



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

Carl Moyer Memorial Air Quality Standards Attainment Program

On-Road Funding 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 accepting applications for the CMP On-Road program beginning October 12, 2017.

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

Voucher Incentive Program (VIP) and CMP On-Road projects can now apply through a new single online application for all on-road truck and bus replacement and engine repower or conversion projects. All application materials, supplemental documents, and forms must be submitted through the CMP online system at: <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 a Low-NOx or cleaner 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 14,000 pounds.
- 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 whose fleets are compliant with CARB vehicle regulations with at least 1 to 3 years until its next compliance deadline can apply for funding. Grant funds 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. Common eligible equipment includes: dump trucks, water trucks, concrete trucks, freight and delivery trucks, drayage trucks, street sweepers, garbage trucks, emergency vehicles, utility vehicles, and school and transit buses.

The following counties comprise the Air District's jurisdiction: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, and southern portions of Solano and Sonoma. The Air District accepts

applications for projects throughout its jurisdiction, but will prioritize projects that reduce emissions in the following nine Bay Area 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.

A Priority Community Map of highly impacted communities can be found at: www.baaqmd.gov/moyer.

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. Infrastructure funding is also available to install charging or alternative fueling infrastructure in support of eligible on-road projects.

How much funding is available?

Potential funding amounts are calculated based on the engine model year, GVWR, historical usage, and overall project cost-effectiveness. Maximum funding amounts (funding caps shown in Table 1) for on-road projects are based on the total amount of individual or combined funds from all State sources (including CMP funding) that can be applied to a project. See **Table 1** below for project details and State funding caps for eligible on-road projects:

Table 1. State Funding Caps for On-Road Projects

Project Options	Equipment	Funding Cap*
Diesel or alternative fuel/hybrid replacements with a 2013+ engine model year that meets the 0.20 g/bhp NOx and 0.01 PM or cleaner emission standard	Heavy heavy-duty (HHD with GVWR > 33,000 lbs) trucks	\$60,000
	Medium heavy-duty (MHD with GVWR = 19,501 – 33,000 lbs) trucks	\$40,000
	Light heavy-duty (LHD with GVWR = 14,001 – 19,500 lbs) trucks	\$30,000
	Emergency vehicles (GVWR > 14,000 lbs)	80% of eligible cost
Optional Low NOx replacement certified to the optional Low NOx emission standard of 0.02, 0.05, or 0.10 g/bhp	HHD trucks	\$70,000 - \$100,000
	MHD trucks	\$50,000 - \$80,000
	LHD trucks	\$40,000 - \$70,000
	Transit buses	\$25,000
Optional Low NOx engine repowers	Transit buses	\$20,000
	Other trucks and buses	\$40,000
Zero-emission replacements or conversions	Transit buses	\$80,000
	HHD Trucks or buses	\$200,000
	MHD Trucks or buses	\$150,000
	LHD Trucks or buses	\$80,000
Hybrid conversions	LHD trucks	\$7,500
	MHD trucks	\$10,000
	HHD trucks	\$15,000

*Maximum funding amount cannot exceed 80% of the equipment cost for small fleets and cannot exceed 50% of project costs for large fleets (except emergency vehicles).

Infrastructure

Fleets may also apply for a project to install battery charging or alternative fuel or infrastructure as part of an eligible on-road vehicle application. See **Table 2** below for details on the potential funding amounts towards infrastructure.

Table 2. Funding Caps for On-road Infrastructure Projects

Maximum Percentage of Eligible Cost	Infrastructure Projects
50%	All Projects
60%	Publicly Accessible Projects
65%	Projects with Solar/Wind Power Systems*
75%	Publicly Accessible Projects with Solar/Wind Power Systems*

* At least 50% of the energy provided to covered sources by the project must be generated from solar or wind

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. Fleets and existing equipment must be able to document compliance with applicable CARB regulations to be eligible for funding. Visit the following CARB websites in **Table 3** to find out if your vehicle is covered by a fleet regulation:

Table 3. CARB On-Road Fleet Regulations

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

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. Air District staff does not have access to compliance records and cannot answer questions about your fleet or its 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 only co-fund up to 85% 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 are subject to a funding cap, which is the maximum funding available to State funded projects (See **Table 1** above). Federal, local, or other non-State grant funds can be used in addition to the funding caps. Co-funding projects must meet the individual requirements of each funding source and adhere to the CMP to achieve surplus emission reductions.

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), which can be used to purchase zero and near-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. 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

Only complete applications are considered for funding. CMP applications are accepted on a first-come, first-served basis until all funds have 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 website 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. 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.
- Contact Adam Shapiro at (415) 749-8441 or 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>.