



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

Carl Moyer Memorial Air Quality Standards Attainment Program

On-Road Project/ Voucher Incentive Program Fact Sheet

General

The Bay Area Air Quality Management District (Air District) is accepting applications for the Carl Moyer Program (CMP) and Voucher Incentive Program (VIP) for on-road heavy-duty vehicles beginning **July 14, 2014**. The CMP Program is a state-funded program that offers grants to owners of heavy-duty vehicles and equipment to reduce diesel-related emissions from heavy-duty engines.

What types of on-road funding programs are available?

VIP Retrofits and Replacements

Funding is available for the installation of particle filters for fleets of 1-3 trucks with a GVWR of 14,001 lbs or more and an engine model year of 2006 or older. Retrofit devices must be California Air Resources Board (CARB) verified and of the highest level technically feasible technology verified for the engine. Eligible projects could receive up to \$10,000 for the purchase and installation of a retrofit device.

VIP grants are also currently available for fleets of 3 or fewer vehicles to help vehicle owners replace their 2006 or older heavy-duty diesel vehicles. The replacement vehicle must be a new or used 2007 or newer model year vehicle with an engine certified to 2007 emission standards (See Table 1) or cleaner. Eligible projects could receive up to \$45,000 towards the purchase of a replacement vehicle.

Replacement projects:

- Replace existing light heavy-duty and medium heavy-duty vehicles (GVWR = 14,001 to 26,000 lbs) that have an engine model year of 1997-2006, based on the CARB engine model year compliance schedule
 - Replace existing light heavy-duty and medium heavy-duty vehicles (GVWR = 14,001 to 26,000 lbs) that have an engine model year of 1996 or older, if following the CARB flexibility compliance option
- Replace existing medium heavy-duty and heavy heavy-duty vehicles (GVWR = 26,001 lbs or more) that have an engine model year of 2006 or older, if following the CARB flexibility compliance option with no 2010 emissions standard compliance requirement before 2019

CMP New Purchase

Limited CMP grants are available for the purchase of vehicles with engines cleaner than those required by law. New purchase projects must be 30% cleaner than the current 2010 NO_x emission standard of 0.20 g/bhp-hr. Eligible projects that are CARB certified to a NO_x standard of 0.14 g/bhp-hr or lower and a PM standard of 0.01 g/bhp-hr or lower could receive up to 25% of the new purchase cost.

CMP Repower

Limited funding is available for the repower of an existing vehicle's engine with an engine cleaner than that currently in the existing vehicle. A replacement engine must be CARB certified to meet the 0.50 g/bhp-r NO_x and 0.01 g/bhp-hr or lower emission levels. Funding is limited due to technological constraints of newer engines fitting into older chassis.

CMP Retrofits

Limited grants are available for fleets of 3 or fewer vehicles to help vehicle owners install particle filters on existing vehicles with an engine model year of 2006 or older for fleets of 1-3 trucks with a GVWR of 14,001 or more. All retrofit devices must be verified by the CARB and of the highest level technically feasible technology verified for the engine. Funding is limited to retrofits that provide early or extra emission reductions to the regulations.

- A list of currently verified retrofits may be found at <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>
- A database of verified retrofits is available at <http://arb.ca.gov/diesel/verdev/vdb/vdb.php>

Emergency Vehicles (Fire Apparatus)

As of January 1, 2013, CMP funding is available for the replacement of older emergency vehicles (fire apparatus) with a GVWR of 14,001 lbs or more. The replacement vehicle must be a new or used 2007 or newer model year vehicle with an engine certified to 2007 emission standards (See Table 1) or cleaner. Eligible projects could receive up to 80% of the total eligible project costs. Replacement vehicles must serve the same function as those being replaced.

Drayage Vehicles

CMP funding opportunities for drayage truck projects are extremely limited (for incremental NO_x benefit between 2007 and 2010 emissions standards). Drayage truck owners wishing to operate outside of the Port facilities for at may apply to the VIP program as an on-road truck. Trucks receiving VIP funding will not be able to work as a drayage truck for the life of the voucher (36 months).

Table 1: Emission Standards for On-Road Heavy-Duty Diesel Engines

Model Year	NO_x (g/bhp-hr)	PM (g/bhp-hr)
2007	1.20	0.01
2007+	0.50	0.01
2010 and later	0.20	0.01

Please visit our webpages for more information about these programs:

- CMP: www.baaqmd.gov/moyer
- VIP: www.baaqmd.gov/VIP

Who can apply?

Emissions reductions obtained through the grant projects must not be required by existing regulations. Provided the project meets the program requirements, any owner of an on-road truck with a gross vehicle weight rating (GVWR) of greater than 14,000 pounds may be eligible to apply. Authorized vehicles may include but are not limited to: dump trucks, water trucks, concrete trucks, long-haul trucks, street sweepers, garbage trucks, buses, delivery, and fire trucks.

VIP funded grant projects must operate within California 75% of the time. CMP funded grant projects must operate within the Air District's boundaries. The Air District is accepting applications for projects throughout its jurisdiction but will prioritize on-road (non-VIP) projects that reduce emissions in the following nine impacted communities:

- 1) Concord, 2) Richmond/San Pablo, 3) Western Alameda County, 4) San Jose, 5) Livermore, 6) Eastern San Francisco, 7) San Rafael, 8) Vallejo, and 9) Antioch/ Pittsburg.

For a map of impacted communities in the Bay Area, see: www.baaqmd.gov/moyer. The following counties are part of the Air District's jurisdiction: Alameda, Contra Costa, Marin, San Mateo, San Francisco, Santa Clara, and Napa counties. The southern portions of Solano and Sonoma counties are also part of the Air District.

How do I know if my project is required by law?

CARB has the authority to pass and enforce fleet regulations that require engine owners to clean up existing engines. With some exceptions, most trucks and buses that operate in California are subject to fleet rules. Additionally, CARB has passed rules covering Public Fleets, Urban Buses, Transit Buses and Solid Waste Collection Vehicles. To find out if your truck is covered by a fleet rule, visit the following CARB webpages:

ARB On-Road Fleet Rules	ARB Webpage Information Links
Statewide Truck and Bus Rule	http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm
Drayage (Port) Truck Rule (On-road trucks that transport cargo to and from ports and intermodal rail facilities.)	http://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm
Mobile Cargo Handling Equipment at Ports and Intermodal Rail Yards (Includes equipment such as yard trucks, hostlers, cranes, top handlers, side handlers, forklifts, and loaders.)	http://www.arb.ca.gov/ports/cargo/cargo.htm
Solid Waste Collection Rule	http://www.arb.ca.gov/msprog/SWCV/SWCV.htm
Public Transit Agencies Rule	http://www.arb.ca.gov/msprog/bus/bus.htm
Transport Refrigeration Units (TRU)	http://www.arb.ca.gov/diesel/tru/tru.htm
Municipal Vehicles and Utility Vehicles	http://www.arb.ca.gov/msprog/publicfleets/publicfleets.htm
Heavy-Duty (Tractor-Trailer) Greenhouse Gas Rule	http://www.arb.ca.gov/cc/hdghg/hdghg.htm

My trucks are subject to a Fleet Rule, am I eligible for a grant?

Grants cannot be used for upgrades already required by existing regulations, local ordinances, or by a contract; however, grants can be applied to projects that comply at least one to three years in advance

of state regulations. All eligible on-road vehicles (except VIP) must operate within the Air District's boundaries.

Very few, if any, opportunities for grants for vehicles covered under the Public Fleet, Solid Waste Collection Vehicle, Urban Bus, and Transit Bus Rules exist. Urban and Transit Bus projects that go beyond required reductions in nitrogen oxides (NOx) and particulate matter (PM) emissions may also qualify for grants; however, these emission reductions cannot be counted towards meeting future reduction requirements.

Summary of On-Road Heavy-Duty Funding Opportunities

Vehicle Type	Subject to ARB Fleet Rule	Moyer Funding Opportunities
Urban Buses, and Transit Fleet Vehicles	Fleet Rule for Transit Agencies	Very limited opportunity
Solid Waste Collection Vehicles, excluding transfer trucks	Solid Waste Collection Vehicle Regulations	Very limited opportunities for oxides of nitrogen (NOx)
Transport Refrigeration Units (TRU)	TRU Air Toxic Control Measure (ATCM)	Very limited opportunity
Auxiliary Power Units (APU)	Idling ATCM	Very limited opportunity; zero emission projects only
Municipal Vehicles and Utility Vehicles	Fleet Rule for Public Agencies and Utilities	Low-population counties - some opportunity through 2017 High-population counties – very limited opportunity
Drayage Trucks	Drayage Truck Regulation	Very limited opportunity
Most other On-Road Heavy-Duty Vehicles	Statewide Truck & Bus Regulation	Limited opportunity for fleets of 3 or fewer vehicles

What other information should I know about the grants for on-road trucks?

- Light heavy-duty, medium heavy-duty and heavy heavy-duty vehicles with a GVWR of greater than 14,000 pounds are eligible for the on-road program. Light medium-duty trucks between 8,501 and 14,000 pounds are considered on a case-by-case basis.
- Retrofit applications require that you submit information about your existing engine (model year, serial number, engine family name) and information about the retrofit device (price quotes from your engine dealer, engine family name, and engine executive order).
- This fact sheet is not a complete list of the program requirements approved and revised on September 24, 2014 by CARB. Read the approved revisions to the Carl Moyer Program Guidelines online at <http://www.arb.ca.gov/msprog/moyer/guidelines/current.htm>.

What can I do now, before I start my application?

- Read the Air District Carl Moyer Program Overview Fact Sheet for rules that apply to all project types available from the Air District and online at <http://www.baaqmd.gov/moyer>.
- Read the Air District Voucher Incentive Program webpage for more information and for a list of participating dealerships: <http://www.baaqmd.gov/VIP>
- Understand any applicable state fleet rules and pending fleet rules that may cover your fleet.
- Start collecting information needed for your application.
- Contact your engine or equipment dealer to discuss possibilities for your equipment.

- Contact the Air District with additional questions.

When are applications available?

Applications for the Voucher Incentive Program (VIP) are currently being accepted. VIP applications (paper applications) are processed and submitted through the certified participating dealerships listed on the Air District's VIP website. To apply, select a dealership listed on the VIP webpage at www.baaqmd.gov/VIP and contact the dealer.

Applications for other equipment categories in the Carl Moyer Program will be available through an online application system (www.baaqmd.gov/moyer) beginning July 14, 2014.

Applications that are determined to be **complete** will be evaluated on a first-come, first-served basis until all funding has been allocated. All applicants will receive application completeness or rejection notifications within 5 business days via email, fax, or mail. If you do not hear from the District within 5 business days of delivery, please contact the District immediately.

For more information, contact Adam Shapiro at (415) 749-8441 or ashapiro@baaqmd.gov.