

Public Meeting to Consider Changes to the On-Road Chapters of Carl Moyer Program Guidelines and the Voucher Incentive Program (VIP) Guidelines

May 7, 2015

Background on Board Actions

- April 2014
 - Board extended Truck and Bus compliance deadlines (Board hearing April 2014)
- July 2014
 - Board reduced Carl Moyer program funding eligibility to small fleets (3 vehicles or less) from fleets of up to 10
 - Board directed staff to monitor participation and adjust fleet size eligibility up if participation was low

Findings of Staff Monitoring

- 2014-2015 VIP participation has been lower than previous years
- Fleets tend to apply for funding when a deadline is approaching
- Fleets of 4-10 can provide surplus emissions reductions that are not being realized under the 3 truck or less limit

Proposed Changes: Fleet Size Eligibility

- Restore eligible fleet size to 10 vehicles or less
- Require Districts to reserve sufficient funds so opportunities remain available for small fleets when future deadlines approach

Proposed Changes: Other Clarifications

- Clarify that funding for vehicles under limited-use compliance options must only be for surplus reductions
- Correct emission factor tables to include 0.5 grams per brake horsepower-hour oxides of nitrogen certified engines
- Correct significant figures of particulate matter emission factors
- Include Board approved change to minimum 51 percent California operation for eligible projects
- Correct weight limits of heavy heavy-duty vehicles that can have medium heavy-duty engines installed

Schedule for Proposed Changes

- Draft Guideline changes were published April 23 and are available at <http://www.arb.ca.gov/msprog/moyer/moyer.htm>
- 45-day comment period remains open through June 7.
- If approved, the finalized Guideline changes will be posted at <http://www.arb.ca.gov/msprog/mailouts/mailouts.htm>

Contact for Written Comments

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Questions and Comments