

**Carl Moyer Program
Emergency Equipment Concept
Workgroup Meeting
March 30, 2010**

CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY



Air Resources Board

Presentation Outline

- ◆ Carl Moyer Background
- ◆ On-Road Heavy-Duty Vehicle Replacement
 - Concept overview
 - Usage considerations
 - Project life
- ◆ Other possible components
 - Chainsaws
 - Off-Road Replacement



Carl Moyer Program Background

- ◆ Incentive grants for cleaner equipment
- ◆ Must be real, surplus, quantifiable and enforceable emission reduction
- ◆ Program in its 12th year
- ◆ Up to \$140 million annually statewide
- ◆ District program implementation
- ◆ Objective - Improve air quality & public health

General Eligibility

- ◆ Districts may impose additional or more stringent eligibility requirements
- ◆ Incremental cost of cleaner technology
- ◆ Must be cost effective
- ◆ Surplus – emission reductions must be early or extra
- ◆ Minimum 75% operation in CA

On-Road Heavy-Duty Vehicle Replacement Concept

Replace old high-emitting vehicle with new cleaner vehicle

- ◆ Incentive funds offset replacement cost
 - up to 80% of the new 2010 equipment cost
- ◆ Heavy Duty Vehicles
 - Medium Heavy Duty (MHD) – 14,001 - 33,000 lbs
 - Heavy Heavy Duty (HHD) – >33,000 lbs
- ◆ Replacement engine - model year 2010 certified emission standards
- ◆ Old truck must be scrapped

Fire Trucks

- ◆ Classified as emergency vehicle by VC165
- ◆ Exempt from in-use regulations
 - Bus and Truck Rule
 - Public Fleet Rule
 - Heavy-Duty Vehicle Idling Emission Reduction Rule
- ◆ Fire truck usage and records
- ◆ Fire truck useful life

Usage

- ◆ Guidelines require 2 years of usage records
- ◆ Not all fire departments maintain fuel logs
- ◆ Alternative method to report usage:
 - Engine Control Module (ECM) electronic data
 - Like vehicle types, distances & run loads
 - Calculated gas mileage – miles/gallon
 - Apply miles/gallon to annual miles traveled of proposed truck

Other suggestions?

Project Life

- ◆ Project life represents the remaining useful life of the equipment
- ◆ Project life can also be the period of surplus emission reductions – driven by rule compliance
- ◆ Project life is the contract life
- ◆ Project life is the number of years we take emission credit

What is the average life of a fire truck?

Other Possible Components

- ◆ Chainsaw buyback
- ◆ Off-road equipment replacement



What's Next

- ◆ Tentative Schedule
 - April - next workgroup meeting
 - June/July - draft proposal
 - March 2011 - Board Hearing
- ◆ What we need to move forward
 - Prioritize development
 - Data

Outstanding Questions?

Fire Truck Usage:

What is the typical usage for fire trucks?

Are fuel logs a good source of documentation?

Does the proposed alternative usage method work for your situation?

Fire Truck Project Life:

How long does a fire truck last?

Do different types of fire trucks have different life expectancies?

Chainsaws Buyback:

Is there a need for 2-stroke chainsaw buyback?

If so, we need supporting data.

Off-Road:

Are there heavy duty off-road equipment (i.e.: bulldozers) that are solely used for emergencies?

Do any fire departments have to comply with the off-road rule, or are they exempt because of low usage?

What is the priority?

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