



Air Resources Board



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Mail-Out #MSC 14-14

TO: All Interested Parties

SUBJECT: BOARD APPROVED REVISIONS TO CARL MOYER PROGRAM
ON-ROAD CHAPTERS 4 AND 5, AND VOUCHER INCENTIVE
PROGRAM GUIDELINES

This mail-out presents the amended on-road chapters of the 2011 Carl Moyer Memorial Air Quality Standards Attainment Program Guidelines including the Voucher Incentive Program Guidelines (Guidelines). The Air Resources Board (ARB or Board) approved these amendments at a public meeting in Sacramento, California on July 24, 2014 and delegated to the Executive Officer the authority to interpret or clarify, and to adopt changes to, the Carl Moyer program, provided that such changes are consistent with statute and the goals established by the Board. Consistent with that delegation, staff has made minor revisions to the Guidelines to correct inadvertent inconsistencies and typographical errors, and to reflect the language and policy approved by the Board.

Those revisions are shown below. Modifications proposed to the Board at the July 24, 2014 hearing are shown in underline and ~~strikeout~~ to indicate additions and deletions, respectively, while the subsequent revisions are shown in double underline to indicate additions and ~~double-strikeout~~ to indicate deletions. The "*****" indicates the subsequent language in the section does not change from the proposed Guidelines language posted on July 8, 2014 at <http://www.arb.ca.gov/msprog/moyer/moyer.htm>

The amended Guidelines are effective as of October 1, 2014, and are located on the following website: <http://www.arb.ca.gov/msprog/moyer/guidelines/current.htm> .

Revision 1

Correct Table 4-6 in Chapter 4, Section E.2.C. to align with the amended definition in the Truck and Bus Regulation:

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, see our website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

Table 4-76
Final Funding Dates for Low-Mileage ~~Construction~~ Work Trucks
and Vehicles in NOx Exempt Areas

Fleet Type	PM	NOx (& ROG)
Low-Mileage Construction and NOx Exempt Vehicles	1/1/2014	1/1/2020
Low-Mileage Work Trucks	<u>12/31/2016</u>	<u>12/31/2021</u>
NOx Exempt Vehicles	<u>12/31/2017</u>	<u>No Final Date</u>

Correct Section D. in the VIP Guidelines to align with the amended definition in the Truck and Bus Regulation:

Seasonal Vehicle: An “Agricultural Vehicle”, “Log Truck”, “~~Low-Mileage Construction Truck~~ Work Truck”, or “Specialty Agricultural Vehicle” as defined in 13 CCR Section 2025:

“~~Low-Mileage Construction Truck~~ Work Truck” means a vehicle that meets the definition as follows:

A dump truck with a GVWR greater than 26,000 lbs that operates less than 20,000 miles per calendar year and is that is designed to transport construction materials such as dirt, asphalt, rock or construction debris including a transfer dump truck, or a tractor trailer combination used exclusively to pull bottom dump, end dump or side dump trailers.

Revision 2

Clarify seasonal registration period in Chapter 5, Section C.3.(B):

If the existing vehicle operates seasonally, then the existing vehicle may be eligible to participate if it has been registered in California for ~~at least three (3)~~ to six (6) continuous months per twelve (12) month period for the previous twenty four (24) months. DMV partial year registration documentation for each period the vehicle was registered must be included with the application.

Revision 3

Correct deletion of photographs of severed frame rails in Chapter 5, Section C.11.(C)(4):

Air district staff or the dismantler must take photographs of the destroyed engine and severed frame rails. Dismantler photographs of the destroyed engine block and severed frame rails must be provided to the air district within ten (10) business days of dismantling the vehicle. The following picture views must be taken:

- a. Front of vehicle with hood down
- ~~b. Right side of vehicle with hood down~~
- ~~c. Left side of vehicle with hood down~~
- ~~d.b. Serial number printed either on the tag inside in the cab or on the frame rail~~
VIN tag
- ~~d. Engine side view~~
- ~~e.c. Engine serial number either stamped on the block or on the tag~~
- ~~e.d. Destroyed engine block either in-frame or out of frame as specified in Chapter 3: Program Administration~~
- ~~e. Completely severed frame rails~~
- e. Completely severed frame rails

Revision 4

Correct VIP application in VIP Guidelines, Appendix A:

By submitting this application, I certify under penalty of perjury, under the laws of the State of California that the information on this application is accurate and true:

- I am the owner of the existing vehicle(s);
- The existing vehicle is part of a fleet with no more than ~~ten~~ three on-road heavy-duty diesel-fueled vehicles according to the fleet size definition of the Truck and Bus Regulation including vehicles leased more than one year;

- The purchase of this low-emission vehicle or retrofit device is NOT required by any local, state, and/or federal rule or regulation, including the Drayage Truck Regulation, and will not be counted toward meeting compliance requirements prior to the dates indicated in the applicable funding table (to be specified in the Receipt of Voucher) from either Appendix O or P in the VIP Guidelines;

Revision 5

Correct Receipt of Replacement Voucher and Receipt of Retrofit Voucher in Appendices G and G(1):

- NOT to count the retrofitted vehicle toward meeting compliance requirements prior to the date ~~above as~~ indicated in the applicable funding table from Appendix O in the VIP Guidelines.
- NOT to count the purchased vehicle toward meeting compliance requirements prior to the date ~~above as~~ indicated in the applicable funding table from Appendix P in the VIP Guidelines.

Revision 6

Merge previous 2014 VIP funding tables for small fleets with new additions for one year surplus and light heavy-duty vehicles in Appendices O and P in the 2014 VIP Guidelines. The final tables can be seen in the amended VIP Guidelines in the link shown above.

If you have any questions regarding these changes, please contact Danielle Robinson, Air Resources Engineer, at (626) 575-6775 or danielle.robinson@arb.ca.gov.

Sincerely,

/s/

Erik White, Chief
Mobile Source Control Division

Attachment

cc: Danielle Robinson
Air Resources Engineer
Mobile Source Control Division