

CHAPTER 8: LIGHT-DUTY VEHICLES

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I. Guidance

This chapter describes the minimum criteria and requirements for Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program) light-duty vehicle projects.

A. Projects Eligible for Funding

Voluntary Accelerated Vehicle Retirement (VAVR) projects with Moyer Program funding and co-funding Clean Cars for All (CC4A) where the replacement is a zero-emission vehicle project with Moyer State Reserve (State Reserve) funds are eligible. See Section G.4 for details on recording keeping according to administrative cost. VAVR projects scrap older, more-polluting vehicles earlier than their expected lifetime that are still operational and have useful remaining life. Two types of VAVR projects are allowed: conventional and high emitting. Retirement of a high emitting vehicle results in emission reductions greater than those generated by conventional projects. To be eligible for a high emitting VAVR project, a vehicle's Smog Check results must exceed the pass/fail emission standards for the vehicle's model year and class.

The Bureau of Automotive Repair (BAR) concurrently administers two different vehicle retirement programs similar to the Moyer Program, the Enhanced Fleet Modernization Program's (EFMP) Retirement-Only component and their own Consumer Assistance Program (CAP). Although the Moyer Program, EFMP Retirement-Only Program, and CAP are administered and operated in a consistent manner, each program has different eligibility requirements, funding sources, and accepts vehicles at different times within the Smog Check cycle. The Moyer Program accepts vehicles that have passed their most recent Smog Check or will not fail their Smog Check within 61 to 90 days of the next required Smog Check inspection, while CAP accepts vehicles that have failed their most recent Smog Check. EFMP Retirement-Only, however, accepts vehicles that have either passed or failed their most recent Smog Check, but is limited to income eligible applicants only.

B. Maximum Eligible Funding Amounts

VAVR projects are subject to the Moyer Program cost-effectiveness limit and must meet all other relevant criteria in Section D of this chapter. Incentives paid for eligible VAVR and co-funding CC4A projects are limited to a maximum of \$3,000 per vehicle. In accordance with Chapter 3, Section AA.4, state funds must not be provided by the air district for any dismantler or material costs, including hazardous waste abatement fees, labor costs, fines, permits, or other charges resulting from destruction or disposal. Air quality management districts or air pollution control districts (air districts) have the authority to set more stringent project requirements.

Other incentive programs may be used to co-fund additional costs not covered by this chapter to help a VAVR project participant move forward with the scrapping of the baseline vehicle, as long as the project is co-funded in accordance with Chapter 3, Section N. Federal, local, or other non-State grant funds can be used up to the total project cost, which may include this VAVR project and additional costs to purchase a new

cleaner vehicle as a replacement under another incentive program (e.g., Clean Cars 4 All). The stricter criteria and requirements must be met between the incentive programs co-funding the project. The baseline vehicle must be scrapped in accordance with the requirements of this chapter as a VAVR project. Moyer funded VAVR projects must account for the NO_x, ROG, PM, and CO emission reductions.

State Reserve-funded projects may have administrative funding limits for direct costs which differ from the requirements provided by Moyer Program guidelines. (Chapter 3, Section L.) For further information, please refer Section G. 4.

C. Regulatory Background

Moyer Program VAVR projects are subject to the requirements of the VAVR Regulation, California Code of Regulations (CCR), title 13, Section 2601 et seq. Air district may choose to act as the enterprise operator in lieu of contracting out this work to a third party. However, costs incurred by the air district to perform the duties of an enterprise operator shall be considered administration costs.

VAVR projects funded through AB 923 are authorized by Health and Safety Code Section 44229(b)(4) which states that these projects must be in compliance with guidelines adopted by the California Air Resources Board (CARB). This chapter constitutes CARB's adopted guidelines for VAVR projects.

D. Project Criteria

The following criteria provide the minimum requirements for Moyer Program VAVR projects. All projects must also conform to Chapter 2: General Criteria, as well as the project application, contract, reporting, and other requirements as described in Chapter 3: Program Administration. Participating air districts retain the authority to impose additional or more restrictive requirements to address local concerns.

Vehicle Eligibility Requirements:

1. Participation shall be entirely voluntary for vehicle owners.
2. A vehicle volunteered for retirement must be a diesel or gasoline powered passenger car or light-duty truck up to 10,000 pounds gross vehicle weight.
3. A vehicle volunteered for retirement must be currently registered with the Department of Motor Vehicles (DMV) as an operating vehicle and must have been registered for at least 24 consecutive months, to an address within the air district in which the VAVR enterprise is operated, prior to the date of the sale to a VAVR enterprise. Smog Checks must be performed as required by DMV in order for the vehicle to be considered registered.

(A) A vehicle may also be eligible if the owner of the vehicle placed the vehicle in planned nonoperational status, per Vehicle Code Section 4604 et seq., for up to 60 days during the previous 24-month registration period and occurring at least 90 days immediately prior to its sale to the VAVR enterprise.

(B) A vehicle may also be eligible if the registration has lapsed for a total period

not to exceed 181 days during the previous 24 months and all appropriate registration fees and late penalties have been paid to DMV, provided that the vehicle is registered for at least 90 days immediately prior to its sale to a VAVR enterprise. If the registration has lapsed more than once, the vehicle may still be eligible as long as the total period for all times registration has been lapsed does not exceed 181 days during the previous 24 months.

4. A vehicle volunteered for retirement shall be driven to the VAVR enterprise purchase site to be retired under its own power.
5. A vehicle volunteered for retirement whose emission control systems have been tampered with as defined in CCR, title 16, Section 3340.41.5 is not eligible until such tampering has been completely corrected.
6. A vehicle volunteered for retirement shall not be operating under a Smog Check repair cost waiver or economic hardship extension.
7. If a vehicle volunteered for retirement is within 60 days of its next required Smog Check, the vehicle shall pass a Smog Check without receiving a repair cost waiver or economic hardship extension prior to acceptance by a VAVR enterprise.
8. If a vehicle volunteered for retirement is within 61-90 days of its next required Smog Check, the air district shall verify that the vehicle has not failed a Smog Check during this time frame.
9. A vehicle volunteered for retirement shall pass functional and equipment eligibility inspections as specified in the VAVR Regulation, CCR, title 13, Section 2603(b).
10. For high emitting VAVR projects, a vehicle volunteered for retirement must receive a confirmatory Smog Check to establish its baseline emissions, and the emissions must exceed the pass/fail emission standards for the model year and vehicle class as defined in CCR, title 16, Section 3340.
 - (A) Only vehicles identified as potential high emitters through a technology operated in accordance with the VAVR Regulation, CCR, title 13, Section 2610 and approved by CARB are eligible to receive extra emission reductions credit for VAVR projects.
 - (B) If a vehicle's emissions are within the pass/fail standards, the vehicle is not a high emitter and does not qualify for high emitter projects but may be retired for default emission reductions through a conventional VAVR project.
 - (C) For pre-1974 model years, the pass/fail emission standards for the 1974 model year may be used to qualify vehicles for the project.
 - (D) Smog Checks must be full tests and not "fast pass" tests. The test must be conducted only by BAR-licensed technicians according to BAR protocols and completed as close to the retirement date as reasonably possible.
 - (E) Diesel powered vehicles are not eligible for high emitting VAVR projects.

E. Emissions Measurement Methods

1. Smog Checks for model year 1999 and older gasoline powered vehicles are performed via a conventional Acceleration Simulation Mode (ASM) test. For certain vehicles, such as four-wheel and all-wheel drive vehicles, the Smog Check cannot be performed via an ASM test for safety or other mechanical reasons. In those limited cases, the Two-Speed Idle (TSI) test may be used. TSI tests must be performed in strict compliance with BAR protocols.
 - (A) Consistent with the model's limitations, TSI test results and the BAR protocol may only be used to predict ROG emissions, as TSI tests do not directly measure either NO_x or PM. For high emitting vehicles that are retired, default evaporative ROG, NO_x, and PM emission reductions may be claimed.
2. Smog Checks for model year 2000 and newer gasoline powered vehicles and 1998 and newer diesel-powered vehicles are performed via an On-Board Diagnostic Inspection (OIS) test. The OIS test must be performed in strict compliance with BAR protocols.
 - (A) Consistent with the model's limitations, OIS test results and the BAR protocol may only be used to predict ROG, NO_x, and PM emissions, as the OIS test does not directly measure tailpipe emissions.

F. Air District Project Plan Requirements

1. VAVR Program Project Plan

An air district shall submit a detailed VAVR program project plan to CARB for approval and must receive written approval from CARB's Executive Officer prior to implementing a VAVR program. The program must follow the approved plan, and any substantive changes must be pre-approved by CARB in writing.

- (A) A VAVR program project plan may be submitted to CARB for review and approval as a proposed addendum of the air district's Policies and Procedures.
- (B) Project plan templates that become available will be posted on the [webpage](https://ww2.arb.ca.gov/our-work/programs/voluntary-accelerated-vehicle-retirement-program) (<https://ww2.arb.ca.gov/our-work/programs/voluntary-accelerated-vehicle-retirement-program>).

2. Air District Project Plan

The air district project plan shall include, at a minimum, the following:

- (A) The name, title, and telephone number of the air district program contact.
- (B) An evaluation of environmental justice considerations including, but not limited to, outreach addressing community needs.
- (C) An estimate of the number of vehicles to be retired, and an estimate of the cost-effectiveness with all assumptions and calculations used.
- (D) Copies of contracts with enterprise operators, consultants, and any other third-

party contractor(s) participating in the project.

- (E) A description of and timetable for monitoring and auditing enterprise operators, consultants, and other third-party contractor(s).
- (F) A copy of the statement of certification that an enterprise operator(s) has demonstrated compliance with all applicable provisions of the VAVR Regulation.
- (G) The protocol for verifying vehicle eligibility includes confirmation of compliance with any Smog Check requirements and for informing the public of the availability of vehicles eligible for retirement.
- (H) A sample of the records that will be required of the enterprise operator(s).
- (I) A description of any project criteria elements stricter than the CARB minimum requirements.

3. High Emitter Projects

For high emitter projects, the air district project plan shall also include, at a minimum, the following:

- (A) A detailed operating description of the technology and software used to identify high emitting vehicles including, but not limited to, set up, typical operation, location and location criteria, calibration, and maintenance.
- (B) A copy of the standard operating procedures for that technology including software maintenance and the criteria to be used to identify a high emitting vehicle with documentation that operating personnel are trained and qualified.
- (C) A detailed description of the methodology used to calculate extra emission reductions, including changes to any CARB-recommended method.
- (D) If an air district intends to include an evaporative emissions testing element, the plan must specify the test equipment and include a copy of the test protocol.
- (E) If an air district intends to include a PM measuring element, the plan must specify the test equipment and include verification that the methodology for measuring PM is scientifically valid, documentation that the results are reproducible, and a complete copy of the methodology.
- (F) An itemized breakdown of estimated project costs including, but not limited to, funds allocated to identifying high emitters, the number of vehicles to be retired, data analysis, outreach to and solicitation of vehicle owners.

G. Recordkeeping and Reporting

1. For each VAVR project, the air district shall retain the following records for inclusion in the annual report to CARB.
 - (A) Vehicle Identification Number and license plate digits

- (B) Vehicle odometer reading
 - (C) Vehicle make and model
 - (D) Name, address, and phone number of legal vehicle owner(s)
 - (E) Name and business address of the enterprise operator
 - (F) Emission reductions claimed
 - (G) Total air district cost to retire each vehicle
 - (H) Date of vehicle purchase and retirement by the enterprise operator
 - (I) Data identifying vehicles as potential high emitters along with confirmatory Smog Check date and results (High Emitter VAVR)
2. For each VAVR project, the enterprise operator shall maintain the following records. These records are not required for the annual report but must be made available to CARB for review.
- (A) Reproduction of California Certificate of Title and registration, as signed-off by the seller at time of final sale to the enterprise operator.
 - (B) Reproduction of the applicable certificate of functional and equipment eligibility.
 - (C) Reproduction of the applicable Notice to Dismantler (DMV Registration 42 form).
 - (D) For the dismantler to obtain a [DMV Registration 42 form](https://www.dmv.ca.gov/portal/vehicle-industry-services/dismantled-vehicle-application/), the dismantler must follow the instructions on the DMV website at (<https://www.dmv.ca.gov/portal/vehicle-industry-services/dismantled-vehicle-application/>).
 - (E) Reproduction of written documentation from DMV verifying that a vehicle meets the vehicle registration requirements of CARB's VAVR Regulation.
 - (F) Copies of documentation demonstrating that the retired vehicle did not fail a Smog Check within 90 days prior to its sale to the enterprise operator.
3. Air districts and enterprise operators shall retain these records for the three-year project life of the project plus an additional two years.
4. Co-funded CC4A State Reserve projects, up to twenty percent (20%) of the total State Reserve Grant amount may be used for indirect administrative and direct program costs, consistent with and the requirements of Health and Safety Code section 44290 and the following:
- a. Indirect administrative costs (Chapter 3 L.1.(B)(1) and (2)) - under no circumstances may these costs exceed more than five percent (5%) of the total Grant amount

- b. Direct program costs (Chapter 3 L.1.(A))- up to fifteen percent (15%) of the total Grant amount may be use for direct program costs to support CC4A implementation; and
 - i. Five percent (5%) to provide technical consulting costs; or
 - ii. Up to ten percent (10%) to provide application assistance.

H. Minimum Project Application Requirements

Air districts must ensure project applications include the specific information needed to determine program eligibility and populate the Clean Air Reporting Log (CARL), including the information needed to track the project and calculate project cost-effectiveness.

I. Offering Vehicles/Parts to the Public

1. Enterprise operators must inform the air district of the vehicles ready for dismantling, and the air district must provide an easily accessible and detailed description of the vehicles to interested parties including collectors and enthusiasts as defined in CCR, title 13, Section 2605(a)(1).
2. The enterprise operator must wait a minimum of ten days after informing the air district of vehicles ready for dismantling before submitting a Notice to Dismantle to DMV, and if interested parties contact the enterprise operator, the enterprise operator must hold the vehicle for a minimum of seven additional days as defined in CCR, title 13, Section 2605(a).
3. Upon completion of the ten-day waiting period (and additional seven-day extension as applicable), the emission-related and drive train parts must be removed from the retired vehicle and destroyed prior to offering the remaining non-emission and non-drive train parts for resale, as defined in CCR, title 13, Section 2606(b).
4. If a vehicle, or a vehicle's emission-related or drive train parts, are resold instead of retired, no emission reductions will be generated; and no Moyer Program funds may be used for retiring the vehicle. However, non-emission and non-drive train parts from the vehicle may be sold at the discretion of the enterprise operator.

J. Emission Benefits

1. Emission reductions from conventional VAVR projects are calculated using the VAVR Regulation methodology as described in CCR, title 13, Section 2608(g). They are equal to the retired vehicle's emission rates minus those of the replacement vehicle with the difference multiplied by the average vehicle miles traveled by light-duty vehicles in the year of vehicle retirement and then multiplied by the three-year project life. The retired vehicle's emission rates are equal to those for gasoline powered, light-duty vehicles for the model year of the retired vehicle in the year of vehicle retirement. Replacement vehicle emissions are the fleet average emissions for all gasoline powered light-duty vehicles for model years 1990

through the year of vehicle retirement. Emission rates and average vehicle miles traveled are generated by CARB's motor vehicle emissions model. ROG, NOx, and PM emission reductions over the three-year project life by vehicle model year are located in Tables 8-1 through 8-3 below. These tables will be updated on an as needed basis through a public notice and update to the [webpage](https://ww2.arb.ca.gov/our-work/programs/voluntary-accelerated-vehicle-retirement-program) (<https://ww2.arb.ca.gov/our-work/programs/voluntary-accelerated-vehicle-retirement-program>) to reflect revisions to the motor vehicle emissions model or to include additional years.

Table 8-1
Retired Vehicle Emission Reductions, CY 2024 (lbs/3yr)

Model Year	ROG Total	NOx Exhaust	PM10 Exhaust
Pre 1980	114.5	81.8	1.37
1980	114.5	81.8	1.37
1981	104.3	62.7	0.59
1982	102.4	62.7	0.60
1983	97.0	68.1	0.59
1984	96.3	71.1	0.63
1985	98.5	70.2	0.64
1986	96.2	78.1	0.68
1987	96.7	75.4	0.70
1988	93.5	71.8	0.74
1989	94.0	65.2	0.76
1990	95.7	60.0	0.75
1991	96.5	60.8	0.41
1992	98.5	64.4	0.43
1993	99.5	68.4	0.45
1994	101.1	68.3	0.47
1995	99.8	61.2	0.47
1996	73.5	61.1	0.11
1997	65.9	57.0	0.11
1998	51.0	51.3	0.11
1999	44.0	49.5	0.12
2000	39.2	45.5	0.12
2001	40.0	46.1	0.12
2002	39.6	44.6	0.12
2003	38.1	40.0	0.13

Source: EMFAC2021 V1.0.2

Table 8-2
Retired Vehicle Emission Reductions, CY 2025 (lbs/3yr)

Model Year	ROG Total	NOx Exhaust	PM10 Exhaust
Pre 1981	103.5	61.4	0.57
1981	103.5	61.4	0.57
1982	101.7	61.2	0.58
1983	96.4	66.2	0.57
1984	95.9	69.1	0.61
1985	98.3	68.2	0.62
1986	95.7	75.9	0.66
1987	96.1	72.6	0.67
1988	92.8	69.2	0.71
1989	93.3	63.3	0.73
1990	95.0	58.4	0.73
1991	95.7	59.1	0.39
1992	97.6	62.7	0.41
1993	98.7	66.6	0.43
1994	100.3	66.6	0.45
1995	99.1	59.9	0.45
1996	73.0	59.8	0.11
1997	65.6	56.1	0.11
1998	50.9	50.6	0.11
1999	44.1	49.0	0.12
2000	39.5	45.3	0.12
2001	40.4	46.2	0.12
2002	40.1	44.8	0.12
2003	38.6	40.4	0.13

Source: EMFAC2021 V1.0.2

Table 8-3
Retired Vehicle Emission Reductions, CY 2026 (lbs/3yr)

Model Year	ROG Total	NOx Exhaust	PM10 Exhaust
Pre 1982	99.8	59.8	0.56
1982	99.8	59.8	0.56
1983	94.6	64.1	0.55
1984	94.3	67.2	0.59
1985	96.8	66.2	0.60
1986	94.1	73.8	0.64
1987	94.3	70.5	0.65
1988	90.8	66.5	0.69
1989	91.3	61.1	0.70
1990	92.9	56.8	0.70
1991	93.6	57.5	0.38
1992	95.6	60.9	0.40
1993	96.6	64.8	0.42
1994	98.2	64.7	0.44
1995	97.1	58.4	0.44
1996	72.4	58.4	0.11
1997	65.3	55.0	0.11
1998	50.8	49.8	0.11
1999	44.2	48.4	0.11
2000	39.7	45.0	0.12
2001	40.7	45.9	0.12
2002	40.4	44.9	0.12
2003	39.1	40.7	0.13

Source: EMFAC2021 V1.0.2

Emission reductions from retired diesel-powered vehicles are also calculated using the VAVR Regulation methodology. ROG, NO_x, and PM emission reductions over three-year project life by model year range are located in Tables 8-4 and 8-6. There are no evaporative emission reductions for the retirement of a diesel-powered vehicle. These tables will be updated on an as needed basis through a public notice and update to the [webpage](https://ww2.arb.ca.gov/our-work/programs/voluntary-accelerated-vehicle-retirement-program) (https://ww2.arb.ca.gov/our-work/programs/voluntary-accelerated-vehicle-retirement-program) to reflect revisions to the motor vehicle emissions model or to include additional years.

Table 8-4
Retired Diesel-Powered Vehicle Emission Reductions, CY 2024 (lbs/3yr)

Model Year	ROG Total	NO _x Exhaust	PM ₁₀ Exhaust
Pre 1980	3.4	6.5	4.39
1980	3.4	6.5	4.39
1981	3.3	2.8	4.27
1982	4.0	13.5	5.21
1983	1.4	14.7	4.72
1984	4.0	26.9	4.41
1985	4.1	39.9	4.73
1986	4.4	97.6	6.05
1987	5.3	62.3	5.65
1988	6.6	150.1	7.61
1989	6.9	153.4	7.91
1990	7.1	155.7	8.15
1991	10.8	328.3	1.54
1992	11.2	333.5	1.63
1993	11.5	364.0	1.22
1994	11.1	358.4	1.20
1995	11.4	377.4	1.19
1996	12.0	392.2	1.24
1997	12.6	407.2	1.29
1998	11.7	385.5	1.28
1999	13.1	426.7	1.35
2000	13.4	441.8	1.37
2001	13.9	453.7	1.42
2002	8.7	331.0	1.45
2003	8.6	337.5	1.46
2004	28.7	170.5	8.22

Model Year	ROG Total	NOx Exhaust	PM10 Exhaust
2005	25.6	156.7	7.62
2006	27.1	166.7	8.01
2007	10.9	46.4	3.46
2008	11.4	49.8	3.60
2009	7.1	14.2	2.44

Source: EMFAC2021 V1.0.2

Table 8-5
Retired Diesel-Powered Vehicle Emission Reductions, CY 2025 (lbs/3yr)

Model Year	ROG Total	NOx Exhaust	PM10 Exhaust
pre 1981	3.3	4.9	4.08
1981	3.3	4.9	4.08
1982	3.9	15.9	5.00
1983	1.4	15.1	4.52
1984	4.0	28.0	4.24
1985	4.1	36.3	4.48
1986	4.5	97.7	5.92
1987	5.2	59.5	5.36
1988	6.8	152.0	7.51
1989	7.1	154.8	7.80
1990	7.3	158.2	8.04
1991	10.9	324.5	1.62
1992	11.3	331.1	1.69
1993	11.6	362.1	1.28
1994	11.2	356.1	1.26
1995	11.6	376.6	1.26
1996	12.2	391.1	1.31
1997	12.7	406.0	1.36
1998	11.9	385.5	1.35
1999	13.3	425.1	1.43
2000	13.6	439.8	1.45
2001	14.1	451.7	1.50
2002	9.1	332.7	1.54
2003	9.0	339.5	1.55
2004	28.8	175.7	8.18
2005	26.0	163.2	7.64

Model Year	ROG Total	NOx Exhaust	PM10 Exhaust
2006	27.4	172.8	8.02
2007	11.5	56.3	3.58
2008	12.0	59.8	3.72
2009	8.0	27.1	2.65

Source: EMFAC2021 V1.0.2

Table 8-6
Retired Diesel-Powered Vehicle Emission Reductions, CY 2026 (lbs/3yr)

Model Year	ROG Total	NOx Exhaust	PM10 Exhaust
pre 1982	3.9	18.2	4.80
1982	3.9	18.2	4.80
1983	1.5	17.3	4.34
1984	4.0	26.5	4.03
1985	4.1	36.8	4.29
1986	4.7	92.4	5.73
1987	5.2	58.9	5.12
1988	6.9	152.4	7.39
1989	7.2	156.4	7.69
1990	7.4	159.2	7.92
1991	11.0	322.0	1.65
1992	11.3	326.6	1.76
1993	11.7	359.5	1.34
1994	11.3	353.5	1.32
1995	11.7	373.7	1.32
1996	12.3	389.3	1.37
1997	12.9	403.8	1.42
1998	12.1	387.0	1.41
1999	13.4	422.8	1.49
2000	13.7	437.2	1.51
2001	14.2	448.9	1.57
2002	9.4	333.5	1.61
2003	9.4	340.7	1.63
2004	28.8	180.5	8.13
2005	26.2	169.2	7.64
2006	27.7	178.6	8.01

Model Year	ROG Total	NOx Exhaust	PM10 Exhaust
2007	12.0	65.3	3.67
2008	12.5	69.2	3.82
2009	8.8	39.1	2.83

Source: EMFAC2021 V1.0.2

2. Please refer to Appendix C for a discussion of the methodology for estimating emission reductions and how to calculate VAVR project cost-effectiveness.
3. Currently, none of the air district VAVR programs have components for high emitter projects. CARB will provide the methodology for any new plans which include special cases, such as high emitter projects, through a public notice and update to the [webpage](https://ww2.arb.ca.gov/our-work/programs/voluntary-accelerated-vehicle-retirement-program) (<https://ww2.arb.ca.gov/our-work/programs/voluntary-accelerated-vehicle-retirement-program>) as needed.

II. Acronyms

Acronym	Definition
ASM	Acceleration Simulation Mode
BAR	Bureau of Automotive Repair
CAP	Consumer Assistance Program
CARB	California Air Resources Board
CARL	Clean Air Reporting Log
CCR	California Code of Regulations
DMV	Department of Motor Vehicles
EMFAC	CARB's On-Road Motor Vehicle Emission Inventory Model
EFMP	Enhanced Fleet Modernization Program
NO _x	Oxides Of Nitrogen
OIS	On-Board Diagnostic Inspection
ROG	Reactive Organic Gases
TSI	Two-Speed Idle
VAVR	Voluntary Accelerated Vehicle Retirement

III. Definitions

Acceleration Simulation Mode: A type of vehicle emissions test conducted with the test vehicle on a chassis dynamometer to simulate on-road acceleration operating conditions.

Baseline Technology: Engine technology applied under normal business practices, such as the existing engine in a vehicle or equipment for replacements, repowers, and retrofits.

Clean Air Reporting Log (CARL): An on-line database tool maintained by CARB and used by air districts to track and report projects and funds under the Moyer Program.

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, Section W for additional information.

Certification: A finding by the California Air Resources Board (CARB) or the U.S. EPA that a mobile source or emissions control device has satisfied applicable criteria for specified air contaminants.

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 Emissions: Emissions of oxides of nitrogen, particular matter, and reactive organic gases from on-road vehicle source.

Covered Source: On-road vehicles 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)).

Emission Control System: Any device, system, or element of design that controls or reduces the emissions of regulated pollutants from a vehicle.

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.

Family Emission Limit (FEL): An emission level declared by the manufacturer to serve in place of an otherwise applicable emission standard under a federal or State averaging, banking, and trading program.

Funding Amount: The amount of funds dedicated to a contracted project for reporting purposes in Clean Air Reporting Log (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.

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.

Gross Vehicle Weight Rating (GVWR): A value specified by the vehicle manufacturer as the maximum design loaded weight of a single vehicle. Examples are shown in Appendix B, Table B-1.

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

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.

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 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)).

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.

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

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.

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.

Remaining Eligible Cost: Project costs that are eligible under the Moyer Program but are to be paid by other sources of funding. Remaining eligible costs exist when the Moyer Paid Cost and Applicant Cost Share provide less than 100 percent of the Moyer Eligible Cost.

Smog Check: the motor vehicle inspection and maintenance program established by California Health and Safety Code Section 44000, et seq.

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.

State Implementation Plan: Under the Clean Air Act, the plan submitted by a state that demonstrates attainment or maintenance of an air quality standard through implementation of specified control measures.

Supplemental Environmental Project: An environmentally beneficial project that a violator subject to an enforcement action voluntarily agrees to undertake in a settlement action to offset a portion of an administrative or civil penalty.

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.

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.

Violator: An individual, company, or entity responsible for a violation of an environmental law, regulation or rule.

IV. References

[California Air Resources Board \(December 7, 2006\). Final Statement of Reasons \(FSOR\) for Proposed Amendments to Regulations for Voluntary Accelerated Light-Duty Vehicle Retirement.](https://www.arb.ca.gov/regact/vavr06/fsor.pdf)

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[California Code of Regulations Title 13 Section 2601; Chapter 13: Voluntary Accelerated Vehicle Retirement Enterprises; Definitions.](https://govt.westlaw.com/calregs/Document/I9FCE2A135A1E11EC8227000D3A7C4BC3?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)))

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[California Code of Regulations Title 26 Section 16-3340.41.5; Division 16: Bureau of Automotive Repair, Tampering with Emissions Control Systems.](https://govt.westlaw.com/calregs/Document/I16C5E4534C8211EC89E5000D3A7C4BC3?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)))

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([https://govt.westlaw.com/calregs/Document/I16CF0C134C8211EC89E5000D3A7C4BC3?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=\(sc.Default\)\)](https://govt.westlaw.com/calregs/Document/I16CF0C134C8211EC89E5000D3A7C4BC3?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default))))

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[California Code of Regulations, Title 13, amends Section 1900, 1961.2, 1961.3, 1965, 1976, 1978, 2037, 2038, 2112, 2139, 2140, 2147, 2317, and 2903 Chapter 1. Motor Vehicle Pollution Control Devices.](https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2022/acii/2acciifro_lev_regs_etal.pdf)

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