

Carl Moyer Program Update

MARITIME WORKING GROUP MEETING
May 17, 2005

Carl Moyer Program: Overview

- Provides grants to offset the incremental cost of low-emission technologies
- Early introduction of low-emission technologies
 - Accelerate old engine turnover
 - Improve air quality

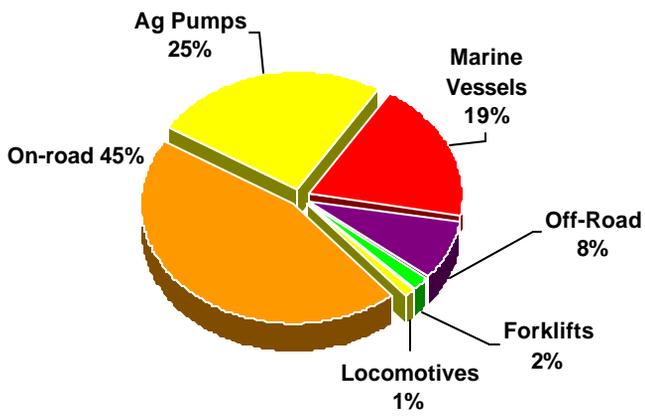
Core Principles

- A state and local partnership
 - ARB sets guidelines
 - Local districts receive applications, make grants, and monitor projects
 - District match funding: grants for Moyer-eligible projects, infrastructure, alternative diesel fuels
- Emission reductions must be real, quantifiable, surplus, and enforceable
- Environmental justice funding requirement

Carl Moyer Program -- Years 1-6

- Incentive grants to reduce NO_x emissions from heavy-duty diesel vehicles and equipment
- PM target began in 2000
- Total funding: \$154 million
- Engines funded: 7,000 (est.)
- Emissions reduced: 18 tpd NO_x; 1 tpd PM
- Cost -effectiveness: <\$3,000/ton of NO_x

Funding by Project Type



Carl Moyer Program – Year 7



Carl Moyer Program Changes

- Increased and continued funding
 - Adjustment to Smog Check and tire fees through 2015
 - Local districts authorized to increase motor vehicle registration surcharge by \$2 for incentive programs
- Program expansion
 - Add PM and ROG
 - Add light-duty vehicles
 - Add agricultural sources (HSC 39011.5)
 - Add fleet modernization program

On-going Incentive Funding

- FY 04/05 (year 7) ~ \$30.5 million
- FY 05/06 (year 8 & subsequent years)
 - Air Resources Board: ~ \$86 million for Moyer
 - \$61 million from Smog Check fees
 - \$25 million from tire fees (reduced to \$16 million starting in 2007)
 - Air Districts: up to \$55 million
 - Local Boards may approve \$2 increase in DMV
 - Funds for Moyer projects, Low-Emission School Buses, light-duty scrap, and Agricultural Assistance Program

Multi-District Projects

- FY 2004-05 project categories:
 - Goods movement projects (including marine vessels)
 - Off-road construction equipment
 - PM retrofit devices that also reduce NOx
- Overwhelming response to ARB solicitation
 - \$2.9 million in available funding, \$24.5 million in funding requests
 - \$7.6 million in marine vessel project applications
- Projects selected June 17th

Schedule

- Workshops on Moyer Guidelines Revision
 - First workshops -- Nov/Dec 2004
 - Second workshops -- April/May 2005
 - Third workshops -- late July 2005
- Proposed Project Criteria -- July/August 2005
- Proposed Guidelines -- Sept 2005
- Proposed Guidelines to ARB -- Nov 2005

Port and Marine Vessel Issues

Ports and Marine Vessels

- Marine vessel shore power (cold-ironing)
 - Eligible vessel categories
 - Safeguards to ensure continued use
 - Shore-side infrastructure costs
- Baseline emission factors for marine vessels

Ports and Marine Vessels

- Are projects envisioned in port air quality plans surplus to existing requirements?
- How to complement new marine vessel, cargo-handling equipment, and fuels regulations?

Fleet Modernization

- AB 1394 directs ARB to develop fleet modernization program
- Pilot programs for heavy-duty vehicles
 - Sacramento Metropolitan AQMD
 - Coalition of Gateway Cities Clean Air Program
- Carl Moyer Program will focus on heavy-duty truck fleet modernization

Fleet Modernization

- Should the CMP consider funding port heavy-duty truck fleet modernization?
 - How to ensure replacing trucks that would not have otherwise be replaced?
 - How to ensure truck mileage is not overstated?
 - How to target independent owner-operators?
- ARB Fleet Modernization Workgroup convened

Carl Moyer Program Contact Information

Lucina Negrete - Manager Alternative Strategies Section,
(916) 445-6138, lnegrete@arb.ca.gov

Joe Calavita - Goods Movement, (916) 445-4586,
jcalavit@arb.ca.gov

Martha Vazquez - Fleet Modernization, (916) 327-9435,
[mvazquez@arb.ca.gov](mailto:m vazquez@arb.ca.gov)

Bob Nguyen - Moyer Guidelines Lead, Off-Road,
(916) 327-2939, rnguyen@arb.ca.gov