

State of California
AIR RESOURCES BOARD

Resolution 99-1

February 25, 1999

Agenda Item No.: 99-2-1

WHEREAS, sections 39600 and 39605 of the Health and Safety Code authorize the Air Resources Board (the Board) to act as necessary to execute the powers and duties granted to and imposed upon the Board and to provide assistance to the local air pollution control and air quality management districts (districts);

WHEREAS, sections 43000 and 43000.5 of the Health and Safety Code declare that the control and elimination of air pollutants from motor vehicles is of prime importance for the protection and preservation of the public health and well-being and that the attainment and maintenance of the state air quality standards will necessitate the achievement of substantial reductions in new vehicle emissions and substantial improvements in the durability of vehicle emissions systems;

WHEREAS, section 43018 of the Health and Safety Code directs the Board to endeavor to achieve the maximum degree of emission reduction possible from vehicular and other mobile sources in order to accomplish the attainment of the state standards at the earliest practicable date;

WHEREAS, Measure M4 of the State Implementation Plan for Ozone adopted by the Board on November 15, 1994 calls for incentives for the early introduction of lower-emission technologies for heavy-duty vehicles to achieve near-term emission reductions of nitrogen oxides (NOx);

WHEREAS, the Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program) guidelines proposed by the staff would establish an incentive program by providing grants for introduction of low-emission technologies to reduce emissions of NOx and particulate matter (PM);

WHEREAS, the Carl Moyer Program guidelines establish requirements for districts that apply for funds to implement the Carl Moyer Program locally, and establish criteria for projects to qualify for funding under the Carl Moyer Program;

WHEREAS, the Board has considered the impact of the Carl Moyer Program guidelines on the environment and the economy of the state;

WHEREAS, the Board has held a duly noticed public meeting to consider approval of the Carl Moyer Program guidelines and has heard and considered the comments of interested parties;

WHEREAS, in 1998 the Legislature allocated \$25 million to fund an incentive program to reduce emissions from heavy-duty engines, and these funds must be allocated to districts by June 30, 1999;

WHEREAS, the Board finds that:

It is necessary and appropriate that the Carl Moyer Program be established as an incentive program that provides \$25 million in funding, including administrative costs, for projects to achieve NOx and PM emission reductions from heavy-duty engines and vehicles;

The methodology set forth in the Carl Moyer Program guidelines for allocating funding to participating districts is appropriate;

The Carl Moyer Program guidelines establish appropriate criteria for on-road heavy-duty vehicles, off-road equipment, locomotives, marine vessels, and stationary agricultural pump projects;

The Carl Moyer Program guidelines establish appropriate program requirements for districts to follow when administering their programs;

The Carl Moyer Program guidelines establish appropriate calculations for estimating NOx reductions and cost-effectiveness associated with projects under each source category;

It is necessary and appropriate for staff to evaluate the need for modifications to the retrofit certification regulations. As part of that evaluation, staff should consider whether the hydrocarbon limit for systems certifying to an optional standard is a barrier to certification, and assess potential inequities between retrofit certification requirements and the requirements for new engine certification.

It is necessary and appropriate that the staff develop specific project criteria for additional source categories, including forklifts and airport ground support equipment; and

It is necessary and appropriate that the Executive Officer have the authority to approve modifications to the Carl Moyer Program guidelines for the purpose of adding source categories as needed, to make other related modifications, and to approve projects on a case-by-case basis as appropriate;

WHEREAS, the Board finds that implementation of the Carl Moyer Program guidelines will have a positive air quality impact through early reduction of NOx and PM emissions from heavy-duty engines and vehicles;

WHEREAS, the Board further finds that participation in the Carl Moyer Program is voluntary and thus would not impose a financial burden on the regulated community, local government, or consumers.


NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves the Carl Moyer Program guidelines, as proposed by staff and noticed on January 29, 1999, and as set forth in Attachment A to this Resolution.

BE IT FURTHER RESOLVED that the Board directs staff to evaluate the need for modifications to the retrofit certification regulations with regard to the hydrocarbon limit for systems being certified to an optional emissions standard.

BE IT FURTHER RESOLVED that the Board delegates authority to the Executive Officer to approve modifications to the Carl Moyer Program guidelines in order to add source categories, develop criteria for forklifts, airport ground support equipment, and other source categories as necessary, and approve projects on a case-by-case basis as appropriate.

BE IT FURTHER RESOLVED that the Board directs the Executive Officer to pursue continuing funding for the Carl Moyer Program in order to achieve additional emission reductions from heavy-duty engines and vehicles and to improve air quality.

I hereby certify the above is a true and correct copy of Resolution 99-1, as adopted by the Air Resources Board.



Pat Hutchens, Clerk of the Board