



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

## Carl Moyer Memorial Air Quality Standards Attainment Program

### *On-Road Vehicle Project Fact Sheet*



The Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program or CMP) is a state-funded program that offers grants to owners of heavy-duty vehicles and equipment to reduce harmful emissions from heavy-duty engines. The Bay Area Air Quality Management District (Air District) is **now accepting** applications for on-road equipment projects.

**NEW Program changes!** Funding for school buses, transit buses, electric & alternative-fueled equipment, charging & fueling infrastructure – larger funding amounts!

Equipment owners submit a single application online for all on-road vehicle replacement, engine repower, or conversion projects. Application materials, supplemental documents, and required forms must be submitted through the CMP online application system located at: [www.baaqmd.gov/moyer](http://www.baaqmd.gov/moyer).

#### **Basic Eligibility**

- On-road funding is available for all fleet sizes. Fleets with 10 or fewer trucks can apply for any project type and fleets with more than 10 trucks must select optional low-NOx or zero-emission equipment.
- The existing vehicle must have an engine model year of 2009 or older. Equipment with a 2010 baseline engine that is being replaced by optional low-NOx or zero-emission engine may be considered on a case-by-case basis.
- The new or used replacement equipment must have a 2013 model year or newer engine certified by the California Air Resources Board (CARB) to 2010 engine emission standards (0.20 g/bhp-hr of oxides of nitrogen (NOx) and 0.01 g/bhp-hr of particulate matter (PM)) or cleaner.
- Eligible vehicles must have a gross vehicle weight rating (GVWR) greater than 14,001 pounds. Smaller vehicles may be considered on a case-by-case basis.
- Participants must document ownership, California registration, insurance, and historical mileage for the 24 months prior to the application.
- Vehicles must operate at least 30% of their annual mileage in the Bay Area and at least 75% of the time in California.
- Existing equipment must be inspected, destroyed, and scrapped at the completion of the project.
- Fleets must be compliant and document compliance with applicable CARB vehicle regulations.

#### **Who can apply?**

Private fleets and public agencies, including school districts and transit agencies, that own on-road vehicles and are compliant with CARB vehicle regulations with at least 1 to 3 years until the next compliance deadline can apply for funding. Grants cannot be used to bring a fleet into compliance and emission reductions obtained through the grant project must not be required by any existing regulations, contracts, or agreements. Typical eligible equipment includes: dump trucks, water trucks, concrete trucks, freight and delivery trucks, drayage trucks, street sweepers, solid waste vehicles, emergency vehicles, utility vehicles, school buses and transit buses.

The following counties are part of the Air District's jurisdiction: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara and southern portions of Solano and Sonoma. CMP-funded equipment must

operate within the Air District’s jurisdictional boundaries. **Priority is given to projects that reduce emissions in the following impacted communities – AB 617 communities and communities for future AB 617 consideration.**

- West Oakland
- Richmond-San Pablo
- East Oakland/ San Leandro
- Eastern San Francisco
- Pittsburg-Bay Point area
- San Jose
- Tri-Valley area
- Vallejo

More information about this funding priority is available at [www.baaqmd.gov/AB617grants](http://www.baaqmd.gov/AB617grants). Air District staff will determine whether applications meet Community Health Protection Grant Program and Carl Moyer Program requirements.

**What types of on-road projects are eligible?**

Eligible project types include vehicle replacements, engine repowers, and equipment conversions certified by CARB to the 2010 engine emission standards or cleaner. Funding is also available to install battery charging or alternative fueling infrastructure in support of funded equipment. Infrastructure only projects may be considered on case-by-case basis. Special projects like the replacement of TRUs may also be considered (contact staff for information).

**How much funding is available?**

Potential funding amounts are calculated based on the engine model year, GVWR, historical usage, and overall project cost-effectiveness. **Table 1** below shows the project details and maximum funding amounts for eligible on-road projects.

**Table 1: Maximum funding levels for on-road vehicle project types <sup>1</sup>**

Vehicle type GVWR	Zero-emissions <sup>3</sup>	Hybrid with zero-emission miles	Hybrid	Low-NOx engines <sup>4</sup>	Conventional CNG	Diesel <sup>5</sup>
<b>Class 8</b> 33,001 lb+	Up to 95% of cost	\$ 150,000	\$ 80,000	\$ 100,000	\$ 65,000	\$ 60,000
<b>Class 7</b> 26,001-33,000 lb	Up to 95% of cost	\$ 150,000	\$ 80,000	\$ 100,000	\$ 65,000	\$ 40,000
<b>Class 6</b> 19,501-26,000 lb	Up to 95% of cost	\$ 65,000	\$ 45,000	\$ 80,000	\$ 40,000	\$ 40,000
<b>Class 5</b> 16,001 - 19,500 lb	Up to 95% of cost	\$ 50,000	\$ 35,000	\$ 70,000	\$ 30,000	\$ 30,000
<b>Class 4</b> 14,001- 16,000 lb	Up to 95% of cost	\$ 30,000	\$ 30,000	\$ 70,000	\$ 30,000	\$ 30,000
<b>Transit buses</b>	Up to 95% of cost	\$ -	\$ -	\$ 25,000	\$ -	\$ -
<b>Emergency vehicles</b>	Up to 90% of cost					
<b>Infrastructure</b>	<b>Up to 60%</b> of eligible costs to purchase and install alternative fueling or charging infrastructure. Additional funding may be available for infrastructure that is publicly accessible, powered by solar/wind, serving a port/railyard/freight facility, or located at a sensitive receptor site.					

**Notes**

1. Vehicle and project information, vocation, annual mileage, location and route information are evaluated.
2. Fleets with more than 10 vehicles must select Low-NOx, hybrid or zero-emissions options.

3. Zero-emission projects in Community Health Protection areas are eligible for up to: 95% / 90% / 60% maximum for fleets of 1-3 vehicles / 4-10 vehicles / 10+ vehicles, respectively.
4. Low-NOx engines: Funding levels vary by certified NOx emissions level (0.10, 0.05 or 0.02 g/bhp-hr).
5. Only fleets of 10 or fewer vehicles are eligible for diesel vehicles. Diesel replacement projects must have a 2013+ engine certified to 0.2 g/bhp-hr NOx and 0.01 PM

**How do I know if my project is required by law and eligible to apply?**

Most trucks and buses operating in California are subject to air quality regulations. Fleet owners must document fleet and equipment compliance with applicable CARB regulations to be eligible for funding. Visit the CARB websites in **Table 2** to find out if your vehicle is covered by a fleet regulation:

**Table 2: CARB On-Road Fleet Regulations**

CARB On-Road Fleet Rules	CARB Webpage Information Links
Statewide Truck and Bus Rule	<a href="http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm">http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm</a>
Drayage (Port) Truck Rule (trucks that transport cargo to and from ports and intermodal rail facilities.)	<a href="http://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm">http://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm</a>
Fleet Rule for Transit Agencies	<a href="http://www.arb.ca.gov/msprog/bus/bus.htm">http://www.arb.ca.gov/msprog/bus/bus.htm</a>
Fleet Rule for Public Agencies and Utilities	<a href="http://www.arb.ca.gov/msprog/publicfleets/publicfleets.htm">http://www.arb.ca.gov/msprog/publicfleets/publicfleets.htm</a>
Solid Waste Collection Rule	<a href="http://www.arb.ca.gov/msprog/SWCV/SWCV.htm">http://www.arb.ca.gov/msprog/SWCV/SWCV.htm</a>
Transport Refrigeration Units (TRU)	<a href="http://www.arb.ca.gov/diesel/tru/tru.htm">http://www.arb.ca.gov/diesel/tru/tru.htm</a>
Tractor-Trailer Greenhouse Gas Rule	<a href="http://www.arb.ca.gov/cc/hdghg/hdghg.htm">http://www.arb.ca.gov/cc/hdghg/hdghg.htm</a>

**Note:** Please direct questions about compliance or CARB regulations to CARB staff at 1-866-6-DIESEL (866-634-3735) or [8666DIESEL@arb.ca.gov](mailto:8666DIESEL@arb.ca.gov). Air District staff does not have access to compliance records and cannot answer questions about a particular fleet’s compliance.

On-road vehicles that are in compliance under the Engine Model Year Schedule or alternative Statewide Truck and Bus Regulation compliance options may be eligible for replacement and repower or conversion funding for equipment with a 2013 model year or newer engine certified by CARB to the 2010 engine emission standards or cleaner. Transit and solid waste collection vehicles in compliance with their final regulatory requirements may be eligible for replacement and engine repower or conversion funding for projects that meet the Optional Low NOx standard of 0.10g/bhp-hr NOx or cleaner. Emergency vehicles and equipment are not subject to any on-road regulations and can be replaced with engines certified to the 2010 engine emission standards or cleaner.

**What other funding is available for my project?**

Eligible projects can use additional funds from other incentive programs (“co-funding”). Private fleets may be able to co-fund up to 95% of the project costs, while public agencies may be eligible to co-fund up to 100% of project costs. Co-funded projects combined with other State funds may be subject to a funding cap, which is the maximum funding available to State funded projects. Federal, local, or other non-State incentives may be used to match the non-State portion (match). Co-funding projects must meet the individual requirements of each funding source and comply with CMP requirements to achieve surplus emission reductions. For example, one co-funding source that can be combined with CMP funding is the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) to purchase zero emissions trucks, buses, and on-road yard trucks through HVIP-approved dealers. More information about HVIP is available at: <https://www.californiahvip.org>.

Applicants interested in co-funding with HVIP must apply for funding and execute a grant agreement (contract) with the Air District for their CMP project **before** submitting the required purchase order (or placing an order) for the new equipment with HVIP since ordering or purchasing equipment for a CMP project before funding approval and full-execution of the grant agreement **voids** the CMP project.

### **How do I apply?**

**Apply online at** [www.baaqmd.gov/moyer](http://www.baaqmd.gov/moyer) or <http://www.baaqmd.gov/ab617grants>

Only complete applications are considered for funding. CMP applications are accepted on a first-come, first-served basis until all funding has been awarded.

### **Before starting your application:**

- Understand any applicable California vehicle or fleet regulations that may apply to your equipment.
- Determine whether your equipment meets the requirements for funding.
- Review the Online User Guide on the CMP webpage and start collecting the required information and supplemental documentation for the equipment you wish to apply for funding
- Select a vendor using the District-approved vendor list located on the CMP on-road website: [www.baaqmd.gov/onroad](http://www.baaqmd.gov/onroad). Projects that include advanced technologies can apply using non-certified vendors.
- Contact your equipment dealer to discuss possibilities for your on-road equipment.
- Visit the CMP On-Road Program website at: [www.baaqmd.gov/onroad](http://www.baaqmd.gov/onroad).
- Contact Adam Shapiro at (415) 749-8441 or [ashapiro@baaqmd.gov](mailto:ashapiro@baaqmd.gov) with any questions.

This factsheet is not a complete list of the program requirements. For more information on the Carl Moyer On-Road incentives requirements, read the 2017 CMP Guidelines - Chapter 4: On-Road Heavy-Duty Vehicles, On-Road Voucher Incentive Program (VIP), and Chapter 10: Infrastructure at: <https://www.arb.ca.gov/msprog/moyer/guidelines/current.htm>.