



YOLO-SOLANO AIR QUALITY MANAGEMENT DISTRICT CARL MOYER PROGRAM ON-ROAD REPLACEMENT PROGRAM ELIGIBILITY

Yolo-Solano Air Quality Management District is providing Carl Moyer Program grant funds to benefit public health by cost effectively replacing old, high polluting equipment with newer, cleaner equipment earlier than required by regulation or through normal attrition.

This program follows the California Air Resources Board (CARB's) Carl Moyer Program guidelines. The 2017 Carl Moyer Program (CMP) Guidelines are available on the District's website at <https://www.ysaqmd.org/incentives/moyer> or at California Air Resources Board (ARB) website at <http://www.arb.ca.gov/msprog/moyer/guidelines/current/htm>.

General Eligibility Criteria

To be eligible for funding, projects must meet the criteria described in the 2017 CMP Guidelines and all current CMP Advisories. These criteria include, but not limited to, the following:

- Emission reductions obtained through CMP projects must not be required by any federal, State or local regulation, memorandum of agreement/understanding with a regulatory agency, settlement agreement, mitigation requirement or other legal mandate.
- Projects must meet cost-effectiveness requirements and be calculated in accordance with cost-effectiveness methodology in the 2017 CMP Guidelines. All State funds plus any other funds under a district's budget authority or fiduciary control contributed toward a project must be included in the cost-effectiveness calculation.
- No emission reductions generated by the CMP shall be used as marketing Emission Reduction Credits, or to offset any emission reduction obligation of any person or entity.
- No project funded by the CMP shall be used for credit under any federal or State emission averaging banking and trading program.
- Projects must operate at least 75% of their total activity within the District.
- Emission reduction technologies must be certified/verified by ARB and must comply with durability and warranty requirements. For the purposed of the CMP, a technology granted conditional certification/verification by ARB is considered certified/verified.
- Vehicles replaced by a grant from this program must be destroyed.

On-Road Eligibility Criteria

- Existing vehicles must be greater than 14,000 GVWR.
- A vehicle must be currently registered in California for the past twenty-four (24) months, and in compliance with federal, State, and local regulations. Use the table below to determine if the existing engine is eligible for funding.
- The existing vehicle must be operational.
- For fleets subject to the On-Road Truck and Bus Regulation, applicants must submit Truck Regulations Upload and Compliance Reporting System (TRUCRS) Identification Number (ID), Engine Identification Number (EIN), and fleet compliance certificate. See 2017 CMP Guidelines Chapter 4 for more information.
- Applicants will be pre-screened for regulatory compliance with the California Air Resources Board prior to contract execution. A regulation index for statewide on-road regulations is available at <https://ww2.arb.ca.gov/sites/default/files/truckstop/truckstop.html>.

Below is a chart that highlights eligible replacement vehicle options within the Air District's grant programs for existing diesel vehicles based on fleet type and model year. It is meant as a general guide and not all-inclusive when determining project eligibility. For more information, including detailed eligibility requirements, program information and applications, go to www.ysaqmd.org/Incentives and select the program you are applying for.

Diesel Fleet Type	Existing Vehicle with the following Engine Model Year (MY)	Replacement Vehicle Options				
		Diesel Engine that Meets 2010 Engine Standard	Low NOx Engine 0.10 g/bhp-hr	Low NOx Engine 0.05 g/bhp-hr	Low NOx Engine 0.02 g/bhp-hr	Zero Emission Vehicle
Private (Nonprofit, Ag, Commercial)	Pre-2007 MY	No longer eligible for program participation				
Private fleet with >10 vehicles	2007-2009 MY		X	X	X	X
Private fleet with ≤10 vehicles	2007-2009 MY		X	X	X	X
Public School Bus	Pre-2010 MY	X	X	X	X	X
Transit (including urban buses)	Pre-2010 MY		X	X	X	X
Solid Waste Collection Vehicles	Pre-2010 MY		X	X	X	X
Emergency Vehicles (in fleets <10)	Pre-2010 MY	X	X	X	X	X
Emergency Vehicles (in fleet ≥10)	Pre-2010 MY		X	X	X	X
Public Agency/Utility (in fleets <10)	Pre-2010 MY	X	X	X	X	X
Public Agency/Utility (in fleets ≥ 10)	Pre-2010 MY		X	X	X	X
All Fleet Types	2010 and newer MY		X	X	X	X

Grant Selection and Funding

- All eligible applications will be entered into a random number generator and grant funds awarded by random selection of projects until funding targets are met.
- Grant funds are issued as a reimbursement after the equipment purchase is completed in full and documentation received and approved by District.

Project Life Maximums

- Replacement Projects – 7 years
- School Bus Replacement Projects – 10 years
- Emergency Vehicle Replacements – 14 years
- All Other Projects – 3 years

The minimum project life for all projects is one year. The maximum project life for each project type is summarized in the Carl Moyer Program Guidelines, Chapter 4, Table 4-8.

Maximum Amount of Funding

For fleets with ten or fewer vehicles over 14,000 lbs. GVWR, the State funding amount cannot exceed 80% of the vehicle cost (excluding taxes and fees). For fleets with more than 10 vehicles, the funding amount cannot exceed 50% of the vehicle cost. School buses and emergency vehicles are not limited by maximum funding percentages based on fleet size. The funding caps for each project type are available in the 2017 Carl Moyer Program Guidelines, Chapter 4, Tables 4-2 through 4-7.

Additional criteria, requirements and funding information may be found in the 2017 Carl Moyer Program Guidelines, Chapter 4: On-Road Equipment.