

Sent: Friday, August 4, 2023

Subject: IPI: Clarification Regarding Carl Moyer Program On-Road Heavy-Duty Vehicle Replacement Certifications

IPI Team:

Since 1998, the California Air Resources Board's (CARB) Carl Moyer Program (CMP) has filled a critical niche in California's strategy to achieve clean air. The CMP provides grant funding for the incremental cost of cleaner-than-required engines, equipment, and emission reduction technologies. The CMP complements California's regulatory program by funding emission reductions that are surplus, i.e., early and/or in excess of what is required by local, State, and federal requirements. Although the CMP has grown in scope, it retains its primary objective of obtaining cost-effective and surplus emission reductions to be credited toward California's legally-enforceable obligations in the State Implementation Plan (SIP) – California's road map for attaining health-based national ambient air quality standards.

As the CMP encounters more on-road heavy-duty projects seeking optional advanced technology replacements through Chapter 4 of the CMP Guidelines, clarification regarding these vehicles' certifications when reviewing the Executive Order is being provided for the applicant's and Air District's project consideration:

- Optional advanced technology replacements must meet surplus requirements in accordance with C.1.(H) in Chapter 4 of the CMP Guidelines¹;
- Advanced technology combustion engines² optionally certified³ to the 0.02 grams per brake horsepower-hour (g/bhp-hr) in oxides of nitrogen (NOx) standard (STD) or cleaner, are eligible for contract consideration using the On-road Optional Advanced Technology cost-effectiveness limit as seen in Table C-3 in Appendix C of the CMP Guidelines⁴;
- Advanced technology combustion engines² certified to family emission limits (FEL) cleaner than a required standard in accordance with applicable regulation(s) may be eligible for contract consideration on a case-by-case basis with CARB;
- Zero-Emission Powertrain Certification⁵ (ZEP Cert) is required to meet Chapter 4 CMP Guideline criteria in accordance with sections A.2., C.1.(E), C.5.(A), and C.5.(K)(2), to adhere to applicable Advanced Clean Trucks Regulation zero-emission vehicles (ZEV) requirements for ZEP Cert⁵. ZEV replacement(s) and conversion(s) with ZEP Cert are eligible for contract consideration using the On-Road Zero-Emission Technology cost-effectiveness limit as seen in Table C-3 in Appendix C of the CMP Guidelines⁴.
- All other CMP requirements and eligibility criteria apply.

If you have questions regarding this IPI notice, please contact carlhelp@arb.ca.gov.

¹ The Carl Moyer Program Guidelines. Volume 1: Program Overview, Program Administration and Project Criteria (2017); page 4-14.

² Advanced technology combustion engines include engines exempt from the Truck and Bus Regulation (e.g., compressed natural gas engines).

³ As specified in 13 CCR 1956.8(a)(2)(A) and section 11.B.7 of the "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy Duty Diesel-Engines and Vehicles" (HDDE Test Procedures) adopted December 12, 2002 and last amended September 9, 2021.

⁴ The Carl Moyer Program Guidelines. Volume 1: Program Overview, Program Administration and Project Criteria (2017); Appendix C (11/17/2022), page C-2

⁵ As specified in the "California Standards and Test Procedures for New 2021 and Subsequent Model Heavy-Duty Zero-Emission Powertrains" adopted June 27, 2019 and is deemed to have zero exhaust emissions for any criteria pollutant or greenhouse gas pursuant to 13 CCR 1956.8(a)(8).

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