



Carl Moyer Program

California Air Resources Board

March 1, 2022

Agenda

- CARB's Portfolio of Incentive Programs
- Carl Moyer-On-Road
 - Program Overview
 - On-Road Comparison
- Board-Approved Changes
- Summary of Proposed Changes
- Next Steps
- Questions

CARB's Portfolio of Incentive Programs

CARB Implementation

CORE

Accelerate deployment of advanced technology in the off-road sector (e.g., gantry crane, TRUs, railcar movers)

Low Carbon Transportation Investments (LCTI) and Air Quality Improvement Program (AQIP)

Advance technologies to provide Priority Populations benefits with criteria pollutant, air toxics, and GHG reductions

VW Mitigation Trust

Mobile source incentives for NOx mitigation and zero-emission, mainly scrap and replace projects

CARB Guidelines for Air Districts Implementation

FARMER Program

Grant program for equipment, including mobile equipment, used in agricultural operation

Proposition 1B Program

Incentives for freight movement equipment with early and extra criteria air pollutants and toxic air contaminant emission reductions

Carl Moyer Program

Mobile source and infrastructure incentives that are cost-effective and SIP creditable for air pollutant and toxic air contaminant emission reductions

Community Air Protection Program (AB 617)

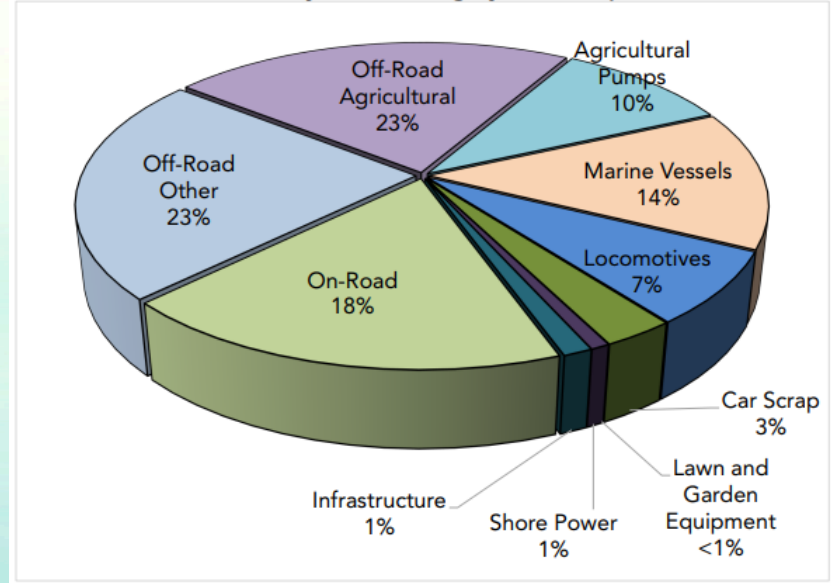
Criteria, toxics and GHG reductions for community goals



Carl Moyer Program Overview

- Statewide emission reduction program supporting multiple categories
- Partnership between State and Air Districts
- By statute, emission reductions must be
 - SIP Creditable – Surplus, Permanent, Quantifiable, and Enforceable
 - Cost-Effectiveness Limit – Board approved limit increase in November 2021

Chart 1: Percent of Funds by Source Category since Inception in 1998



Source: 2019 Carl Moyer Statistics ([PDF](#))

Carl Moyer On-Road

- One-fifth of total Moyer funding (\$210 Million)
 - One-third of On-Road funding VIP (\$71 Million)
 - More than 7,800 engines replaced across CA
- Complements existing and future regulations
- All On-Road HD Vehicles fleet sizes are eligible for funding if surplus
- On-Road Heavy-Duty Zero Emission Technology Limit \$500,000/ton
- On-Road Heavy-Duty Vehicles Funding Caps
 - Up to \$410K for HHD (Class 8)



Moyer On-Road Comparison

Funding Type and Fiscal Year	Carl Moyer Fiscal Year 2017-2018 to 2019-2020	Carl Moyer Fiscal Year 2017-2018 to 2019-2020	Community Air Protection Incentives Fiscal Year 2017-2018 to 2019-2020	Community Air Protection Incentives Fiscal Year 2017-2018 to 2019-2020
Type of Engine	Compressed Natural Gas	Zero-Emission	Compressed Natural Gas	Zero-Emission
Number of Funded Engines by All Air Districts	60	20	170	300
Total Funding	\$2.8 Million	\$2.9 Million	\$18.1 Million	\$52.8 Million

Moyer On-Road Updates

Board-Approved Changes:

- Increase Cost-Effectiveness thresholds
- Increase State Funding caps for LHD, MHD, and HHD

Remaining Admin Changes:

- Update eligible replacement and repower options
- Increase flexibility for required minimum usage in CA
- Update Air District, Dealership, and Dismantler requirements

Cost-Effectiveness Adjustments

On-Road Heavy-Duty Vehicles

- \$200,000 per ton On-Road advanced technology
- \$300,000 per ton conventional School Bus
- \$500,000 per ton on-road zero-emission technology
(Including ZE School Bus)

General

- \$33,000 per ton conventional technology, \$109,000 per ton advance technology

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Proposed Administrative Updates

- Update Eligible Replacement and Repower Options
 - Update EMY eligibility
 - Increase flexibility for required minimum annual usage
- Update Air Districts Requirements:
 - Remove pre-dismantle inspection
 - Reimbursement adjustment to occur after dismantler accepts
 - Allow remote inspections procedures
 - Increase flexibility in destruction delays

Proposed Administrative Updates Cont.

- Dealership and Dismantler Requirements
 - Require dealerships work with air district to understand the program
 - Allowance of air district authorized third party to deliver baseline vehicle to dismantler
 - Restrict delivery of baseline vehicle stripped for parts where dealership is responsible in ensuring integrity and dismantler has authority to reject

Next Steps

- Statute authorize CARB to revise the Guidelines
 - Implement remaining changes
- Final adoption/EO Memo by April

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