

CHAPTER 10: INFRASTRUCTURE

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I. Guidance

Senate Bill (SB) 513 (Beall, Chapter 610, Statutes of 2015) provides the California Air Resources Board’s (CARB) Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program) the ability to incorporate infrastructure projects into its program. It authorizes the funding of projects that enable the deployment of alternative, advanced, and cleaner technologies to support the State’s air quality goals. Specifically, H&SC Section 44281(c) gives CARB the ability to provide funding toward the installation of fueling or energy infrastructure to fuel or power covered sources.

While CARB may provide funding for infrastructure projects, the California Energy Commission (CEC) is the lead agency for zero-emission vehicle (ZEV) infrastructure funding and station planning, and the California Public Utilities Commission (CPUC) oversees the state’s public utility companies to ensure safe and reliable energy service, including for ZEV infrastructure. Statute does not require infrastructure projects to meet a cost-effectiveness threshold.

This chapter provides project criteria for selecting and funding infrastructure projects that enable emission reductions in meeting State and local air quality goals. All infrastructure projects must be used to fuel or power a covered source as defined by Health and Safety Code Section (H&SC) 44275(a)(7). These covered sources include, but are not limited to, on-road (including passenger and commercial light-duty, medium-duty and heavy-duty vehicles), off-road, locomotive, agricultural, and marine vessel emission sources.

Please note that to fund projects in this category, Chapters 2 and 3 include general provisions and administrative requirements. Appendices A-E provide additional supporting information.

A. Funding

Air quality management districts or air pollution control districts (air districts) determine project priority and select projects to be funded within their region.

**Table 10-1
Funding Percentage of Eligible Cost for Moyer Program Infrastructure Projects**

Funding Percentage of Eligible Cost	Infrastructure Projects
60%	Baseline for all Projects
100%	Public School Bus Projects

**Table 10-2
Additional Incentive (Plus Up) of Eligible Cost for Moyer Program Infrastructure
Projects**

Additional Funding Amount ⁽¹⁾	Infrastructure Projects ⁽²⁾
+10%	Additional incentive for projects with renewable solar or wind power systems ⁽³⁾
+10%	Additional incentive for projects located near sensitive receptors.
+10%	Additional incentive for applicants of heavy-duty truck parking facilities that provide communal charging opportunities (e.g., truck yards, truck depots, truck stops, etc.)
+15%	Additional incentive for publicly accessible projects or where the applicant is a public entity

⁽¹⁾ Additional funding amounts in this table may be combined. Funding amount cannot exceed 100%.

⁽²⁾ Portable power projects will not be eligible for additional funding amounts.

⁽³⁾ At least 50% of the total annual energy provided to covered sources by the project must be generated from solar/wind. Hydrogen stations dispensing hydrogen produced from at least 50% renewable energy also qualifies. Solar and wind systems should be appropriately sized to ensure that the annual energy generation does not exceed 100% of the consumption by the covered source.

B. Eligible Projects

Eligible projects are those that provide fuel or power to covered sources which include on-road (i.e., passenger and commercial light-duty, medium-duty, and heavy-duty vehicles), off-road, locomotive, agricultural, lawn & garden, and marine vessel infrastructure.

- 1. Battery Charging Station.** New, conversion of existing stations, and expansion to existing battery charging stations. Refer to Section III of this document and Appendix B for definitions to the terms mentioned above (e.g., new, conversion of existing, and expansion of existing).
- 2. Hydrogen Fueling Station.** New, conversion of existing stations, and expansion to existing hydrogen fueling stations.
- 3. Stationary Agricultural Pump Electrification.** Agricultural pump projects must refer to the FARMER Program Guidelines for eligibility in the Moyer Program.
- 4. Shore Power.** Shore-side electrification or electrical power being provided by either the local utility or by distributed generation to a watercraft at berth.
- 5. Portable Power.** Infrastructure that can be transported to power covered sources,

such as, but not limited to, portable fuel cell configurations or high-capacity battery energy storage systems (1kWh and above) with the primary purpose of powering or charging covered sources.

- 6. Other Types or Combination with Above.** Transport refrigeration units (TRU) infrastructure, truck stop electrification, off-grid on-site power generation systems, micro-grid, mobile refuelers, and portable infrastructure.
- 7. Additional projects may be considered on a case-by-case basis.** Any project that produces emissions (e.g., innovative near zero-emission technologies) must be approved by CARB on a case-by-case basis. Please contact CARB Moyer staff for further guidance on these case-by-case projects.

To be eligible to partner with other funding sources or programs, the project must not have begun construction, must not be completed, nor invoiced and paid. Ongoing projects may only be considered for co-funding if project size increased from the original size and budget. The air district must evaluate the co-funded project prior to approval and verify the co-funded project meets all requirements of the Moyer Program.

C. Eligible Applicants

Public and private entities are eligible to apply unless otherwise stated. Public entities include, but are not limited to, state, metropolitan, county, city, multi-county special district (e.g., water district), school district, university, and federal agencies and organizations. Private entities include, but are not limited to, private organizations, and corporations. Out of State applicants are eligible to apply provided that the infrastructure is situated in California. Air districts or other entities receiving administration funding through the program are not eligible.

D. Eligible Costs

Eligible costs are limited to the purchase and installation of the equipment for power delivery or fueling directly related to the infrastructure project. The eligible costs listed below must utilize commercially available technologies. Eligible project costs include:

1. Cost of design and engineering, (i.e., consulting, labor, site preparation, Americans with Disabilities Act accessibility, signage),
2. Cost of equipment (e.g., charging/fueling units, electrical parts, energy storage equipment, materials),
3. Cost of installation is directly related to the construction of the station,
4. Meter/data loggers,
5. On-site power generation system that fuels or powers covered sources (i.e., solar and wind power generation equipment),
6. License fees, environmental fees, commissioning fees (safety testing), and on-site required safety equipment, and

7. Select fees may also be incurred pre-contract execution (i.e., permits, inspections, design, engineering, site preparation). Applicants may order or make down payment on infrastructure equipment prior to contract execution, but only after air district approval. The air district must provide the potential grantee written notification that any work performed is not guaranteed funding until a contract is executed.

E. Ineligible Costs

Ineligible costs include but are not limited to:

1. Existing station upgrade. See definition in Appendix B,
2. Fuel and energy costs,
3. Nonessential equipment hardware,
4. Operation cost (e.g., operational fees, maintenance, repairs, improvements, spare parts),
5. Insurance,
6. Grantee administration costs, work performed, or self-reimbursement,
7. Travel/lodging,
8. Employee salaries,
9. Legal fees,
10. Real estate property purchases/leases,
11. Performance bond costs,
12. Construction management,
13. Storm water plan costs,
14. Security costs,
15. Testing and soil sampling, and
16. Hazardous materials, including permitting, handling, and disposal.

F. Project Eligibility Criteria

The minimum qualifications for infrastructure projects are listed below. All projects must also conform to the requirements in Chapter 2: General Criteria, and in Chapter 3: Program Administration. Participating air districts retain the authority to impose additional requirements to address local concerns.

1. General Criteria

- (A) The project must be located in California.
- (B) The project must comply with all applicable federal, State, local laws and requirements including environmental laws, and State building, environmental

and fire codes. For instance, air districts or applicants may need to perform CEQA review and obtain approval prior to funding a project.

- (C) All infrastructure projects that include on-site power generation (e.g., solar, wind) and/or are publicly accessible, must be selected through competitive bidding. In cases where this requirement cannot be met, the air district must provide a written justification to CARB. For public school districts, their existing competitive bidding process fulfills the competitive bidding requirement. Similarly, public entities with an existing competitive bidding process also meet the competitive bidding requirement. See the competitive bidding process definition in Appendix B. A competitive bidding process is not necessary for portable power projects unless there is a labor or installation project component for the equipment to perform the required job function.
- (D) Work must be performed by contractors and/or electricians that meet all required licensing, certification, and statutory requirements for the eligible project type (e.g., Assembly Bill (AB) 841(Ting, Chapter 372, Statutes of 2020)). CARB may request proof of compliance with any licensing, certification, and statutory requirements before performing any work on an eligible project.
- (E) For projects that contain Moyer Program funding for both infrastructure and engine replacement or repower within the same contract, only the cost of the engine replacement or repower will be considered when performing a cost-effectiveness calculation.
- (F) Publicly accessible stations should be accessible to the public 24 hours a day or as many hours as allowed by local ordinance. Publicly accessible stations with restricted access such as gated facilities must be accessible to the public during their regular business hours.
- (G) Publicly accessible stations must provide equal access and opportunities to all users.
- (H) Equipment and parts must be new. Remanufactured or refurbished equipment and parts are not eligible.
- (I) Low Carbon Fuel Standard (LCFS) credit generation associated with eligible activities is not prohibited by the Moyer statute.
- (J) All infrastructure projects must be surplus to any applicable rule or regulation. Funded projects must not be required by any federal, State, or local rule or regulation.

2. Battery Charging Station

- (A) On-road publicly accessible charging stations must use a valid and universally accepted charge connector protocol (e.g., Society of Automotive Engineers (SAE) J1772, Combined Charging System (CCS), North American Charging Standard (NACS), SAE J3271).

- (B) Equipment must be certified, or field evaluation labeled by a Nationally Recognized Testing Laboratory (e.g., Underwriter's Laboratories, Intertek) located at [OSHA's Nationally Recognized Testing Laboratory \(NRTL\) Program](#).
- (C) Equipment must have a warranty that covers both parts and labor for at least one year.

3. Stationary Agricultural Pump Electrification

- (A) Infrastructure must directly deliver power to a zero-emission stationary agricultural pump funded by the air district with FARMER Program Guidelines (see FARMER Program Guidelines for specific criteria related to funding agricultural pumps).
- (B) Covers all necessary equipment required to deliver power on the customer's side, typically from the utility pole forward to the electric motor.

4. Shore Power

- (A) For shore-side projects that service ocean-going vessels, funding is available to install shore-side electrical grid-based power at a berth that solely receives visits from vessels not subject to the control requirements of CARB's Control Measure for Ocean-Going Vessels at Berth (Title 17, California Code Regs, sections 93130 through 93130.22). If it can be demonstrated that the project meets and is surplus to the regulatory requirements for vessels subject to control requirements, funding may be considered on a case-by-case basis.
- (B) Shore-side projects that service commercial harbor craft, the project must meet and be surplus to the regulatory requirements of CARB's Commercial Harbor Craft Regulation (Title 17, California Code Regs, Section 93118.5).

5. Hydrogen Fueling Station

- (A) On-road publicly accessible stations must use standard filling pressures, H35 (350 bar) or H70 (700 bar).
- (B) Equipment must have a warranty that covers both parts and labor for at least one year.
- (C) The hydrogen fueling stations must be in compliance with the required standards for hydrogen storage, fueling protocol, nozzle hardware, fuel quality, and communications (e.g. SAE International standards and American National Standards Institute (ANSI)), the required safety and security standards such as National Fire Protection Association (NFPA) 2.

6. Portable Power

- (A) A portable power project must use equipment whose primary function is to power or charge a covered source.
- (B) The infrastructure project and equipment utilizing it must be zero-emission.

- (C) The factory-installed or supplied batteries (i.e., OEM batteries) that are standard for specific covered equipment or vehicles are not eligible for funding under the infrastructure chapter. However, other source category chapters may provide funding for these equipment or vehicle batteries.
- (D) Electric vehicles, whose primary function is not to power or charge a covered source, are not eligible for funding.

G. Applicant Requirements

1. General Criteria

- (A) The applicant must be in compliance with all federal, State, and local air quality rules and regulations at time of application submittal and does not have any outstanding or pending enforcement actions.
- (B) The applicant must be able to demonstrate to the air district that the applicant can obtain all required land use permits from agencies needed to install and operate the station.
- (C) For a publicly accessible station, the applicant must provide a description of the geographic location, including an aerial map (i.e., satellite view from an internet-based map or city/county map) and specific street address or GPS coordinates of the proposed station.
- (D) Applicants must demonstrate that they either own the land on which the project will be located, or control it through a long-term lease, easement, or other legal arrangement, for the duration of the project life. For a proposed project where the land is not owned by the applicant, an executed lease agreement or letters of commitment lasting for the duration of the project life must be signed by property owners/authorized representatives and must be submitted with the application.
- (E) Applicants must provide documentation that power or fuel is being or will be provided to the site in a timely manner to meet project milestones and deadlines (e.g., application, payment to the local utility company for power installation, or contract).

2. Shore Power

- (A) For shore-side projects that service ocean-going vessels, applicants who own/operate at a terminal must submit a copy of the Initial Terminal Plan per Section 93130.14 of the Control Measure for Ocean-Going Vessels at Berth (Title 17, California Code Regs, sections 93130 through 93130.22). All subsequent project reports to air districts must include a copy of the terminal plan in order to evaluate compliance with the project contract.
- (B) For ocean-going vessel projects, only a port authority, terminal operator, or marine vessel owner may apply to receive Moyer Program funding for a shore power project.

- (C) For commercial harbor craft projects, only a port authority, terminal operator, owner of a marina or dock, or vessel owner may apply to receive Moyer Program funding for a shore power project.

H. Project Life

1. All projects must have a minimum project life of three years, except where a rule, regulation, or law requires a longer project life (e.g. AB 2061 (Ting, Chapter 345, Statutes of 2022)).
2. Maximum project life is 15 years, except stationary agricultural pump electrification projects which have a maximum project life of ten years.

I. Contract Requirements

1. General Criteria

- (A) Contracts must include anticipated usage in terms of projected throughput and an estimate of the number of vehicles, equipment, or vessels that may be using the station for the term of the contract.
- (B) Contracts must require that the equipment be in operating condition throughout the contract term.
- (C) Contracts must specify that infrastructure projects must maintain a 95 percent uptime with 24/7 customer service available on site, via toll free telephone number. Contracts must also specify that if equipment is not functional, the grantee is responsible for ensuring that repairs are made, and stations are up and running within 15 business days. The grantee must notify air districts of any downtime beyond the 15 days and work with air districts to ensure stations are operational. Depending on the project, a rule, regulation, or law may set more stringent uptime and reliability requirements (e.g. AB 2061).
- (D) Contracts must specify that, if during the project life the fuel/energy meter fails for any reason, the fuel/energy meter must be repaired or replaced as soon as possible and is considered a maintenance expense, therefore not an eligible cost.
- (E) Contracts must specify the maximum grant amount.
- (F) Contracts must identify milestone dates including project completion, invoice, and annual reporting dates.

2. Battery Charging Station

- (A) Contracts must include the number of electric vehicle supply equipment (EVSE) ports and connectors.
- (B) Contracts must include that grantee must report all publicly accessible battery charging station installations to the Department of Energy [Alternative Fuel Data Center](#).

(C) Battery charging stations subject to AB 2061 (Ting, Chapter 345, Statutes of 2022) must comply with all outlined requirements, including those for uptime, reliability, availability status, and data tracking and reporting as specified by the CEC. For additional information, please find the Electric Vehicle Charging Infrastructure Reliability Reporting and Performance Standards located on the [CEC's website](#).

3. Hydrogen Fueling Station

For publicly accessible hydrogen fueling stations, contracts must include that grantee must register and report to the Station Operational Status System (SOSS) maintained by the Hydrogen Fuel Cell Partnership (www.h2fcp.org). In addition, the grantee must abide by the requirements of the reporting system. For additional information about the SOSS requirements, please contact the Hydrogen Fuel Cell Partnership at www.h2fcp.org.

4. Portable Power

Projects must include the make, model, and storage capacity of the portable power infrastructure.

J. Pre-Inspection

1. General Criteria

Pre-inspections must be performed for conversion and expansion projects following the requirements of Section A. below and Chapter 3: Program Administration, Section Z. Project Pre-Inspection, Subsections 1. Requirements, 3. Compliance Certification, 4. Recordkeeping, and 5. Inspection after Contract Execution.

The pre-inspection for portable power projects only needs to verify the existence of the covered sources which the equipment will support. If the applicant does not yet own the equipment that will be supported by the portable infrastructure, it must be verified that there has been an order or contract put in place that shows the applicant will receive the equipment that will be supported prior to receiving the portable infrastructure.

Participating air districts retain the authority to impose additional requirements to address local concerns.

(A) The minimum documentation requirements that must be collected and be included in the pre-inspection form include:

- (1) Name of inspector.
- (2) Date of inspection.
- (3) Name and contact information of land/site owner.
- (4) Location (address/GPS coordinates).
- (5) Photo documentation of land/site. The district must also take photos of

the existing equipment. At the minimum, the photos must include equipment, product label, manufacturer name, date of manufacture, model number, and serial number.

- (6) Any other information regarding the land/site needed to uniquely identify, establish eligibility, populate the Clean Air Reporting Log (CARL) dataset, and ensure contract enforceability.

K. Post-Inspection

1. General Criteria

- (A) Air districts must verify and document that each infrastructure project is operational. Inspections must include verification of operation by connecting a vehicle or equipment to the charging or fueling station, or in the case of an agricultural pump or shore power project, by connecting to the electrical grid. For projects that incorporate solar or wind power, the inspection must verify that infrastructure has been installed and connected to the power generation equipment (i.e., solar panels or wind turbines). Air districts may be exempted from this requirement if the grantee does not own a vehicle/equipment, and no vehicle/equipment can reasonably be obtained for the inspection. Air districts must document such instances and obtain other types of verification that the infrastructure is capable of dispensing fuel/electricity, or in the case of an agricultural pump or shore power project, capable of being powered by the electrical grid.
- (B) Air district must take photos of the equipment and keep photos in the project file. At the minimum, the photos must include equipment, product label, manufacturer name, date of manufacture, model number, and serial number. For a battery charging station, also include input and output voltage and amperage.

L. Invoice and Payment

A project may be considered for final payment once the necessary infrastructure has been installed and connected to the power generation equipment (i.e., solar panels, wind turbine) and/or electricity grid and has been demonstrated to the air district that it is fully operational during a post-inspection.

M. Data Collection and Annual Reporting

1. Solar or Wind Power Generating Equipment

For infrastructure projects that incorporate solar or wind power generating equipment, the grantee must annually provide to the air district the amount of electricity generated (e.g., kilowatt-hour) from the solar or wind power generating equipment for the duration of the project life.

2. Battery Charging Station

Grantee must annually provide to the air district the following data for the entire project life:

- (A) Annual usage per charger or per station (e.g., kilowatt-hour).
- (B) Any scheduled or unscheduled downtime, including duration of downtime and causes of downtime.

3. Stationary Agricultural Pump Electrification

Grantee must annually provide to the air district the following data for the entire project life:

- (A) Annual usage (e.g., kilowatt-hour) using an energy meter.
- (B) Episodes of electrical service interruption by the local utility company.

4. Shore Power

Grantee must annually provide to the air district the following data per berth for the entire project life:

- (A) Total ship visits utilizing berth and ship visits utilizing program funded equipment.
- (B) Annual usage (e.g., kilowatt-hour).
- (C) Episodes of electrical service interruption by the local utility company.

5. Hydrogen Fueling Station

Grantee must annually provide to the air district the following data for the entire project life:

- (A) Annual usage (e.g., kilograms, standard cubic feet).
- (B) Any scheduled or unscheduled downtime, including duration of downtime and causes of downtime.

6. Portable Power

Annual usage (i.e., the amount of electricity dispensed in kilowatt-hours).

II. Acronyms

Acronym	Definition
AB	Assembly Bill
AC	Alternating Current
ACS	Applicant Cost Share
ADA	Americans with Disabilities Act
Ah	Amp-hour

Acronym	Definition
CARB	California Air Resources Board
CCS	Combined Charging System
C/E	Cost-Effectiveness
CEC	California Energy Commission
Cal/EPA	California Environmental Protection Agency
CARL	Clean Air Reporting Log
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CHC	Commercial Harbor Craft
CMP	Carl Moyer Memorial Air Quality Standards Attainment Program
CPUC	California Public Utilities Commission
DOE	Department of Energy
EVITP	Electric Vehicle Infrastructure Training Program
EVSE	Electric Vehicle Supply Equipment
FARMER	Funding Agricultural Replacement Measures for Emission Reductions
g	Gram
GPS	Geographic Positioning System
HD	Heavy-Duty
HDT	Heavy-Duty Truck
HDV	Heavy-Duty Vehicle
hr	Hour
H&SC	Health and Safety Code
kW	Kilowatt
kWh	Kilowatt-hours
LCFS	Low Carbon Fuel Standard
NACS	North American Charging Standard
SAE	Society of Automotive Engineers
SB	Senate Bill
SOSS	Station Operational Status System
STD	Standard
TRU	Transport Refrigeration Unit
U.S. EPA	United States Environmental Protection Agency
V	Volt
YR	Year
ZEV	Zero-Emission Vehicle

III. Definitions

Air District or District: An air pollution control district or an air quality management district.

Case-by-Case Determination: A process in which local air districts may request Moyer Program staff to review and approve a project that varies from the specific requirements of these Guidelines only if such approval will not adversely affect the achievement of real, surplus, quantifiable, enforceable and cost-effective emission reductions. See Chapter 3: Program Administration for additional information.

Competitive Bidding Process: The process by which an applicant competitively selects infrastructure projects using two or more bids, or the process by which an Air District competitively selects infrastructure projects. The Air District's process, including selection criteria, must be outlined in the Air District solicitation, and approved by the Air District Board.

Connector: A connector is what is plugged into a vehicle to charge it. Multiple connectors and connector types (such as CHAdeMO and CCS) can be available on one EVSE port, but only one vehicle will charge at a time.

Conversion of Existing Station: Infrastructure projects in which an existing fueling station (i.e., diesel, gasoline, or natural gas) is converted to a hydrogen fueling or battery charging station.

Cost-Effectiveness: A measure of the dollars provided to a project for each ton of covered emission reduction (H&SC Section 44275(a)(4)).

Cost-Effectiveness Limit: The maximum amount of funds the Moyer Program will pay per weighted ton of emission reductions, using the methodology in Appendix C.

Covered Source: On-road vehicles, off-road nonrecreational equipment and vehicles, locomotives, marine vessels, agricultural sources of air pollution as defined in Section 39011.5 and as determined by the State Board, other categories necessary for the State and Air Districts to meet air quality goals (H&SC Section 44275(a)(7)).

DC Fast Charger: A unit for Direct-Current (DC) charging with a typical output from 50 kW or higher, using an off-board charger that connects directly to the vehicle's battery. Also called DC Level 1 and DC Level 2.

Electric Vehicle Supply Equipment (EVSE): An electrical energy transfer device that conducts and regulates power from the electrical portal connection to the electrical vehicle inlet.

Emission Factor (EF): A category specific estimate of emissions per unit of activity. On-road emission factors are based on CARB mobile source emission inventory model values. Off-road emission factors are based on values applied in CARB category specific inventory models.

EVSE Port: An EVSE port provides power to charge only one vehicle at a time even though it may have multiple connectors. The unit that houses EVSE ports is sometimes called a charging post, which can have one or more EVSE ports.

Executed Contract: A legally binding contract signed by the local air district Air Pollution Control Officer, or other air district designated representative, and the grantee to fund an eligible engine, equipment, or vehicle project that will reduce covered emissions. An executed contract is a program milestone in which parties agree to meet the obligations within the contract by a specified date.

Existing Station Upgrade: Improvements to a battery charging or hydrogen fueling station without increasing the output capacity.

Expansion to Existing Station: Infrastructure projects that increase the amount of fuel/energy throughput or capacity to fuel/charge equipment/vehicles at current hydrogen fueling and battery charging stations.

Expend: To make a full or partial payment of Moyer Program funds toward a project invoice for an eligible Moyer Program project.

Extended Warranty: Any warranty purchased to extend the time period for coverage in addition to the standard warranty provided by the manufacturer.

Farm Equipment: As applied to off-road engines, includes equipment used in agricultural operations as defined in the Regulation for In-Use Off-Road Diesel-Fueled Fleets (California Code of Regulations, title 13, Section 2449(c)(1)). As applied to portable and stationary engines, includes the agricultural sources defined in H&SC Section 39011.5.

Federal Funds: Awards of financial assistance to an individual or organization from the U.S. government to carry out a government-authorized purpose and not provided as personal benefits or assistance from the government.

Forklift: Electric Class 1 or 2 rider trucks or large spark-ignition engine powered Class 4, 5 or 6 rider trucks as defined by the Industrial Truck Association. Electric Class 3 trucks are not forklifts for the purposes of these Guidelines. More information can be found at the [Powered Industrial Trucks \(Forklift\) eTool](#) and the [Industrial Truck Association](#) website.

Freight Locomotive: A locomotive that hauls freight as its primary function.

Funding Amount: The amount of funds dedicated to a contracted project for reporting purposes in CARL; this value may never exceed the grant amount.

Funding Cap: The maximum dollar amount or maximum percentage of Moyer or State funds that may be expended on a project, as specified by source category and limited by variables that include the contribution of other incentive programs, rules, regulations, and incremental cost.

Funding Target: The total funds required to meet a program milestone such as funds executed or liquidated during a funding cycle, for purposes of cumulative tracking and reporting. Funding targets consider regular Moyer Program funds, State Reserve funds, Rural District Assistance Program funds, Moyer voucher program funds, required match funds, interest funds, reallocated funds, recaptured funds, interest and salvage revenues, and other funds associated with the Moyer Program.

Grant Amount: Contracted amount of Moyer funds for a project, which may not exceed the maximum dollar amount or maximum percentage of eligible cost specified by source category and project type.

Harbor Craft: (also called “Commercial Harbor Craft”) Any private, commercial, government, or military marine vessel including, but not limited to, passenger ferries, excursion vessels, tugboats, ocean-going tugboats, towboats, push-boats, crew and supply vessels, work boats, pilot vessels, supply boats, fishing vessels, research vessels, United States Coast Guard vessels, hovercraft, emergency response harbor craft, and barge vessels that do not otherwise meet the definition of ocean-going vessels or recreational vessels.

Heavy-Duty Vehicles (HDV): Trucks and buses in the weight classes shown in Appendix B, Table B-1, also provided below.

Table B-1

Heavy-Duty Vehicle Classification for Moyer Program On-Road Projects

Vehicle Classification	GVWR
Light Heavy-Duty (LHD)	14,001 to 19,500 pounds
Medium Heavy-Duty (MHD)	19,501 to 33,000 pounds
Heavy Heavy-Duty (HHD)	Over 33,000 pounds

Incremental Cost: The cost of the project less a baseline cost that would otherwise be incurred by the applicant in the normal course of business. Incremental costs may include added lease, energy, or fuel costs pursuant to H&SC Section 44283 as well as incremental capital costs.

Investor-Owned Utility: A business providing utility services such as electricity, natural gas, telephone, and water services, that is managed privately rather than as a function of a government or public cooperative. Examples are Pacific Gas and Electric, Southern California Edison, and Sempra Energy.

Lawn and Garden Equipment: Equipment used to maintain lawns and gardens. This equipment is generally, but not exclusively, powered by spark-ignition engines. This equipment is traditionally used in applications such as lawn mowers, edger’s, trimmers, leaf blowers, and chainsaws. Equipment that does not fall into this category includes golf carts, specialty vehicles, generators, pumps, and other small utility equipment.

Level 2: Electric vehicle supply equipment for connection to an on-board vehicle charging system, with 208V-240V alternating-current (AC) charging up to 80 amps.

Local Funds: Monies provided by any unit of local government including a publicly owned utility and Joint Powers Authority (JPA).

Match Funds: Funds under an air district's budget authority that will be applied towards eligible Moyer Program projects in accordance with the matching requirements of the program. See H&SC Section 44287(e) and 44287.2(c).

Maximum Dollar Amount: The maximum amount of funds that may be expended on a project as specified by source category and project type, often to reflect incremental cost.

Maximum Grant Amount: The maximum amount of money a grantee is eligible to receive for a cost-effective Moyer Program project. The maximum grant amount for a project is the lowest of the three following values: (a) the grant amount at the cost-effectiveness limit; (b) the maximum percentage of eligible cost; or (c) any maximum dollar amount specified in the relevant source category chapter.

Maximum Percentage: The maximum percentage of eligible cost that may be expended on a project as specified by source category and project type, often to reflect incremental cost.

Memorandum of Agreement (MOA) or Memorandum of Understanding (MOU): A document recording the basic terms of a proposed transaction or setting forth the principles and guidelines under which parties will work together.

Mitigation Funds: Monies received for the compensation for the impacts to the environment from a proposed activity.

Moyer Eligible Cost: Costs associated with projects that are eligible for reimbursement under the Moyer Program, prior to considering the cost-effectiveness limit or any project funding cap restrictions. This includes the sum of Moyer Paid Cost and Remaining Eligible Cost.

Moyer Ineligible Cost: Costs associated with a project that are not eligible under the Moyer Program guidelines, but are eligible project costs under other funding sources.

Moyer Paid Cost: Project costs eligible under the Moyer Program, and are to be paid by the Moyer Program. These costs are used to determine project cost-effectiveness, except in the case of infrastructure projects.

Moyer Program Funds: State funds awarded by CARB to local air districts to implement the Moyer Program, including project and administrative, and interest revenue from the awarded funds, and revenues from salvage of equipment scrapped under the program. Local funds that are under the air district's budget authority may also qualify as Moyer Program funds or match funds (see H&SC Section 44287(e)); however, certain limitations apply (see H&SC Section 44287(j)).

Nationally Recognized Testing Laboratory: Is a private-sector organization that the Occupational Safety and Health Administration (OSHA) has recognized as meeting the legal requirements in 29 CFR 1910.7 to perform testing and certification of products using consensus-based test standards.

New Station: Construction of a new battery charging or hydrogen fueling station where there is currently no station.

Non-Moyer Funds: Project funds from sources other than the Moyer Program, Moyer match funds, and AB 923 \$2 DMV fees.

Other Applied Funds: Funds that are not local, State, or federal that are used to co-fund a Moyer eligible project.

Operator: A person, corporation, public agency, or other entity that owns, operates or maintains a vehicle, equipment, or installation.

Penalty Funds: Funds paid to an enforcing entity as a result of enforcement action brought against a violator of a local, State or federal law, ordinance, regulation or rule.

Policies and Procedures: An air district manual for local implementation of the Moyer Program. For more information see Chapter 3, Section D.

Priority Population: Priority populations include disadvantaged communities, low-income communities, low-income households, and updates to the definition in accordance with the Funding Guidelines for Agencies that Administer California Climate Change Investments.

Program Milestone: A measure of progress toward meeting Moyer Program grant terms or statutory requirements. Examples are contract execution, liquidation and (in Chapter 5) commitment.

Project Life: The period for which the Moyer Program funds surplus emission reductions for a given project.

Project Funds: Moyer Program funds designated for eligible project costs to reduce covered emissions from covered sources.

Publicly Accessible: An infrastructure project that is available to provide fuel or energy to all members of the general public with no physical access restrictions and no necessity to enter into a contract or sign release of liability.

Public Entity: The State of California, a public university or college, a county, city, district, public authority, public agency, public corporation, another State government, the federal government, or any other subdivision or agency of a State government or the federal government.

Public Funds: Funds provided toward project costs by local, State or federal public entities, including grants, rebates, and vouchers.

School Bus: Vehicles used for the express purpose of transporting students, kindergarten through grade 12, from home to school, school to home, and to any school sponsored activities.

Sensitive Receptor: Any residence including private homes, condominiums, apartments, and living quarters; education resources such as preschools and kindergarten through grade twelve (K-12) schools; daycare centers; and health care facilities such as hospitals or retirement and nursing homes. A sensitive receptor includes long-term care hospitals, hospices, prisons, and dormitories or similar live-in housing.

Shore Power: Electrical power being provided to the ship at berth by either the local utility or by distributed generation.

Small Fleet: In the on-road sector, a fleet size of three or fewer vehicles as defined in the California Code of Regulations, title 13, Section 2025(d)(31)(G). Under the In-Use Off-Road Diesel-Fueled Fleets Regulation, a fleet with a total maximum power of less than or equal to 2,500 horsepower that is owned by a business, nonprofit organization, or local municipality; or a local municipality fleet in a low population county irrespective of total maximum power; or a nonprofit training center irrespective of total maximum power. Under the Large Spark Ignition Engine Fleet Requirements Regulation, an operator's aggregated operations in California of 1 to 3 forklifts and/or 1 to 3 pieces of non-forklift equipment.

State Funds: Funds provided by a State agency for the purpose of co-funding projects under the Moyer Program. State agencies include every State office, department, division, bureau, board, commission, the University of California, and the California State University.

Total Project Cost: The Moyer Eligible Cost and the Moyer Ineligible Cost for vehicles, equipment, engines, accessories, installation, and infrastructure within a single Moyer Program project. An applicant may not accept grant funds from all sources that exceed 100 percent of total project cost excluding the Applicant Cost Share.

Transport Refrigeration Unit (TRU): A refrigeration system powered by an internal combustion engine designed to control the environment of temperature sensitive products transported in trucks and refrigerated trailers. TRUs may be capable of both cooling and heating.

Truck Stop Electrification: The installation at a truck stop of electric power infrastructure and/or external systems that provide heating, cooling, and other energy needs for trucks.

Utility: A privately-owned company that provides the same or similar service for water, natural gas, and electricity as a public utility operated by a municipality.

Verification: A determination by CARB or the U.S. EPA that a diesel emission control strategy meets specified requirements, based on both data submitted and engineering judgement.

IV. References

[California Code of Regulations Title 17, Section 93118.3; Chapter 1: Air Resources Board; Airborne Toxic Control Measure for Auxiliary Diesel Engines Operated on Ocean-Going Vessels At-Berth in a California Port.](https://www.arb.ca.gov/ports/shorepower/finalregulation.pdf)

<https://www.arb.ca.gov/ports/shorepower/finalregulation.pdf>

[Legislative Digest Counsel \(October 8, 2015\) Senate Bill No. 513 Chapter 610: SB 513, Beall. Carl Moyer Memorial Air Quality Standards Attainment Program: Fees.](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201520160SB513)

https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201520160SB513

[Occupational Safety and Health Administration \(2024\) Nationally Recognized Testing Laboratory Program: Current List of NRTLs.](#)

<https://www.osha.gov/dts/otpca/nrtl/nrtllist.html>

[Society of Automotive Engineers International \(2024\) SAE Standards.](http://standards.sae.org/)

<http://standards.sae.org/>