



# Public Workshop Retooling The Carl Moyer Program Guidelines

On-Road Control Regulations Branch  
Mobile Source Control Division

September 28, 2010 – Sacramento  
September 29, 2010 – El Monte

CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY  
 Air Resources Board

# Agenda

---

- ◆ Welcome and Introductions
- ◆ Workshop Objectives
- ◆ Carl Moyer Program Background
- ◆ Overview of Retooling
- ◆ Timeline
- ◆ Proposed Guideline Revisions
- ◆ Open Discussion

# Workshop Objectives

---

- ◆ Discuss proposed revisions to the Carl Moyer Program (CMP) guidelines
- ◆ Obtain feedback on proposed revisions

# The Carl Moyer Program Background

---

## Objectives

- ◆ Improve air quality
- ◆ Complement, **not replace**, regulations
- ◆ Fund voluntary emission reductions by introducing low-emission technologies
- ◆ Ensure program foundation meets statutory requirements

# Overview of Retooling

---

- ◆ Two Phases of Retooling: Near-term and Long-term – in 2<sup>nd</sup> phase
- ◆ Respond to :
  - ◆ Stakeholder feedback
  - ◆ Newly adopted regulations
  - ◆ Changes in the economy
- ◆ Ensure surplus emission reductions continue to be achieved efficiently using public funds

# Timeline

---

- ◆ Previous workshops and workgroup meetings
  - ◆ Four public workshops
  - ◆ Over fifteen workgroup meetings
- ◆ Current public workshops
  - ◆ September 2010
    - ◆ September 28th : Sacramento
    - ◆ September 29th : El Monte
- ◆ Board hearing on March 24, 2011
  - ◆ February 2011: Guidelines released for 45 day public review

# Retooling Goals

---

- ◆ Increase project eligibility
- ◆ Streamline administrative requirements for participants and air districts
- ◆ Maintain statutory requirements

# Improving Program Administration

---

- ◆ Simplify close out process
- ◆ Expand options to address usage because of general slowing of economy
- ◆ Clarify Case-by-Case request process to add transparency
- ◆ Streamline district requirement to audit projects
- ◆ Ensure proficient implementation by outlining progressive cooperative correct actions

# On-Road Heavy Duty Vehicles

---

- ◆ Repowers
  - ◆ Allow repowers of multiple trucks allowed (OEM quality assurance required)
  - ◆ Align maximum grant amount to \$30,000 for engines meeting 2010 emission standards
- ◆ Allow hours of operation to verify usage

# On-Road Heavy Duty Vehicles Continued

---

- ◆ Expand funding for Fleet Modernization and Voucher Incentive Program by:
  - ◆ Increasing mileage limitation from 200,000 to 500,000 for used replacement vehicles
  - ◆ Reduce CA registration requirement to 8 months from 2 years
  - ◆ Allow funding to replace former drayage trucks
- ◆ Provide additional funding in VIP for 0.20 g NO<sub>x</sub> replacement trucks
- ◆ Simplify district administration for Fleet Modernization

# On-Road Emergency Equipment – Fire Apparatus Replacement

---

- ◆ New source category
- ◆ Providing opportunities to replace older on-road diesel fire apparatus
- ◆ Allows up to a 14 year project life
- ◆ Truck reuse option also available
  - ◆ Reuse newer truck turned in by replacing even older truck

# Off-Road Equipment

---

- ◆ Expand opportunities to small fleets by allowing a lower project life
- ◆ Compression Ignition Equipment
  - ◆ Allow PTO horsepower to determine engine horsepower
  - ◆ Include data-logging costs for repowers with retrofits
  - ◆ Provide clarity for tier 4 engine opportunities to coincide with various standards
- ◆ Large Spark Ignition Equipment
  - ◆ Clarify eligibility due to LSI in-use fleet rule

# Off-Road Equipment Replacement

---

- ◆ Simplify administration for air districts
- ◆ Reduce requirements for showing ownership and usage
- ◆ Simplify application process by removing requirement to get a repower cost estimate

# Off-Road Voucher Incentive Program (pilot)

---

- ◆ Modeled after On-road VIP
- ◆ Streamlined version of Equipment Replacement Program
  - ◆ Provides opportunities for small fleets
  - ◆ Uncontrolled agricultural tractors
  - ◆ Uncontrolled construction, backhoes, loaders less than 175 Hp
- ◆ Vouchers available up to \$60,000 based on horsepower, usage, and equipment type

# Portable and Stationary Agricultural Sources

---

- ◆ Expand projects eligible on case-by case basis for:
  - ◆ 2-for-1 engine repowers
  - ◆ Rental equipment / engines
  - ◆ Agricultural service provide equipment / engines
- ◆ Provide clarity for portable equipment/engine requirements subject to district registration/permit
- ◆ Limit horsepower increase to 50%
- ◆ Clarify Tier 4 engine opportunities to coincide with various standards

# Locomotives

---

- ◆ Align Emission Factors with Goods Movement
- ◆ Use federal definitions of Class I, II, III railroads
- ◆ Include Head End Power replacement criteria
- ◆ Delete requirement for Electronic Monitoring Unit
- ◆ Allow funding only for verified retrofits

# Marine Sources

---

- ◆ Adjust to Commercial Harbor Craft Regulation (adopted June 24, 2010)
- ◆ Efficiently utilize public funds by revising shore power project criteria
  - ◆ Revised maximum funding eligibility
- ◆ Expand eligibility to allow funding for non-road engines in repowers

# Light-Duty Vehicle Retirement

---

- ◆ Expand program to include heavier vehicles: 8,500 to 10,000 pounds GVW rating
- ◆ Include emission benefit tables for two additional years – 2012 & 2013

# Lawn and Garden Equipment (L&GE) Replacement

---

- ◆ New source category
- ◆ Expand existing L&GE replacements funded by AQIP & Districts
- ◆ CMP Funding Amount = \$140
  - ◆ Replace 2010 gas mower with electric mower
  - ◆ Based on 160 hours of lifetime operation
- ◆ Intent of program
  - ◆ Provide electric mower to consumer at reduced cost
  - ◆ Seamless transition for current district programs
  - ◆ Keep program streamlined for districts

# Redefining Surplus Emissions to Expand Funding Opportunities

---

- ◆ Statutory requirements
  - ◆ Projects result in surplus emission reductions
  - ◆ Compliance dates are met
- ◆ Current methodology
  - ◆ Emission benefit analysis of regulations
  - ◆ “One-shot” funding opportunity

# Redefining Surplus Emissions (cont.)

---

- ◆ Proposed methodology
  - ◆ Use regulation compliance dates as benchmark
  - ◆ Remove “one-shot” funding limitation
    - ◆ Fleets must still meet current compliance dates
  - ◆ Overlay additional safeguards
  - ◆ Example: Marine Ship-Side Shore Power (2011-2014)
- ◆ Results in greater long term funding opportunities by providing more flexibility

# Additional Upcoming Changes

---

Reflect any changes to the Statewide Truck & Bus and Off-Road In-Use Regulations the Board approves in December 2010

# Contacts

---

- ◆ Retooling Homepage:  
<http://www.arb.ca.gov/msprog/moyer/retooling.htm>
- ◆ Submit written comments to: [cmretool@arb.ca.gov](mailto:cmretool@arb.ca.gov)
- ◆ **Contact Information**

Sam Gregor, Lead Staff  
(916) 323-0005 or [sgregor@arb.ca.gov](mailto:sgregor@arb.ca.gov)

Adriana Smith, Co-Lead Staff  
(916) 323-5450 or [asmith@arb.ca.gov](mailto:asmith@arb.ca.gov)

Heather Arias, Manager  
(916) 324-6429 or [harias@arb.ca.gov](mailto:harias@arb.ca.gov)

# Open Discussion

---

Submit Comments to:  
[sierrarm@calepa.ca.gov](mailto:sierrarm@calepa.ca.gov)