

## **Update to The Carl Moyer Program Guidelines Chapter 4: On-Road Heavy Duty Vehicles**

### **Background**

Since 1998 the Carl Memorial Air Quality Standards Program (The Carl Moyer Program) has reduced criteria pollutant emissions, including oxides of nitrogen (NO<sub>x</sub>) and reactive organic gases that contribute to ozone formation, as well as particulate matter. The Carl Moyer Program provides grants that fund up to the incremental cost of cleaner-than-required engines, equipment or vehicles, and emission reduction technology.

### **November 19, 2021 Board Approved Updates**

In November 2021, the California Air Resources Board (CARB or Board) approved increased cost-effectiveness limits to ensure that the Carl Moyer Program continues to focus on developing the most advanced zero-emission and low emission technologies. The updated cost-effectiveness limits include:

- Base Limit: \$33,000/ton
- Optional Advanced Technology Limit: \$109,000/ton
- On-Road Optional Advanced Technology Limit – 0.02 grams per brake horsepower-hour (g/bhp-hr) or cleaner: \$200,000/ton
- On-Road Optional Zero-Emission Limit: \$500,000/ton
- School Bus (combustion): \$300,000/ton

The Board also approved increasing the maximum funding amounts that will ensure that those incremental costs can be covered by the program. Here are the updated funding amounts:

- 0.02 g/bhp-hr Replacements
  - MHD 0.02 g/bhp-hr: \$120,000
  - HHD 0.02 g/bhp-hr: \$160,000
- Zero-Emission Replacements or Conversions
  - LHD Truck or Bus: \$170,000
  - MHD Truck or Bus: \$180,000
  - HHD Truck or Bus: \$410,000

## **Administrative Updates to Chapter 4: On-Road Heavy-Duty Vehicles**

The following section highlights the updates made to Chapter 4 of the Carl Moyer Program Guidelines for On-Road Heavy-Duty Vehicles. These updates will increase funding opportunities and participation, clarify existing requirements, and streamline the program to facilitate program administration. These changes include:

- Updated Eligible Replacement and Repower Options
- Increased Flexibility for Required Minimum Annual Usage in California
- Air Districts Requirements:
  - Removed pre-dismantle inspection
  - Allowance of remote inspections procedures
  - Reimbursement adjustment to occur after dismantler accepts baseline vehicle
  - Allowance of limited delays in destruction of baseline vehicle at the dismantler if documented in file.
- Dealership and Dismantler Requirements
  - Requirement for dealerships to work with air district to understand the program
  - Allowance of Air district authorized third party to deliver baseline vehicle to dismantler
  - Restriction on the delivery of baseline vehicle stripped for parts where dealership is responsible in ensuring integrity and dismantler has authority to reject

### **Why were updates made to the Carl Moyer Program Chapter 4?**

The Carl Moyer Program was allocated \$247 million for local air districts fiscal year 2021-2022, and additional funding of \$45 million through Senate Bill (SB) 129 to the Carl Moyer Program specific to on-road medium-duty and heavy-duty vehicles. CARB staff recognized a need to update the Carl Moyer Program's guidelines for on-road heavy-duty vehicles (Chapter 4) to provide air districts with a further streamlined program in order to fund projects efficiently.

### **What is the SB 129 (\$45 million) funding for?**

SB 129 directs \$45 million to local air districts in severe or extreme nonattainment, which CARB will be allocating to the local air districts in extreme non-attainment, which include South Coast Air Quality Management District and San Joaquin Valley Air Pollution Control District. The \$45 million is to be used in the Carl Moyer Program, to purchase eligible non-diesel medium- and heavy-duty vehicles emitting no more than 0.02 g/bhp-hr of NO<sub>x</sub>, as certified by CARB, that replace diesel vehicles.

## Will the updates made to the Carl Moyer Program Chapter 4 also be available in Voucher Incentive Program (VIP) this year?

- The new cost-effectiveness limits and higher funding caps are now available in VIP.
- Additional updates in alignment with the Carl Moyer Program Chapter 4 will also be considered for next year's VIP as part of the Incentives Program Advisory Group (IPAG) process.
- For more information, please go to this website:  
<https://ww2.arb.ca.gov/our-work/programs/vip-ipag>

## Will scrappage still be required for the Carl Moyer Program?

- For State Implementation Plan creditability, U.S. Environmental Protection Agency requires emission reductions be permanent, which requires scrapping a truck.
- There are other programs that exist to support new vehicle purchases without scrapping a vehicle, please check with your local air district.
  - Truckstop:  
[https://ww2.arb.ca.gov/sites/default/files/truckstop/azregs/fa\\_resources.html](https://ww2.arb.ca.gov/sites/default/files/truckstop/azregs/fa_resources.html)
  - HVIP:  
<https://californiahvip.org/>

## What engine model years will be eligible to participate?

- Existing engine model year eligibility allows a rolling age of at least 6 years old from the calendar year in which it is being considered:
  - Example: this year, the newest existing engine model year that is eligible to participate in the program would be 2016
    - 2017 to 2022 model year vehicles would not be eligible to be scrapped, leaving them available for purchase by any consumer.
  - SB 129 funds (\$45M) would be able to fund less than 450 vehicles before funds were exhausted, leaving a significant population of 2010 or newer vehicles available for purchase.

## Will there be changes to the funding percentage caps by fleet size in the Carl Moyer Program for on-road heavy-duty projects?

- CARB staff have engaged with the California Air Pollution Control Officers Association, Air Districts, and stakeholders on the topic of allowing more funding for large fleets and the consensus opinion was to not amend fleet size caps.
  - **Equity Issue:** Small fleets will not typically have the same resources for funding new heavy-duty vehicle replacements that larger fleets would have and amending the funding percentage cap to be equivalent to that of small fleets not only risks depletion of funding solely by large fleet projects, leaving small

fleets with less opportunity to transition over to cleaning technologies but fails to recognize the resource and availability constraints of smaller fleets.

Carl Moyer Program Guidelines are available on CARB website in ~~strikeout~~ and underline at CARB's Carl Moyer Program Guidelines website at:

<https://ww2.arb.ca.gov/guidelines-carl-moyer>.

## **Where can I get more information?**

More information about the Carl Moyer Program is available on CARB and air district websites, including CARB web page:

<https://ww2.arb.ca.gov/our-work/programs/carl-moyer-memorial-air-quality-standards-attainment-program>.

For more information about the Carl Moyer Program and funding opportunities in your area, contact your local air district. A list of local air districts can be found at

<https://ww2.arb.ca.gov/california-air-districts>.

You may obtain this document in an alternative format or language by contacting CARB at: (916) 322-4205 (voice); (916) 324-9531 (TDD, Sacramento area only); or (800) 700-8326 (TDD, outside Sacramento). TTY/TDD/Speech-to-Speech users may dial 711 for the California Relay Service.