

Proposed 2024 Revisions Carl Moyer Memorial Air Quality Standard Attainment Program Guidelines

Board Meeting October 24, 2024

Outline

- Background
 - Overview
 - Accomplishments
- Proposed Guideline Updates
 - Modernizing Guidelines
 - Chapter Revisions
- Staff Recommendation



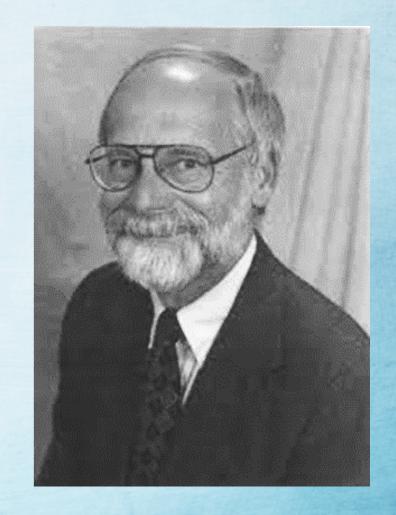






Carl Moyer Program Overview

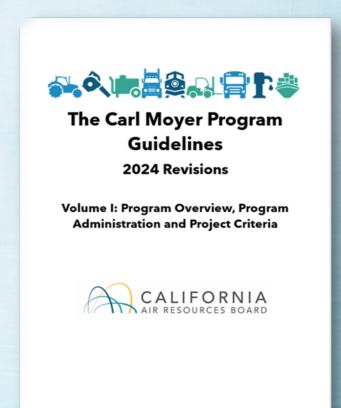
- Established in 1998
- Statewide emission reduction program
 - Cost-effective
 - State Implementation Plan (SIP) creditable
- Environmental justice requirement
- Implemented locally through air district partnerships





Carl Moyer Guidelines

- Define parameters for implementing the program:
 - Roles and responsibilities
 - Administrative requirements
 - Implementation requirements
- Include following project categories:
 - Heavy-duty on-road vehicles
 - Off-road equipment
 - Locomotives
 - Marine vessels
 - Light-duty vehicles
 - Lawn and garden equipment
 - Infrastructure





Partnership Between State & Air Districts

- CARB's Role
 - Develops and revises Guidelines
 - Assists districts at the nexus of Moyer and regulations
 - Manages and distributes program funds
 - Provides program oversight
- Air District's Role
 - Implements the program
 - Selects projects
 - Contracts with applicants
 - Inspects and enforces
 - Monitors projects over their lifetime





Moyer Program Funding and Outcomes

- Continuous funding;
 \$130 million annually
- Funding from smog abatement fees and tire replacement fees
- Districts required to provide 15% match if they elect to take more than the minimum allocation



\$1.5+ billion invested statewide



\$570 million invested in environmental justice communities



69,000+

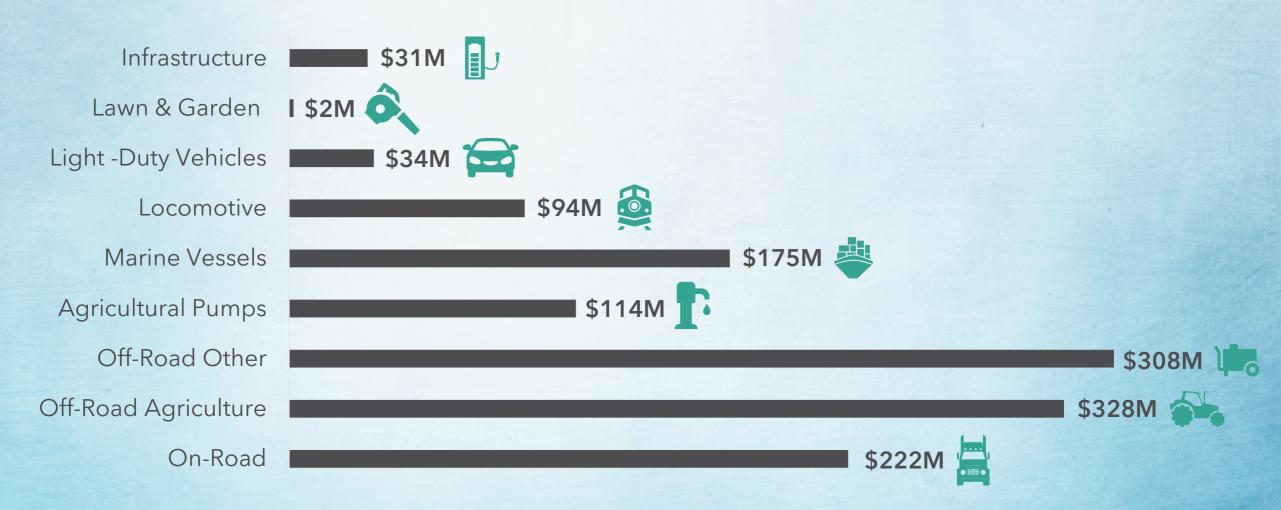
engines replaced



202,000+ tons NOx & ROG 7,400+ tons PM

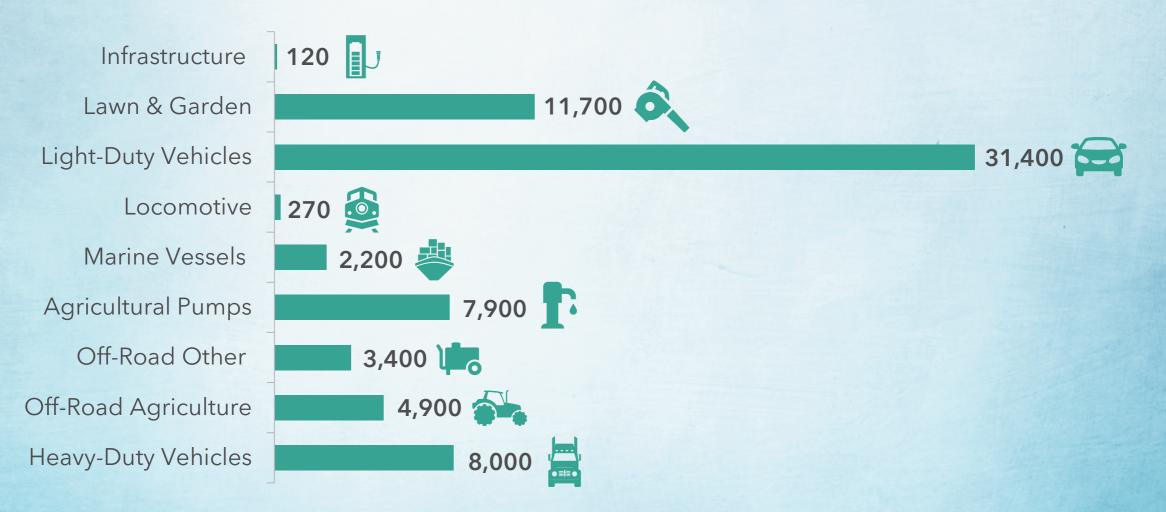


Dollars Invested





Projects Funded







Creating Change through Engagement

Event	Date
Air Districts Workgroups	Fall 2023 - Summer 2024
Public Kick-Off Meeting	Dec. 2023
Evening Community Meeting	Dec. 2023
Public Workshop	May 2024
Public Workshop	Aug. 2024
CARB Board Meeting	Oct. 2024



Modernizing to Meet an Evolving Landscape

- Reflects current regulations, rules, standards, and processes
 - 1 year project life
- Streamlines processes for project categories
 - Aligns with the Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program
 - Increases eligible project types (e.g. zeroemission utility terrain vehicles)
- Introduces funding flexibility for zeroemission marine and locomotive projects





Increases Opportunities for Zero-Emission Technology Adopters

- Delays scrap requirements for baseline technology
- Expands opportunities by broadening eligible costs





Proposed Program Administration Changes

Increases percentage of funding that can support air district administration:

- 6.5% to 12.5% for air districts with 1 million or more population
- 12.5% to 15% for air districts with less than 1 million population





Proposed Quantification & Cost-Effectiveness Updates

- Updates emission factors, load factors, and other calculation methodologies to align with current inventory data
- Updating cost-effectiveness (C/E) limits:

Category	C/E Limit
Baseline across categories	\$60,000/ton
Off-road zero-emission	\$120,000/ton
On-road	Varies by vehicle type
Locomotive zero-emission	\$200,000/ton



Modifications After the 45-Day Comment Period Kick-Off

- Extend district liquidation deadlines, in accordance with SB 1158 (Archuleta, 2024)
- Allow for additional district discretion on when post-inspection of on-road trucks occur during delivery of new trucks
- Align FARMER and off-road Moyer zero-emission warranty requirements and forestry load factors
- Increase marine zero-emission CE limit to \$522,000 per ton
- Provide minor updates to chapters



Recommendation

- Approve Carl Moyer Program 2024 Guidelines
- Districts may begin implementing guidelines once approved



