's trade corridors. (No presentation slides.)*

d. Lower-Emission School Bus (Lisa Jennings, ARB)

*A description of recent funding spent and program status was provided. Most funding sources are exhausted; more funding is still needed. (No presentation slides.)*

e. Enhanced Fleet Modernization (EFMP) (Aaron Hilliard, ARB)

*EFMP funds vehicle scrap and scrap/replacement programs. A presentation of funds available was provided, as well as a timeline of proposed program modifications intended to target lower income applicants. (Further details about the proposed changes that were subsequently approved by ARB at the June 26, 2014 hearing are available at: <http://www.arb.ca.gov/regact/2014/carscrap14/carscrap14.htm>)*

f. Air Quality Improvement Program (AQIP) and Low Carbon Transportation Greenhouse Gas Reduction Fund (GGRF) Investments (Lisa Macumber, ARB)

*Information was provided about the Fiscal Year 2014-15 Funding Plan for the AQIP and Low Carbon Transportation GGRF Investments, which was subsequently approved by ARB at the June 26, 2014 hearing. The plan includes allocations for \$222 million in light-duty vehicle projects, heavy-duty vehicle and equipment projects, and truck loan assistance. (More information on the Funding Plan is available at: <http://www.arb.ca.gov/msprog/aqip/fundplan/fundplan.htm>) (No presentation slides.)*

3. Overview of AB 8 for the Carl Moyer Program

a. Implementing AB 8 (Damian Breen, Bay Area AQMD)

*AB 8 authorized a key portion of program funding to continue through 2023. AB 8 also directed ARB to collaborate with Air Agencies to assess future changes to Carl Moyer and AB 923 Incentives. The presentation outlined the framework the Air Agencies intend to follow to address AB 8 and evaluate the program for any necessary enhancement.*

b. Carl Moyer Program: Recent Proposed Updates (Katherine Garrison, ARB)

*The presentation discussed two separate Carl Moyer Program Guideline updates currently in progress. The first is aimed at streamlining program administration. The second is aimed at increasing eligibility for some on-road project types. More information is available at:*

*<http://www.arb.ca.gov/msprog/moyer/moyer.htm>*

c. Air Agencies Joint Principles (Fred Minassian, South Coast AQMD)

*The presentation discussed guiding principles for evaluating the Moyer and AB 923 programs, agreed on by the Air Agencies, and include: any changes should create a program which complements other state and local incentive programs, has a clearly defined role within the portfolio and provide a coordinated and streamlined progress towards improving regional air quality, achieving climate goals and reducing localized exposure.*

4. Morning Wrap Up

5. Break

6. Focus Group Discussions (Facilitator: Erik White, ARB)

*Attendees broke in to small teams to discuss open-ended questions regarding the future of the Carl Moyer and AB 923 programs. Those questions are as follows:*

- How should climate change pollutants be considered in the program?*
- How can the program better leverage funding from other sources?*
- What additional project categories or project types should be included?*
- What are important factors that define a successful and effective program?*

*Refer to the attached discussion summary document for more details.\**

7. Timeline

*A timeline was presented that showcased:*

**July:** Board Hearing -- Update on AB 8: Moyer evaluation process, proposed On-Road Guideline changes.

**Summer:** Stakeholder outreach.

**Fall:** Develop legislative concepts and hold next IPAG meeting.

**December:** 2015-16 Legislature session starts.

8. Wrap Up & Next Steps

*Next steps included the preparation and release of this meeting summary as well scheduling a subsequent Incentive Programs Advisory Group for Fall 2014.*

\* The Air Agencies will review and evaluate the concepts discussed during the Focus Group portion of the meeting and report back at the next IPAG meeting. Any additional ideas related to the Focus Group Discussion topics should be sent to Katherine Garrison, Air Resources Engineer, at [kgarriso@arb.ca.gov](mailto:kgarriso@arb.ca.gov).

### **Group Discussion Results**

*Attendees broke in to small teams to discuss open-ended questions regarding the future of the Carl Moyer and AB 923 programs. The discussion results are provided below and are transcribed as closely as possible to notes taken in real time. Appearance in the list does not represent an endorsement of any particular concept. Air Resources Board and California Air Pollution Control Officers Association will evaluate proposals as they move through the re-envisioning process.*

#### **1) Greenhouse Gas (GHG): How should climate change pollutants be considered in the program?**

- Reward fuel efficiency
  - i. Smartways
  - ii. Low resistance tires
- Usage reductions
- Recognize differing goals/build flexibility of goals statewide
- Scoring criteria/Carbon Dioxide: decide weights at district level
- Keep Moyer original intent
- Establish GHG goals
- Quantify reductions
- Use a life-cycle analysis to determine goals
- Fund zero emission technologies
- Fund zero-emission infrastructure
- Fund low-carbon fuel use/infrastructure
- Keep State Implementation Plan (SIP) credibility, split funding sources
  - i. Moyer pays for criteria
  - ii. Local funds or other for GHG
- Prioritize based on scores
- Calculate/Track GHG benefits
- Different criteria for stationary vs on-road
- Fund Black Carbon in local programs
- Add more covered pollutants to Moyer

**2) Leveraging Funds: How can the program better leverage funding from other sources?**

- Modify cost-effectiveness (CE) calculations requirements such that co-funded projects are not disadvantaged
- Enhance flexibility to incentivize combining funds
- Align incentive timelines/processes to facilitate co-funding
- Remove/reduce tax-penalty on granted funds
- Use a points system to help divide benefits and funding separately to avoid double-counting of benefits
- Funding clearinghouse (establish a system that analyses a project for all eligible funding)
- Keep SIP creditability
- Encourage more public/private partnerships
- Allow California Environmental Quality Act (CEQA) offsets: Allow Moyer to leverage off-site CEQA mitigations
- Allow memoranda of understanding between districts to encourage leveraging
- Allow leveraging for advanced technologies/zero-emission projects

**3) Additional Categories/Types: What additional project categories or project types should be included?**

- Allow just-in-time funding
- Fund private school buses/charter buses
- Allow Global Positioning Systems to be funded; Route efficiency improvements
- AB 118 (development-type) projects
- Repower Diesel to natural gas/alternative fuel
- On Board Diagnostics/telematics to reflect/record fundable usage reductions
- Vehicle miles travelled (VMT) reduction
- Truck to rail (mode changes with measurable benefits)
- Infrastructure funding to help the spread of electric/alternative fuel vehicles and equipment
- More stationary sources (e.g., emergency, standby equipment)
- Pay for compliance projects
- Use funds captured through some (old/ becoming obsolete) infrastructure reduction. Diesel fuel stations for example.
- Wood stoves
- Biofuel/Liquefied Natural Gas infrastructure
- Portable category calculation methodology: modify to more effectively show full reductions

- Fund or *better* fund (e.g., remove CE cap) projects meeting optional low-oxides of nitrogen standards
- Fund infrastructure associated with VMT reductions (park and ride/carpool lanes/bike paths/vanpools)
- Special credit for projects that use renewable fuels
- Expand trade-down programs
- Low-mile emergency vehicles/other critical low-use projects should get a shot (trade down programs, additional credit for renewable fuel, weighting factors)
- Allow out-of-state vehicle participation based on in-state benefits/reductions

**4) Success Factors: What are important factors that define a successful and effective program?**

- Reductions in a variety of pollutants *and* exposure reduction
- Reductions in difficult categories and federal sources
- Programs that
  - i. Show sustainability
  - ii. Address industry needs
  - iii. Drive innovation
  - iv. Create sustainable business in our state
- Broader analysis of non-compliance (Who? Why? How many?)
- Grants that can deploy quickly (faster time delivering \$ to grantee)
- Projects that put money and growth factors back into the economy (job creation)
- Wider use of the Voucher Incentive Program model metrics
- Low administrative complexity/burden (e.g., simple rules for implementing the program)
- Improvement to public health and the environment
- Greater improvements to federally regulated sources (planes, trains, ships)
- Grantee satisfaction
- Harmonize with Diesel Emission Reduction Act (DERA) to prevent overlap
- Balance with regulated users/incentives \$\$ (Balance/optimize the program lifecycles and deployment timelines to address potential users coming under a regulation)
- Increased market penetration
- Greater credit for enhancing penetration of advance clean technologies
- Increased number of applications/ways to generate greater program interest
- Raise public perception of the program (success is accessibility)
- Guarantee some consistency between districts in the same program

- Ensure diversity of participation (small and big applicants, savvy and non-savvy)
- Address economic as well as environmental impact
- Create a program with reduced reporting and administrative burden (e.g. DERA)
- Greater harmony between programs (DERA)
- Help technology moving into new sectors/types, non-traditional markets
- Measureable goals and metrics are established
- Consistency between districts/programs

### List of Attendees

Last	First	Organization
Ward	Peter	Alternative Fuels Advocates
Holmes-Gen	Bonnie	American Lung Association
Breen	Damian	Bay Area AQMD
Broadbent	Jack	Bay Area AQMD
Prentice	Kent	Boatswain's Locker
Franssen	Todd	BusWest
Scheidt	Tom	BusWest
Wagoner	W.James	Butte County AQMD
Holtz	James	BYD Motors Inc
Carbonel	Hank	CA Concrete Pumpers
Plowman	Betty	California Cable & Telecommunications Association (CCTA)
Foster	Quentin	California Electric Transportation Coalition
Malarkey	Margot	California Environmental Associates
Gornick	Sue	California Environmental Dialogue
Schrap	Matt	California Fleet Solutions
Carmichael	Tim	California Natural Gas Vehicle Coalition
Gould	Kevin	California Strategies
Erskine	Cathy	California Trucking Association
Shimoda	Chris	California Trucking Association
Hall	Jamie	Clean Transportation Technologies and Solutions
Magavern	Bill	Coalition for Clean Air
Miller	Clayton	Construction Industry Air Quality Coalition
Wong	Monet	County Sanitation Districts of Los Angeles County
Brown	Christopher	Feather River AQMD
Barnett	Chuck	Graniterock
Cram	Rob	HOLT of California CAT
Voss	Roger	L.H. Voss Materials Inc
Coates	Michael	Mighty Comm
Romero	Alan	Monterey Bay Unified APCD
Stedman	Richard	Monterey Bay Unified APCD
Muegge	Ed	Mt.Diablo Landscape
Quaranto	Jason	NAVISTAR Inc.
Lee	Barbara	Northern Sonoma County Air Pollution Control District

Last	First	Organization
Stickney	Grant	Peterson CAT
Daniels	Jan	Pick-n-Pull
Eznst	Chuck	Sacramento City USD
Lemus	Jaime	Sacramento Metropolitan AQMD
Loutzenhiser	Mark	Sacramento Metropolitan AQMD
Greene	Larry	Sacramento Metropolitan AQMD
Watt	Michael	San Diego APCD
Barati	Mehri	San Joaquin Valley APCD
DeYoung	Todd	San Joaquin Valley APCD
Garzee	Bob	Silicon Valley Clean Cities Coalition
Minassian	Fred	South Coast AQMD
Wallerstein	Barry	South Coast AQMD
Mendoza	Jerilyn	Southern California Gas Company
Morron	Colby	Southern California Gas Company
Abbs	Alan	Tehama County APCD
Morrelli	Bob	Western Power
Wang	Michael	Western States Petroleum Association
Lovelace	Edward	XL Hybrids
Ehrhardt	Mat	Yolo-Solano AQMD

*In addition, a number of ARB staff attended the meeting.*

**IPAG Call-in Only Attendees** (List represents records obtained from the phone company)

Last	First	Organization
Cormier	Nick	San Diego Air Pollution Control
Maienknecht	Wendy	Air Resources Board
Rowland	Scott	Air Resources Board
Estebat	Abby	Air Resources Board
Sanchez	Yvonne	Air Resources Board
Smith	Adriana	Air Resources Board
Van Gee	Barbara	Air Resources Board
Lambert	Kimya	Air Resources Board
Fournier	Anthony	Bay Area AQMD
Roselli	John	Blue Bird Corporation
Koyama	Kenneth	California Air Pollution Control Officers Association
Rea	Michael	California Association of School Transportation Officials
Lu	Edward	General Electric
Waggoner	Tim	Global Auto Makers
Poiriez	Brad	Imperial County APCD
Song	Jamie	Manufacturers Control Association
Murano	Ryan	Northern Sierra Air Quality Air Management District
Erdman	George	Northern Sonoma APCD
Larson	James	Pacific Gas & Electric
Brents	Barry	Plut incentives
Walker	Richard	Robert Bosch Emission Systems
Mutziger	Andrew	San Luis Obispo APCD
Fredrickson	Jim	Santa Barbara County Air Pollution Control District

Last	First	Organization
Van Mullem	Dave	Santa Barbara County APCD
Sumner	Kimberly	Siskiyou County APCD
Liu-Klein	Jared M	Southern California Gas Company
Luo	Rongsheng	Southern California of Governments
Judd	Duane	Synergy
Aronin	Ruben	The Better World Group
Mikulin	John	United States Environmental Protection Agency
Perez	Idalia	United States Environmental Protection Agency