



Air Resources Board



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Mail-Out #MSC 13-27

TO: All Interested Parties

SUBJECT: APPROVED REVISIONS TO THE CARL MOYER PROGRAM
GUIDELINES AND THE VOUCHER INCENTIVE PROGRAM
GUIDELINES FOR ON-ROAD HEAVY-DUTY VEHICLES

This mail-out describes the most recent approved revisions to the Carl Moyer Memorial Air Quality Standards Attainment (Carl Moyer) Program Guidelines and Carl Moyer Program On-Road Heavy-Duty Vehicles Voucher Incentive Program (On-Road VIP) Guidelines, both of which are herein referred to as the Guidelines. Detailed descriptions of these changes were released for public comment on August 27, 2013, under [Mail-Out #MSC 13-20](#).

All approved revisions are attached and incorporated into the current Guidelines. They can also be found at: <http://www.arb.ca.gov/msprog/moyer/guidelines/current.htm>.

BACKGROUND

Since 1998, the Carl Moyer Program has filled a critical niche in California's strategy to achieve federal ambient air quality standards. The Carl Moyer Program provides grant funding for the incremental cost of cleaner-than-required engines, equipment, and emission reduction technologies. The Carl Moyer Program complements California's regulatory program by funding emission reductions that are surplus, i.e., early and/or in excess of what is required by regulation. The On-Road VIP is part of the Carl Moyer Program and is a streamlined funding option for heavy-duty diesel vehicle replacements and retrofits.

State law (Health & Safety Code Section 44287) authorizes the Air Resources Board (ARB) to revise the Guidelines when necessary to improve the ability of the program to achieve its goals. This section also instructs ARB to work with the implementing air districts and hold at least one public meeting to consider public comments. The public meeting regarding the revisions outlined below was held on September 18, 2013. The 45-day review period for changes to the Guidelines ended on October 11, 2013. This executed mail-out serves as notice that the following revisions are now effective:

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, our website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

Revisions

Carl Moyer Program Guidelines

1. Clarify Precedence in Conflicting Source Category and General Requirements	Chapter 2, Introduction; Chapter 3, Section A
2. Expand Funding Opportunities for Fleets Surplus to Log Truck Phase-in Option of the Truck and Bus Regulation	Chapter 4, Section A., Table 4-1, Section E.2.(E); Chapter 5, Sections A and C.3.(A)
3. Remove Reflash (low oxides of Nitrogen software upgrade) Requirements for Truck Replacement Projects	Chapter 4, Section D.1.(D); Chapter 5, Section C.2.(I)
4. Clarify Section in Chapter 4 Applicable to Fleet Modernization	Chapter 5, Section A.
5. Allow Off-road Engines with a FEL Above the Current Tier 4 Standards but Below the Tier 3 Standards to Be Eligible for Repower and Replacement Projects	Chapter 7, Section D.1, new section (G) and (H); Chapter 9, Section C.3.(A) (4) and (5)
6. Allow Equipment Built Under the Flexibility Provisions to Be Eligible for Off-road Replacement Projects	Chapter 9, Section C.3.(A)(8)

On-Road VIP Guidelines

Optional Local Eligibility Requirement	Summary Section, Section C.1.O, Section C.2.(A)(5)-(7), Section C.7.(N), Appendix A , VIP Application, Operational Area Section, Appendix B, Section 7., Appendix E, Documentation Requirements Section
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If you have questions regarding these changes, please contact Danielle Robinson at (626) 575-6775 or via email at [drobinso@arb.ca.gov](mailto:d robinso@arb.ca.gov).

Sincerely,

/s/

Erik White, Chief
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Attachments (7)

cc: Danielle Robinson
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