



Carl Moyer Memorial Air Quality Standards Attainment (Carl Moyer) Program Guideline Update Progress

Public Workshop Meeting
May 7, 2024

Meeting Agreements

- Be respectful
- Take space, make space
- Listen to understand
- Strive to follow an equity approach when helping to strategize solutions for our clean transportation incentive programs
- Equity recognizes that advantages and barriers exist, and as a result, we do not all start from the same place

Meeting Agenda

- Carl Moyer Program Overview
- Program Background
- Goals of the Guideline Update
- Admin, Light-Duty Vehicles, and On-Road Heavy-Duty Chapter Updates, and Discussion
- Off-Road, Marine, Locomotive, Lawn and Garden, and Infrastructure Chapter Updates, and Discussion
- Next Steps & Program Contacts

Carl Moyer Program Overview

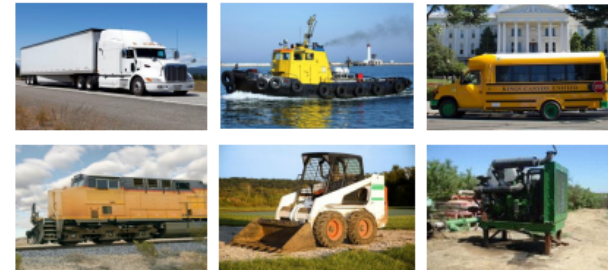
Carl Moyer Program Background

- Program development started in 1998
- Statewide emission reduction program supporting multiple categories
- By statute, emission reductions must be:
 - Cost-effective
 - State Implementation Plan (SIP) creditable – surplus, permanent, quantifiable, and enforceable
- Administered in partnership with Air Districts

THE CARL MOYER PROGRAM GUIDELINES

2017 Revisions

VOLUME I: PROGRAM OVERVIEW, PROGRAM
ADMINISTRATION AND PROJECT CRITERIA



Approved by the Board: APRIL 27, 2017

California Environmental Protection Agency

 **Air Resources Board**

Carl Moyer Program Guidelines - Volume I

Chapters 1-10

- Chapter 1: Program Overview
- Chapter 2: General Criteria
- Chapter 3: Program Administration
- Chapter 4: On-Road Heavy-Duty Vehicles
- Chapter 5: Off-Road Equipment
- Chapter 6: Locomotives
- Chapter 7: Marine Vessels
- Chapter 8: Light-Duty Vehicles
- Chapter 9: Lawn and Garden Equipment Replacement
- Chapter 10: Infrastructure

Appendices

- Appendix A: Acronyms
- Appendix B: Definitions
- Appendix C: Cost-Effectiveness Calculation Methodology
- Appendix D: Tables for Emission Reduction and Cost-Effectiveness Calculations
- Appendix E: Chapter References



Carl Moyer Program Guidelines - Volume II

- On-Road VIP Guidelines
- Off-Road VIP Guidelines
- The Agricultural Assistance Program



Voucher Incentive Program

REDEEM AND CLEAN!

CARL MOYER PROGRAM FOR
ON-ROAD HEAVY-DUTY VEHICLES

REVISED AND APPROVED: January 01, 2023



01/01/2023

1 of 33

ON-ROAD
VOUCHER INCENTIVE PROGRAM

Goals for the Guidelines Update

- Modernize Guidelines
- Streamline processes where possible
- Ensure the Guidelines complement other incentive programs in CARB's portfolio
- Increase transparency and clarity

General Proposed Updates to the Moyer Program Guidelines

- Off-road agricultural projects points to the Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Guidelines
- Across all categories:
 - Allowing flexibility in destruction timelines
 - Removing 15% NOx reduction, except for on-road
 - Allowing a 1-year minimum project life
 - Updating emission and load factors
- Flexibility for Zero-Emission (ZE) Projects:
 - Allowing of lease-to-own
 - Expanding eligible costs

5-Minute Break

Proposed Updates

Chapter 3: Program Administration

- Adding clarification to administration processes
- Adding new sections to describe administration processes
- Updating timelines and incorporating accepted practices
- Adding additional elements for air districts to include in their Policies and Procedures
- Further defining air district administration funds



Proposed Updates

Chapter 3: Program Administration

- Extending the contracted timeframe between air district and grantee to expend funds
- Providing direction on 1099 Tax Form
- Pointing to supplementary document for additional information



Proposed Updates

Chapter 8: Light-Duty Vehicles

- Increase maximum limit from \$1,500 to \$3,000
- Administrative updates to clarify, add consistency, update references
- Clarify co-funding is allowed with other incentive programs for Voluntary Accelerated Vehicle Retirement projects (VAVR)



Proposed Updates

Chapter 4: On-Road Heavy-Duty (HD) Vehicles

- Administrative updates to clarify, add consistency, update references:
 - Annual usage
 - Dismantler DMV documentation
 - Legislation and regulation applicability to eligibility and compliance requirements
- Updates to ZE on-road HD vehicle projects:
 - Funding caps for transit without Federal Transit Authority funding
 - ZE Powertrain (ZEP) Certification and warranty requirements
 - CARB certified ZE conversions



Proposed Updates

Chapter 4: On-Road Heavy-Duty (HD) Vehicles

- Equitable updates for small fleets and small businesses
 - Fleet size consideration alignment for easier stacking with:
 - Advanced Clean Fleets (ACF)
 - Clean Truck & Bus Vouchers (HVIP)
- Update Air District Requirements for Memoranda of Understandings (MOU) or agreements with dealerships or other authorized third parties
- Refocus Dealership Requirements Section on qualifications for participation
- Streamline implementation processes and clarify eligibility criteria

Proposed Updates

On-Road Heavy-Duty Voucher Incentive Program (VIP)

- Administrative updates to clarify, add consistency, update references:
 - Clarify funding eligibility for 2025 VIP Guidelines
 - DMV documentation for dismantlers and air districts
 - Legislation and regulation applicability to eligibility and compliance requirements
- Project funding amounts:
 - Clarifying priority population data requirements for Carl Moyer Program Clean Air Reporting Log (CARL) database
 - Expanding eligible costs



Proposed Updates

On-Road Heavy-Duty Voucher Incentive Program (VIP)

- Fleet Size Limitations
 - Exploring fleet size limitations for easier alignment with HVIP and ACF for stacking/co-funding for small fleets
 - Clarifying available resources from CARB to perform fleet size checks as a compliance tool
- Updates that further support ZE HD on-road vehicle projects
 - ZEP Certification and warranty requirements
 - Scrappage delay



Open Discussion 10 Minutes

Carl Moyer Program - Open Discussion



Use the Q&A feature to type a question



Use the raised hand function (#2 if calling in by phone)



Please state your name and affiliation before asking a question or making a comment.



You may also email questions to the:

- Carl Moyer Program - MoyerHelp@arb.ca.gov

5-Minute Break

Proposed Updates

Chapter 5: Off-Road Equipment

- Going forward Moyer will point to FARMER Guidelines for Moyer eligible off-road agricultural projects
- Allowing engines less than 25 hp as eligible
- Eligible replacement project engines must be Tier 4 Final or cleaner
- Family Emissions Limit engines above (dirtier than) standard not eligible for funding
 - 3-year or 6,500 hours extended warranty as an eligible cost for ZE
- ZE Transport Refrigeration Unit (TRU) and ZE Utility Terrain Vehicles (UTV) projects will be eligible



Proposed Updates

Chapter 6: Locomotive

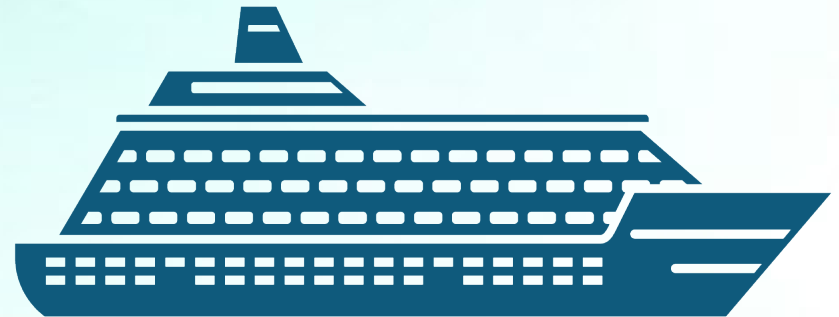
- Adding retrofits and conversions as eligible project types
- Allowing for two-for-one projects
- Clarification on requirements for engine destruction



Proposed Updates

Chapter 7: Marine Vessels

- Adding Tier 3 repowers to Tier 4 as eligible category
- Allowing for engines below 25 horsepower
- Clarifying criteria for ZE and ZE-capable hybrid system repowers
- Requiring ZE and Advanced Technologies (ZEAT) application approval
- Adding vessel replacement language



Proposed Updates

Chapter 9: Lawn & Garden Equipment Replacement

- Expanding charging cable language to include non-permanent charging equipment as an eligible voucher cost
- Extending delivery window for operational lawn and garden equipment to air district/ dismantler/ other third party from 30 days to 60 days



Proposed Updates

Chapter 10: Infrastructure

- Adding new eligible project types:
 - Portable power used for recharging ZE transportation
 - ZE TRU infrastructure
 - Truck stop electrification
 - Off-grid and Micro-grid
- Adding flexibilities for co-funded projects
- Costs and fees may occur pre-contract with Air District approval



Proposed Updates

Chapter 10: Infrastructure

- Adding flexibility in the competitive bidding requirement
- Adding flexibility in 24-hour accessibility requirement for publicly accessible stations
- Allowing for additional charging protocols
- Streamlining uptime requirements for all projects
- Relaxing pre-inspection requirements for new infrastructure projects



Open Discussion 10 Minutes

Carl Moyer Program - Open Discussion



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Next Steps & Program Contacts

Carl Moyer Program Meetings & Workshops

- **May 14, 2024** - Workshop 2 informal comment period ends
- **August 2024** - Final Workshop with 45-day Public Comment Period
- **October 2024** - Board Hearing to consider Guidelines
- **Meetings & Workshops Link**
<https://ww2.arb.ca.gov/our-work/programs/carl-moyer-memorial-air-quality-standards-attainment-program/carl-moyer-0>

- Note: All content in this presentation are proposed and not final until Board approval

Carl Moyer Memorial Air Quality Standards Attainment Program Meetings & Workshops

IN THIS SECTION ▾

CONTACT

Moyer Help

Email MoyerHelp@arb.ca.gov

Current and Upcoming Meetings & Workshops

Date & Time	Location	Description
May 7th, 2024 1:00 pm - 3:00 pm	CARB- Riverside HQ Building, 4001 Iowa Ave, Riverside, CA 92507 In the Los Angeles & Merced Rivers Rooms. Virtual Zoom Webinar	Second Public Workshop on the Proposed Update to the Carl Moyer Program Guidelines <ul style="list-style-type: none">• Workshop Notice• Register

Have a Question? Want to Know More?

Deborah Paselk
Staff Air Pollution Specialist
Deborah.Paselk@arb.ca.gov

Program Email
MoyerHelp@arb.ca.gov

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

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Thank you!