



**2025  
CARL MOYER MEMORIAL  
AIR QUALITY STANDARDS ATTAINMENT PROGRAM  
PROGRAM ANNOUNCEMENT  
“Year 27”  
SOUTH COAST AQMD PROGRAM ANNOUNCEMENT  
PA2025-03**

The South Coast Air Quality Management District (South Coast AQMD) is pleased to announce the availability of funds for the Carl Moyer Memorial Air Quality Standards Attainment Program (hereafter “CMP”). The CMP has played a significant role in incentivizing equipment owners to purchase cleaner-than-required engines, vehicles and equipment. This year marks South Coast AQMD’s 27<sup>th</sup> year of CMP implementation.

The CMP is intended to obtain “surplus” emission reductions of Nitrogen Oxides (NO<sub>x</sub>), Particulate Matter (PM<sub>10</sub>) and Reactive Organic Gases (ROG) from heavy-duty vehicles and other equipment operating in California as early and as cost-effectively as possible. The CMP provides financial incentives to equipment owners to repower, retrofit or replace in-use heavy-duty vehicles and equipment with cleaner-than-required engine and equipment technologies that will achieve emission reductions that are real, surplus, quantifiable and enforceable. Due to the recent wildfires, South Coast AQMD will prioritize applications involving fire recovery equipment.

### **SECTION I – PURPOSE**

The purpose of this Program Announcement (PA) is to solicit project applications for the 2025 CMP. The budget for this PA will be approximately \$43.4 million from the CMP Funds and AB 923 Match Funds. The South Coast AQMD expects to receive additional funds for this year’s CMP, which may include, but not limited to, funds in support of AB 617-Community Air Protection Program and the Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program.

All applications will be evaluated based on the criteria set forth in this PA, the 2024 CMP Guidelines, and any subsequent updates and modifications/advisories to the Guidelines. This PA was prepared based on the latest version of the 2024 CMP Guidelines approved by the California Air Resources Board (CARB) on October 24, 2024, and all associated updates, which are available at: <https://ww2.arb.ca.gov/guidelines-carl-moyer>.

This PA generally identifies the equipment categories, project options and eligibility criteria to qualify for grant funding under this year’s CMP. Any tax obligation associated with an award is the responsibility of the Applicant.

In the preparation of this PA, the words “Applicant” and “Recipient” are used interchangeably. South Coast AQMD staff will evaluate all qualified applications and make recommendations to the Governing Board for final selection of project(s) to be funded. All eligible projects will be

ranked based on the cost-effectiveness of NO<sub>x</sub>, PM<sub>10</sub> and ROG emissions reduced. Please note that depending upon the number of applications received in response to this PA, South Coast AQMD may prioritize the selection of projects to reduce emissions in and around disadvantaged communities (DAC) and low-income communities located within the South Coast AQMD jurisdiction. While South Coast AQMD encourages all eligible applications, this means that some projects may not be selected based on their domicile address, regardless of their cost-effectiveness.

At least 50 percent of South Coast AQMD's CMP funds will be targeted for projects that meet the criteria of disadvantaged or low-income community projects. Other non-CMP funding sources may have DAC and/or low-income status requirements that may limit South Coast AQMD's ability to award such funding to projects that do not meet applicable geographic or income requirements. The Office of Environmental Health Hazard Assessment (OEHHA) in the California Environmental Protection Agency (CalEPA) has developed the California Communities Environmental Health Screening Tool: CalEnviroScreen Version 4.0 (CalEnviroScreen 4.0). The CalEnviroScreen 4.0 tool will be used by South Coast AQMD to identify projects that qualify as a DAC, which is defined as scoring in the top 25th percentile and will strive to maximize the benefits to these communities. All applications will be assessed with the CalEnviroScreen tool to identify and verify if the project will benefit a DAC within the 25<sup>th</sup> percentile. This tool is available at: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

South Coast AQMD's CMP is administered locally through its Technology Advancement Office. The South Coast AQMD reserves the right to allocate its CMP funds among the program categories or to specific projects in accordance with South Coast AQMD priorities. Applicants may only be offered partial funding due to cost-effectiveness or funding category limitations (i.e., caps), and not all applications that meet the cost-effectiveness criteria may be funded.

## **SECTION II – LEGAL UPDATES AND DEFINITIONS**

### **CONFLICT OF INTEREST**

Applicants must address any potential conflicts of interest with other clients affected by actions performed by the firm on behalf of the South Coast AQMD. Although the applicant will not be automatically disqualified by reason of work performed for such firms, the South Coast AQMD reserves the right to consider the nature and extent of such work in evaluating the application. Conflicts of interest will be screened on a case-by-case basis by the South Coast AQMD General Counsel's Office. Conflict of interest provisions of the state law, including the Political Reform Act, may apply to work performed pursuant to this agreement. An example of a conflict of interest may occur when a consultant applying on behalf of an applicant for funding under the CMP is also contracted with South Coast AQMD.

### **COMPLIANCE WITH APPLICABLE LAWS**

Applicants must comply with all federal, state, and local laws, ordinances, codes and regulations. If the application is eligible for funding, all vehicles and/or equipment to be purchased, or installed must be compliant with all applicable federal, state, and local air quality rules and regulations, and will maintain compliance for the full Agreement term.

## **COMPLIANCE WITH LABOR LAWS**

If an application is deemed eligible, the applicant will be required to provide any labor violations that have occurred within the last three years to be further considered for an award. If awarded, the Recipient will be required to notify South Coast AQMD in writing if they have been found by a court or federal or state agency to have violated labor laws. As part of their annual report, the Recipient will complete a yearly certification in which they will either state that they have not been found by a court or federal or state agency to have violated labor laws or, if such violations have been found, the Recipient will give South Coast AQMD details about those violations in the certification. If the Recipient has previously provided that information to the South Coast AQMD, they will be required to reattach that previous notification to the certification and provide any additional details about those violations that have not previously been provided. The Recipient's yearly certification will be due at the same time as the annual progress reports. South Coast AQMD reserves the right to terminate the agreement with a Recipient that has been found to have violated labor laws, and the Recipient may be required to return any and all contract funds, as determined by South Coast AQMD. The Recipient will also ensure that these requirements are included in all subcontracts.

## **STATEMENT OF COMPLIANCE**

Government Code Section 12990 and California Administrative Code, Title II, Division 4, Chapter 5, require employers to agree not to unlawfully discriminate against any employee or applicant because of race, religion, color, national origin, ancestry, physical handicap, medical condition, marital status, sex, or age. A statement of compliance with this clause is included in all South Coast AQMD agreements.

## **ECONOMIC SANCTIONS (RUSSIA/UKRAINE)**

On March 4, 2022, Governor Gavin Newsom issued Executive Order N-6-22 (EO) regarding sanctions in response to Russian aggression in Ukraine. Applicants who are considered eligible for CMP funds under this PA and received executed agreements from South Coast AQMD, are obligated to comply with existing economic sanctions imposed by the U.S. government in response to Russia's actions in Ukraine.

## **DEFINITIONS**

### Alternative Fuel

Alternative fuels include compressed natural gas (CNG), liquefied natural gas (LNG), hydrogen (H<sub>2</sub>), propane (LPG) and electric technologies. Experimental technologies and fuels will be referred to CARB for evaluation and possible eligibility in the Program.

### Equipment Replacement

Equipment replacement means the replacement of an older vehicle or piece of equipment that still has a remaining useful life with a newer, cleaner vehicle or piece of equipment. For Equipment Replacement project types, applicant must have owned and operated the old (i.e., existing) equipment in California for the previous two years from date of application. For locomotive projects, the applicant must have owned and operated the old equipment in California for minimum of one year.

Engine Repower

Engine repower means the replacement of an in-use engine with another, cleaner engine within an existing vehicle or equipment.

Retrofit

An emission control system is employed exclusively with an in-use engine, vehicle or piece of equipment. CARB guidance requires the applicant to select the highest-level technology certified for that engine that provides the most emission reductions. For many projects, this includes a diesel emission control device that reduces both PM and NOx emissions. In order to be eligible for CMP funding, the retrofit device must be verified for the specific engine family found on the equipment and and achieve the highest-level emission reductions when compared to other verified retrofit devices. If a specific device reduces both NOx and PM, but the PM reduction from a retrofit is required by a regulation, only the NOx reduction may be eligible for funding.

South Coast AQMD Jurisdiction

The South Coast AQMD is the air pollution control agency for all of Orange County and the urban portions of Los Angeles, Riverside and San Bernardino counties. Within Riverside County, the South Coast AQMD also has jurisdiction over the Salton Sea Air Basin and a portion of the Mojave Desert Air Basin. This area of 10,743 square miles is home to approximately 17 million people—about half the population of the state of California. It is the second most populated urban area in the United States and one of the smoggiest. Visit <http://www.aqmd.gov/nav/about/jurisdiction> for more information.

**SECTION III -- FUNDING CATEGORIES**

Project equipment must be domiciled within the South Coast AQMD jurisdiction and operate a minimum of 75 percent of the time within the boundaries of the South Coast AQMD jurisdiction, except for on-road replacement projects, which are required to operate at least 51 percent of the time in the South Coast AQMD jurisdiction. Below are the specific project categories identified for funding under this PA:

<b>Project Category*</b>	<b>Examples</b>
On-Road Heavy-Duty Vehicles	<ul style="list-style-type: none"> <li>• Transit Buses</li> <li>• Heavy Duty Trucks and Buses</li> <li>• Drayage Trucks</li> <li>• Solid Waste Vehicles</li> <li>• Public Agency/Utility Vehicles</li> <li>• Emergency Vehicle Replacement (fire apparatus)</li> <li>• Airport Shuttles</li> </ul>

Project Category*	Examples
Off-Road Equipment	<ul style="list-style-type: none"> <li>• Construction Equipment</li> <li>• Cargo Handling Equipment</li> <li>• Industrial Equipment</li> <li>• Agricultural Mobile Equipment (loaders, tractors, water pulls, etc.)</li> <li>• Large Spark Ignition Equipment</li> <li>• Portable Engines</li> <li>• Utility Terrain Vehicles (UTVs)</li> <li>• Marine Engine Repower</li> <li>• Marine Replacement</li> <li>• Ship-Side Shore Power</li> <li>• Locomotives</li> <li>• Transportation Refrigeration Units (TRUs)</li> </ul>
Infrastructure (to fuel or power a zero-emission, heavy-duty vehicle or equipment)	<ul style="list-style-type: none"> <li>• Battery Electric Charging Station</li> <li>• Hydrogen Fueling Station</li> <li>• Stationary Agricultural Pump Electrification</li> <li>• Shore Power</li> </ul>

\*To be eligible for funding, all projects must comply with all applicable federal, state, and local air quality rules and regulations.

### ON-ROAD VEHICLES

Below are the key requirements for on-road, heavy-duty vehicle projects:

- Please note that Class 4, Class 5, and Class 8 battery electric goods movement vehicle projects may not be prioritized from this solicitation due to potential overlap with the [INVEST CLEAN](#) program.
- A project's new engine(s) may not be diesel-fueled (except Emergency Apparatus).
- Eligible engine model years are 2019 and older. Engine model years 2009 and older subject to the Truck and Bus Regulation are no longer eligible as their compliance life has passed.
- Projects must include commercially available technologies that are certified or verified by CARB.

For purposes of the CMP, the following on-road vehicle classifications are used:

Vehicle Classification	GVWR
Light Heavy-Duty (LHD)	14,001 to 19,500 pounds
Medium Heavy-Duty (MHD)	19,501 to 33,000 pounds
Heavy Heavy-Duty (HHD)	Over 33,000 pounds

The proposed vehicle must be in the same weight class as the existing vehicle (LHD, MHD or HHD). The engine must be certified to the applicable heavy-duty intended service class as shown on the engine certification Executive Order. However, the following cases may be allowed: 1) MHD engines may be installed in HHD vehicles with GVWR up to 36,300 lbs. (10 percent higher than 33,000 lbs. GVWR) with written warranty verification by engine and chassis manufacturer, or 2) HHD engines may be installed in MHD vehicles if necessary for vocational

purposes but only if the GVWR are within 10 percent of the HHD intended service class (i.e., GVWR of 29,701 lbs. or greater).

Executive Orders for on-road vehicles may be downloaded at:

<http://www.arb.ca.gov/msprog/onroad/cert/cert.php>.

Project emission reductions and therefore funding will be based on the lower of two 12-month periods of California usage during the previous thirty months. Fleet averages cannot be used.

### **Replacement of On-Road Vehicles**

This project type involves the replacement of an older, in-use vehicle with a newer, cleaner vehicle. The replacement engine must be certified by CARB at or below the optional low NOx standard of 0.02 g/bhp-hr (or cleaner) and PM emission standard of 0.01 g/bhp-hr. In alignment with South Coast AQMD's 2016 AQMP, all on-road projects under the CMP must select the optional low-NOx, hybrid or zero-emission technologies. Diesel engines are not allowed in replacement vehicles except for Emergency Vehicles.

The South Coast AQMD requires that all on-road projects be operated within the South Coast AQMD jurisdiction for at least 75 percent of the time.

Applicants must clearly demonstrate their compliance status with the applicable CARB regulation (i.e., Statewide Truck & Bus Regulation, Fleet Rule for Public Agencies & Utilities, Transit Bus Regulation, TRU Airborne Toxic Control Measure (ATCM), etc.) at the time of application submittal and remain in compliance through final selection and agreement execution (if selected).

Please note that if you are an owner of a small fleet (20 or fewer vehicles greater than 8,501 lbs. GVWR), you may be eligible for funding through the On-Road Voucher Incentive Program (VIP). Please refer to the South Coast AQMD's VIP web page to explore funding opportunities for replacement at: [www.aqmd.gov/vip](http://www.aqmd.gov/vip).

In addition, the following on-road projects will be considered on a case-by-case basis:

- On-road vehicles with a GVWR between 8,501 and 14,000 pounds,
- Retrofits that reduce NOx by at least 15 percent; for engines that are certified above 0.01 g/bhp-hr PM, the retrofit must also reduce PM emissions by 85 percent.

Award amounts are dependent upon the project emission reductions calculated based upon the annual mileage, engine model year, and cost effectiveness limit of the project (See Section VI). Award amount is capped to the lower of two caps: (1) small fleets (20 or fewer vehicles greater than 8,501 lbs. GVWR) eligible up to 80 percent of the vehicle cost and large fleets eligible up to 50 percent of the vehicle cost (2) based upon the project type (see on Page 7).

<b>Funding Caps for vehicles subject to Truck and Bus Regulations*</b>			
Replacement Type/Weight Class	HHD	MHD	LHD
ZEV	\$410,000**	\$180,000**	\$170,000**
Optional low NOx standard (0.02)	\$160,000**	\$120,000**	\$70,000**

\*for other project types, please refer to [Carl Moyer Guidelines Chapter 4: On-Road Heavy-Duty Vehicles](#) Section B

\*\* Small fleets with 20 or fewer vehicles are eligible up to 80 percent and large fleets eligible up to 50 percent of the replacement vehicle cost

### **On-Road Emergency Vehicle Replacement**

Authorized emergency vehicles, as described in California Vehicle Code 165, including but not limited to fire apparatus, pumpers, ladder trucks, water tenders, and prisoner transport buses, are exempt from CARB regulations and therefore eligible for CMP funding. Eligible emergency vehicle projects are those in which an older, more polluting emergency vehicle is replaced with a new or used replacement vehicle with an engine meeting the current model year California emission standards. The old, replaced vehicle must be destroyed. Vehicles subject to the Clean Truck Check Heavy-Duty Inspection and Maintenance (HD/IM) Program must submit proof of compliance.

A fire truck reuse option is also available on a case-by-case basis. The fire truck reuse option allows fire departments to give away the existing old vehicle and destroy another older vehicle in its place.

### **On-Road Vehicle Conversion**

Conversions involve the replacement or modification of the original engine or vehicle to include either a cleaner engine or other system that provides motive power and change of the fuel type used. Hybrid conversion systems using internal combustion engines must be certified according to “California Certification and Installation Procedures for Medium-and Heavy-Duty Vehicle Hybrid Conversion Systems.” The baseline engine model year for hybrid conversions must be 2010 or newer. The conversion system manufacturer must provide written confirmation that the funded vehicle would not exceed the certified allowable limit. All-electric conversion systems must receive an exemption Executive Order per Vehicle Code section 27156.

### **INFRASTRUCTURE**

Infrastructure projects that enable the deployment of advanced and cleaner technologies to support the State’s air quality goals are also eligible for CMP funding. Depending upon the number of applications received, the South Coast AQMD may have to limit the available CMP funding that will be allocated to infrastructure projects. Specifically, projects in this category involve the installation of fueling or energy infrastructure that will be used to fuel or power zero-emission heavy-duty vehicles or equipment. Infrastructure proposals designed to exclusively fuel or charge light-duty vehicles are not eligible for CMP funding.

Infrastructure projects will be selected on a competitive basis taking into consideration the project location, total requested funding, the percentage of renewable source, public accessibility, expected usage for the life of the project, fleet commitments to utilize the infrastructure, equipment throughput relative to cost, project implementation timeliness, cost-share, and other factors. Light-duty infrastructure can be considered but are deemed low-priority due to the shortage of heavy-duty charging and H<sub>2</sub> re-fueling stations in the South Coast Air Basin. Each scoring criterion will be weighted as shown in the table below. The priority for project selection may change based on technology development/commercialization and requirements of any additional funds that may become available. Please note that applications for heavy-duty vehicle charging stations may not be prioritized in this solicitation due to potential overlap with the INVEST CLEAN Program. Infrastructure projects are not subject to a cost-effectiveness limit but are subject to maximum limits prescribed by CARB.

### Infrastructure Project Scoring Criteria

Criteria #	Criteria	Percentage
1	Project Location (if in an AB617 community)	8%
2	Renewable Sources	8%
3	Expected Throughput Usage per District Cost	20%
4	Project Co-Funding	10%
5	Infrastructure Usage and Equipment Availability	30%
6	Project Readiness and Benefits to South Coast Air Basin	21%
7	Application Completeness at Submittal	3%
	Total	100%

Applicants must provide cost information that specifies the amount of funding requested and the basis for that request by attaching vendor quotes to the application. The vendor quotes must be dated within 90 days of the application submittal date. Applicants need to inform vendors of the time frame of the award process so that they can estimate prices based on the future/projected order/purchase date.

Eligible costs include planning and engineering, permitting, equipment necessary for the functional operation of the infrastructure, and installation. Operational costs are not eligible and should not be included in the vendor quotes.

Applicants shall include a description of the installation vendor selection process. Applicants must demonstrate that they either own the land on which the project will be located, or control it through a long-term lease, easement or other legal arrangement, for the duration of the project life. Infrastructure projects may also require a case-by-case review by CARB.

Eligible infrastructure projects include, but are not limited to:



- Battery charging stations: New, conversion of existing, and expansion to existing battery charging stations for medium and heavy-duty vehicles and equipment.
- Hydrogen Fueling Station: New, conversion of existing, or expansion of existing hydrogen fueling station for medium and heavy-duty vehicles and equipment.
- Stationary Agricultural Station: Electrification of pump funded by air district with FARMER Program Guidelines.
- Shore Power: Shore-side electrification for projects not subject to CARB's shore power regulation. Only a port authority, terminal operator, or marine vessel owner is eligible for this type of infrastructure project.
- Other Types: TRU infrastructure, truck stop electrification, off grid on-site power generation systems, micro-grid, mobile refuelers, and portable infrastructure.

A vehicle or equipment project is not required to be submitted as a condition of eligibility for infrastructure funding, however, priority will be given to such projects. The applicant must provide proof (i.e., letter of commitment from the fleet operator, purchase orders, etc.) that a sufficient number of supported vehicles/equipment be acquired and/or committed to utilize the infrastructure when the project is complete. For infrastructure expansion projects, documentation of increased throughput at the station is required to ensure the expansion is proportional with projected fueling demand.

Work must be performed by contractors and/or electricians that meet all required licensing, certification, and statutory requirements for the eligible project type. Contractors performing installation of electric vehicle charging infrastructure must have an Electric Vehicle Infrastructure Training Program certification (EVITP). For more information please visit: <https://evitp.org/>

All projects funded need to be registered with the Department of Industrial Relations (DIR) and must comply with DIR requirements on labor practices which covers a broad prevailing wage. The CMP also specifies that applicants awarded an agreement must comply with applicable provisions of Labor Code Sections 1720-1861.

### **OFF-ROAD COMPRESSION-IGNITION EQUIPMENT**

This category includes off-road, mobile compression ignition equipment. Off-road heavy-duty equipment/engines include, but are not limited to, construction equipment, agricultural equipment, marine engines, ship-side shore power and locomotive equipment. Portable equipment is not eligible for CMP funding. The following off-road equipment projects may be eligible for funding:

- Repower: The replacement of an existing engine with a newer emission-certified engine, or zero-emission system, instead of rebuilding the existing engine to its original specifications.
- Retrofit: The installation of a CARB-verified emission control system on an existing engine. Examples include, but are not limited to, particulate filters and diesel oxidation catalysts.
- Equipment Replacement: The purchase of new or used equipment with an engine certified to the current emission standard (Tier 4 Final) or zero-emission technology to replace an older, fully functional piece of equipment that is to be scrapped.

For off-road replacement and repower projects, the CMP Guidelines specify that the horsepower rating of the new (or replacement) engine must not be greater than 135 percent of the original manufacturer rated horsepower of the old (or existing) engine. If the new engine is greater than 135 percent, then the eligible funding amount will be based on the cost of an engine or equipment with a horsepower rating that is no higher than 135 percent of the existing engine horsepower rating. The applicant must pay the additional costs associated with the higher horsepower engine and obtain a price quote for an engine or equipment that is within the 135 percent range for the funding determination. In addition, verifiable records on the existing engine must be provided with the application to accurately identify the engine manufacturer year and horsepower (e.g., photographs of engine labels, statement from engine manufacturers, etc.).

### **Diesel Construction Equipment**

According to CARB's In-Use Off-Road Diesel Vehicle Regulation (Off-Road Regulation), the construction fleets are categorized as follows:

<b>Fleet Size</b>	<b>Horsepower Range</b>
Small	Less than or equal to 2,500 HP
Medium	Between 2,500 HP and 5,000 HP
Large	Greater than 5,000 HP

On November 17, 2022, amendments to the Off-Road Regulation were adopted by CARB and significantly limit the eligibility of off-road equipment for CMP funding. The potential funding for Tier 4 Final or Zero-Emission replacements and repowers will be available for the existing Tiers until the following dates:

<b>Potential Funding</b>	<b>Large Fleets</b>	<b>Medium Fleets</b>	<b>Small Fleets</b>
Tier 0	Not allowed	Not allowed	12/31/2025
Tier 1	Not allowed	12/31/2025	12/31/2027
Tier 2	12/31/2025	12/31/2027	12/31/2029

Tier 3 and Tier 4 Interim equipment may be replaced or repowered without restriction to Tier 4 Final or Zero Emission technologies when feasible. They must also demonstrate eligibility with the most current Off-Road Regulation & CMP Guidelines.

Fleets are also eligible to apply for funding through the Surplus Off-Road Opt-In for NOx (SOON) Program for new diesel engines, however additional demonstration of fleet compliance to the Off-Road Regulation is required. More information can be found at the Year 27 SOON Program Announcement. Please visit [www.aqmd.gov/soon](http://www.aqmd.gov/soon).

Applicants must submit information regarding fleet size and compliance status. **This must include the Diesel Off-Road On-line Reporting System (DOORS) ID of the fleet, the DOORS Compliance Snapshot, the DOORS equipment list, and the DOORS Equipment Identification Number (EIN) of the funded equipment.** All documentation submitted must be signed and dated by the applicant and include language certifying that the fleet list provided is accurate and complete.

**Cargo Handling Equipment**

Cargo handling equipment (CHE) is any motorized vehicle used to transport cargo delivered by ship, train, or truck, or used for scheduled routine maintenance activities at a port or intermodal rail yard. Equipment that handles cargo containers includes yard trucks, top handlers, side handlers, reach stackers, forklifts, and rubber-tired gantry (RTG) cranes.

Applicants must be in compliance with the CHE Regulations and equipment utilizing regulatory extensions are not eligible for funding. Cargo handling equipment located at other locations such as distribution warehouses must be in compliance with the Off-Road Regulation (see above).

**Agricultural Equipment**

Diesel agricultural equipment is not subject to the Off-Road Regulation. However, a statement of how the equipment will be used and what percentage of the time the equipment will be used for agricultural purposes is required in order to be eligible for the CMP funding. Agricultural equipment must be operated over 50 percent of the time in agricultural operations. Agricultural operations include, but are not limited to, activities such as the raising and harvesting of crops from soil, the raising of fowl or animals, logging, and forestry operations. A majority of the off-road vehicles used in facilities such as wineries, dairies, logging operations, farms, ranches, and wholesale are considered “agricultural operations”.

**Large Spark-Ignition Equipment**

LSI engines or alternative fuel-powered LSI internal combustion engines are designed for powering, but not limited to powering, forklift trucks, sweepers, generators, and industrial equipment. In order to be eligible for CMP funding, LSI fleets must have met the final compliance requirements provided in the LSI Fleet Regulation and ZE Forklift Regulation to be eligible for funding. If you have a large fleet of four or more forklift units or four or more units consisting of sweepers/scrubbers, ground support equipment (GSE), and industrial tow tractors you must meet final LSI Regulation average emissions to be eligible for funding.

### Forklifts Subject to the ZE Forklift Regulation

Eligibility for a project subject to the ZE Forklift Regulation is based on the following model year phase-out schedule below

Compliance Date	Class IV LSI Forklifts with a Rated Capacity of 12,000 Pounds or less	Class IV LSI Forklifts with a Rated Capacity Greater than 12,000 Pounds	Class IV LSI Forklifts with a Rated Capacity of 12,000 Pounds or Less for Small Fleets and Crop Preparation Services	Class IV LSI Forklifts with a Rated Capacity of Greater than 12,000 Pounds for Small Fleets and Crop Preparation Services	Class V LSI Forklifts
1/1/2028	2018 MY and older <sup>1</sup>				
1/1/2029			2016 MY and older <sup>2</sup>		
1/1/2030					2017 MY and older <sup>3</sup>
1/1/2031	2019-2021 MY				
1/1/2032			2017 – 2019 MY		
1/1/2033	2022 and 2023 MY				2018-2020 MY
1/1/2034			2020 and 2021 MY		
1/1/2035	2024 and 2025 MY	2025 MY and older			2021 and 2022 MY
1/1/2036			2022 and 2023 MY		
1/1/2037					
1/1/2038			2024 and 2025 MY	2025 MY and older	2023-2028 MY <sup>4</sup>

<sup>1</sup>A phase-out percentage cap may be applied pursuant to Health and Safety Code Section 3006(e), Phase-Out Percentage Caps.

<sup>2</sup>A phase-out percentage cap of 25 percent may be applied pursuant to Health and Safety Code Section 3006(e), Phase-Out Percentage Caps.

<sup>3</sup>A phase-out percentage cap of 50 or 25 percent may be applied pursuant to Health and Safety Code Section 3006(e), Phase-Out Percentage Caps.

<sup>4</sup>Includes 2026 through 2028 MY Class V LSI Forklifts in Rental Agency Revenue Fleets.

### **Portable Engines**

Portable Engines subject to the Airborne Toxic Control Measure for Diesel Particulate Matter from portable engines rated at 50 horsepower and greater (Portable Engine ATCM) are eligible for funding if they are registered with CARB or permitted with South Coast AQMD.

In order to be eligible for funding, diesel engines regulated under the Portable Engine ATCM must be permitted in South Coast AQMD jurisdiction or registered in the Portable Equipment Registration Program. Applicants are required to show current registration with or submit a statement of compliance with the Portable Engine ATCM.

Eligibility for a project is based upon the tier phase out schedule and the fleet average table below.

<b>Engine Certification</b>	<b>Engines Rated: 50 - 750 bhp Large Fleet</b>	<b>50 - 750 bhp Small Fleet</b>	<b>&gt; 750 bhp</b>
Tier 1	1/1/2020	1/1/2020	1/1/2020
Tier 2 built prior to 1/1/2009	1/1/2022	1/1/2023	1/1/2025
Tier 2 built on or after 1/1/2009	N/A	N/A	1/1/2027
Tier 3 built prior to 1/1/2009	1/1/2025	1/1/2027	N/A
Tier 3 built on or after 1/1/2009	1/1/2027	1/1/2029	N/A

Project eligibility for Tier 1, 2, and 3 flexibility engines based on December 31 of the year 17 years after the date of manufacture.

Funding opportunities are no longer available for Uncontrolled, Tier 1, and Tier 2 engines built prior to 1/1/2009 that have less than 750 brake-horsepower.

### **Utility Terrain Vehicles (UTVs)**

Purchase of a new zero-emission UTV replacement is allowed. The UTV replacement project would provide incentives up to 75 percent of the cost of a new zero-emission UTV or a maximum of \$13,500 for qualified entities (whichever is less).

### **Marine Vessels**

Marine vessel project types include engine repower and shore power. Only existing engines on a marine vessel with a fully functioning non-resettable hour meter are eligible for CMP funding.

### Marine Engine Repower

Vessels subject to the in-use compliance requirements of CARB's Commercial Harbor Craft (CHC) Regulation (i.e., barge, crew/supply, dredge, excursion, ferry, towboat and tugboats) are eligible for CMP funding as long as the vessel is fully compliant with the CHC Regulation. Based on the vessel's operation, the newer engine's emissions must be surplus to the currently required U.S. Environmental Protection Agency (EPA) marine engine emission standard (i.e., Tier 3 (for Commercial Fishing Vessels only), Tier 3 + DPF, Tier 4 and Tier 4 + DPF etc.).

Remanufacture kits, which are comprised of engine component parts that, when installed, reduce the engine's emissions, are subject to the same requirements as engine repower projects.

The final CHC Regulation was provided to the Office of Administrative Law by CARB on July 21, 2022. The updated CHC Regulation compliance dates for marine vessel types can be found in Table 7 through 10 of the Final Regulation Order at <https://ww2.arb.ca.gov/rulemaking/2021/chc2021>. Due to the updated compliance dates and CMP requirements for surplus emissions, the following table highlights eligible marine vessel repower projects based upon engine model year:

<b>Marine Vessel Type</b>	<b>Engine Model Year</b>
Ferries (except short-run ferries) Pilot Tugboats	2020 or newer
Research Excursion Commercial Passenger Fishing (or Charter Fishing)	2013 or newer
Dredges Barges Crew & Supply Workboats	2007 and newer
Commercial Fishing	All model years eligible

#### Marine Vessel Replacement

Vessel replacement is a new category. Vessel replacement projects are not eligible unless the applicant can demonstrate that no suitable engines (Tier 3 or Tier 4 marine, or marinized Tier 4 Final off-road) or CARB-verified DPFs physically fit within the existing vessel structure, and no amount of modifications can be made to the vessel structure without compromising its structural integrity or stability, to meet requirements of California Code of Regulations, title 17, section 93118.5 (e)(12) or that a repower project would necessitate extensive vessel modifications which would cost more than the purchase of a new vessel or reduce the passenger capacity of the vessel by 25 percent or greater. The replacement vessel must adhere to like-for-like (meaning similar dimensions, capacities, and capabilities) considerations. The existing engines and vessel will be dismantled and permanently removed from service with a detailed method of destruction submitted as part of the application.

#### Ship-Side Shore Power

Limited CMP funding opportunities remain for ship-side shore power projects due to the applicability of CARB's At-Berth Regulation. Applicants must submit their CARB-approved Initial Terminal Plan to document compliance with CARB's Shore Power Regulation. The proposed projects must provide emission reductions that are surplus to regulatory requirements. Projects not subject to CARB's regulation are eligible.

## Locomotives

Please note that battery electric locomotive switchers may not be prioritized in this solicitation due to potential overlap with the INVEST CLEAN program. All new locomotives and replacement engines must be certified to Tier 4 standards or cleaner to be eligible for CMP funding. There are very limited CMP funding opportunities for Class 1 freight railroads. Such a project will be subject to a case-by-case approval by CARB. Class 2/Class 3 freight railroads and passenger railroads are not subject to any CARB fleet regulations and are therefore eligible for CMP funding.

The following project types are eligible for CMP funding:

1. Locomotive replacement (the reuse and/or recycling of the baseline chassis is allowed if the baseline engine is destroyed)
2. Locomotive Engine Repower
3. Locomotive Conversion
4. Locomotive Retrofit

The table below summarizes the maximum eligible funding for each project type. All projects are also subject to the cost-effectiveness threshold per the CMP Guidelines.

Railroad Class/Type	All Project Types
Class 1/Class 2 Line Haul	80%
Class 3, Switcher, and Passenger	85%

## Transport Refrigeration Units (TRUs)

Existing TRUs are eligible for funding based upon the tier phase out schedule and fleet average table as defined in the Portable Engine ATCM. The following must be met:

1. Registration with ARB Equipment Registration (ARBER)
2. Fleets must be in compliance with the TRU ATCM

## **SECTION IV – APPLICATION SUBMITTAL REQUIREMENTS**

Applicants must apply for CMP funding using the South Coast AQMD's CMP Online Grant Management System (GMS) which will be provided on March 14, 2025 at:

[www.aqmd.gov/moyer](http://www.aqmd.gov/moyer). In addition, all Business Information Forms including Conflict of Interest and Project Cost information, as described below, must also be submitted with the application. It is the responsibility of the Applicant to ensure that all information submitted is accurate and complete. **Paper applications will not be accepted.**

## **PROJECT COST**

Applicants must provide cost information that specifies the amount of funding requested and the basis for that request by attaching vendor quotes to the application. The vendor quotes must be dated within 90 days of the application submittal date. Applicants need to inform vendors of the time frame of the award process so that they can estimate prices based on the future/projected order/purchase date.

**Purchase orders or other purchase commitments shall not be placed until after the date of award approval by the South Coast AQMD Governing Board. Purchase orders may be placed after South Coast AQMD Governing Board approval and in advance of a fully executed agreement, but these orders/commitments are placed at the Applicant's own risk.**

The CMP will fund only a percentage of the cost of the near-zero emission or zero-emission technology based on the type of project. The proposed near-zero emission or zero-emission technology must be certified, verified or approved by CARB in most cases. No administrative or operational costs will be funded.

All project costs must be clearly indicated in the application. In addition, Applicants must disclose all sources of co-funding, including the name of the funding source and amount of funding in the application. **Applicants are cautioned that the project life period used in calculating emissions reductions will be used to determine the length of their annual reporting obligation.** In other words, a project Applicant using a ten-year life for the emissions reduction calculations will be required to operate, track and report activity for the project vehicle for the full ten years. The agreement term will also be ten years.

Applicants are not required to calculate a project's cost-effectiveness. Methodologies for calculating cost-effectiveness are provided in the CARB CMP Guidelines at: <https://ww2.arb.ca.gov/guidelines-carl-moyer>.

## **APPLICATION SUBMISSION**

All online applications must be submitted according to specifications set forth herein. Failure to adhere to these specifications may be cause for rejection of the application without evaluation.

**Grounds for Rejection:** An application may be immediately rejected if:

- It does not include correct documentation and other forms required.
- It is not signed by an individual authorized to represent the firm.

**Staff Contact Information:** South Coast AQMD staff contacts for each category are listed under South Coast AQMD Staff Contacts and Additional Resources below. Applicants may contact South Coast AQMD staff to discuss their project prior to submitting an online application to ensure program eligibility.

**Business Information Forms:** All business information forms **must** be completed and submitted with the online application. Please note, if recommended for an award, you will be required to submit an updated Campaign Contribution Disclosure form at a later date. Download these forms at [www.aqmd.gov/moyer](http://www.aqmd.gov/moyer). These business forms will also be available on the CMP GMS. South Coast AQMD "Business Information Forms" requiring signatures must be scanned and uploaded to the electronic application in PDF format.

**Electronic Submittal:** A link to access South Coast AQMD's CMP GMS will be available on March 7, 2025 at: [www.aqmd.gov/moyer](http://www.aqmd.gov/moyer). The CMP GMS allows Applicants to submit applications electronically to South Coast AQMD and track the progress of their application(s).



**Applications must be submitted through the CMP GMS by 1 pm on Tuesday, July 1, 2025.** The GMS will not allow applications to be submitted after the due date and time.

First-time users must register as new users to access the system. Applicants will receive a confirmation email after all required documents have been successfully uploaded. A tutorial of the system will be provided at the pre-application workshops or online and you may contact staff if you would like additional assistance.

Third parties assisting in applications may create their own account on the CMP GMS that can be linked through the primary user account.

**Missing Information** – Within thirty (30) business days of the online application submittal due date of July 1, 2025, South Coast AQMD will email letters to Applicants regarding the missing or incomplete information. Applicants will have seven (7) business days to provide any missing information requested in the letter. It will be the Applicant’s responsibility to submit the missing or incomplete information within the time specified by South Coast AQMD staff. Only complete applications can move forward in the evaluation process.

**Disposition of Applications** - South Coast AQMD reserves the right to reject any or all applications. All responses become the property of South Coast AQMD. A copy of each application not selected for funding shall be retained for one year.

## **SECTION V – WORK STATEMENT/SCHEDULE OF DELIVERABLES**

Prior to submitting the application, Applicants must sign and agree to the terms and conditions of the requirements for submittal of additional project information to finalize an agreement and that all vehicles, engines or equipment shall be in operation within eighteen (18) months of agreement execution.

### **SCOPE OF WORK**

The scope of work will describe tasks and deliverables that demonstrate compliance with the requirements of the CMP as administered by CARB and South Coast AQMD. The project Applicant is responsible for developing detailed project plans and ordering equipment that complies with the program criteria and guideline requirements. In addition, alternative fuel project Applicants must discuss their plan for refueling the proposed vehicles/equipment, and if appropriate, should provide a letter of agreement from their fuel provider (see Application forms).

At a minimum, any agreement for funding the proposed project must meet the following criteria:

- Provide emission reductions that are real, surplus, quantifiable and enforceable in accordance with CMP guideline requirements.
- Project equipment must be domiciled within the boundaries of South Coast AQMD jurisdiction.
- Meet the cost-effectiveness limit, as described in this PA and the CMP Guidelines, and subsequent CMP Advisories.

- Commit that project engines or equipment operate in service for the full project life and at least 75 percent of annual operation must occur within South Coast AQMD jurisdiction except for on-road replacement projects. On-road replacement projects may be eligible for funding with a minimum of 51 percent annual operation within South Coast AQMD jurisdiction.
- The cost-effectiveness calculation is based on the percent of operation within the South Coast AQMD jurisdiction. Project life is the number of years used to determine the cost-effectiveness and is equal to the agreement term. The agreement will include the percent operation as a minimum requirement (75 percent for all projects, except on-road replacement projects, which are allowed a 51 percent minimum).
- Commit that all vehicles/engines/equipment are in operation within 18 months of agreement execution.
- Provide appropriate recordkeeping during the project life (i.e., annual mileage, fuel consumption and/or hours of operation), including submission of annual reports as detailed below.
- Ensure that the project complies with all applicable rules and regulations, and the resulting emission reductions from the project are not required as a mitigation measure to reduce adverse environmental impacts that are identified in an environmental document prepared in accordance with the California Environmental Quality Act or the National Environmental Policy Act.
- If requested, Recipient must provide a financial statement and bank reference, or other evidence of financial ability to fulfill agreement requirements.
- If requested, Recipient must make all equipment and records available to South Coast AQMD or CARB for audit and inspections.

### **PAYMENT TERMS**

For all projects except shore power projects, full payment will be made upon installation and commencement of operation of the funded equipment. For shore power projects, a progress payment schedule may be established that allows payment upon completion of key milestones, as delineated in the agreement.

### **DELIVERABLES**

The agreement will describe how the project will be monitored and what type of information must be submitted as part of the reporting requirements. At a minimum, South Coast AQMD expects to receive an annual report for each year during the full agreement term, or project life, which provides the annual miles, fuel consumption or hours of operation, where the vehicle or equipment was operated, and operational and maintenance issues encountered and how they were resolved. South Coast AQMD reserves the right to verify the information provided.

Annual reporting forms are available online at: [www.aqmd.gov/moyer](http://www.aqmd.gov/moyer)

### **SECTION VI – APPLICATION EVALUATION/RECIPIENT SELECTION CRITERIA**

South Coast AQMD staff will evaluate all eligible online applications and make recommendations to the Governing Board for the final selection of project(s) to be funded. Each project will be evaluated based on two primary criteria: (1) the cost-effectiveness of NO<sub>x</sub>, PM<sub>10</sub>

and ROG reduced, and (2) the project's status with respect to the disadvantaged community and low-income criteria prescribed by CARB.

Note: Infrastructure projects are not subject to a cost-effectiveness limit but instead will be evaluated on a competitive basis using metrics that include, but are not limited to: fleet usage commitments, project location and readiness, expected vehicle usage/throughput and cost share.

### **PROJECT COST-EFFECTIVENESS**

The CMP award amount shall not exceed the project's incremental cost, applicable funding caps and/or cost-effectiveness limit(s). The cost-effectiveness limit, \$60,000 per weighted ton of emissions reduced, applies to projects that bring vehicles and equipment up to current standards. The cost-effectiveness limit of a maximum of \$522,000 per weighted ton of emissions reduced may be implemented pending CARB approval and applies to projects that are zero-emission or meet the cleanest certified optional standard applicable (by source category). Project cost-effectiveness is subject to change to meet additional program requirements. The table below demonstrates the current cost-effectiveness limit criteria effective October 2024.

<b>Project</b>	<b>Categories</b>	<b>Revised C/E Limit</b>
Base Limit	On-Road, Off-Road, Locomotives, Marine, Light Duty Vehicles	\$60,000
On-Road Advanced Technology Limit	On-Road	\$209,000
School Bus	On-Road	\$313,000
On-Road Zero Emission Technology Limit	On-Road	\$522,000
Off-Road Zero Emission Technology Limit	Off-Road	\$120,000
Locomotive Zero Emission Technology Limit	Locomotive	\$200,000
Marine Zero Emission Technology Limit	Marine	\$522,000

All projects must meet the criteria stated in this PA and the CMP Guidelines in effect at the time of agreement execution. A project's cost-effectiveness is determined based on the annualized cost of the project and the amount of NOx, ROG and PM10 emission reductions that will be achieved by the project. Project cost-effectiveness is currently calculated according to the following formula:

$$\frac{\text{Annualized Cost (\$/year)}}{[\text{NOx reduction} + \text{ROG reduction} + (20 \times \text{combustion PM10 reduction})] \text{ (tons/year)}}$$

For projects that involve advanced technologies, the cost-effectiveness will be calculated using the CMP's two-step calculation approach. Detailed guidance for the new two-step calculation approach, as well as all CMP emissions reduction and cost-effectiveness calculations is available at: <https://ww2.arb.ca.gov/sites/default/files/2024-11/AppendixCCostEffectivenessCalculations.pdf>

## **SECTION VII – IMPORTANT PROGRAM INFORMATION**

- Applicants **must** provide proof of ownership with their online application. This may include vehicle/equipment title, bill of sale, or in the case of marine vessel projects, the U.S. Coast Guard registration documentation. Equipment must be owned a minimum of two years from the date of application submittal (with the exception of locomotive projects, which is a one-year minimum).
- Project equipment must be domiciled within the South Coast AQMD jurisdiction and operate a minimum of 75 percent of the time within the boundaries of the South Coast AQMD jurisdiction (except on-road replacement projects, which are required to operate a minimum of 51 percent within the South Coast AQMD jurisdiction).
- Applicants must provide vendor quotes with their application to document the cost of the new replacement vehicle/equipment project (or engine for repower project). Applicants may be awarded up to the designated percentage of total cost for the specified type of project (new purchase, repower replacement and/or retrofit, infrastructure), subject to funding caps and program cost-effectiveness limits. All quotes must have been obtained within 90 days prior to the application submittal date.
- Applicants must provide legible engine tag photos of the baseline engine(s) or manufacturer specifications that document the engine serial number, horsepower, model year and engine family number, emissions certification level and CARB Executive Order (if controlled).
- Applications for fuel and engine technologies that are not certified, verified or approved by CARB, or falling outside the categories specifically discussed in this PA, may be referred to CARB for determination of CMP eligibility on a case-by-case basis. Please discuss these projects with South Coast AQMD staff prior to application submittal. Projects submitted for CARB case-by-case review will require the Applicant to provide additional justification and documentation regarding the project and the Applicant's justification for such consideration.
- A number of the CARB fleet rules and air quality regulations impact CMP eligibility. Compliance with existing CARB regulations is a pre-requisite for CMP funding. Only emission reductions in excess of regulatory requirements can be considered for CMP funding. If Applicants are applying for CMP funds to reduce emissions before the required compliance date (i.e., early reductions), the equipment must demonstrate sufficient years of operation before the regulatory compliance deadline. Applicants are responsible for ensuring that they are in full compliance with all applicable regulations and that vehicle/equipment requests under the CMP provide surplus emission reductions. As noted earlier, Applicants must provide documentation of their regulatory compliance status.

- Any tax obligation or liabilities associated with the award is the responsibility of the Applicant. Please consult your tax advisor on the tax liabilities of receiving an award under the CMP.
- No third-party agreements will be executed.
- Pre-, post- and destruction inspections of all vehicles/engines/equipment approved for funding will be conducted, as required. However, due to the impact of COVID-19 and to ensure the safety of the staff and the public, inspections of all vehicles/engines/equipment may be conducted virtually via remote inspections. Applicants must make all equipment available for in-person or remote inspections unless otherwise specified during agreement preparation, or through updates from South Coast AQMD. Documentation of compliance with existing regulatory requirements is required at the time of pre-inspection.
- The usage for off-road equipment projects will be based on hours (except for locomotive projects, which require annual fuel consumption in gallons), and the usage for on-road vehicle projects will be based on mileage. The Applicant must provide the historical usage records for the equipment as part of the application for the previous two years. For on-road projects, the emission reductions will be based on the lower of the two 12-month periods of California usage within the prior thirty months.
- It is the Applicant's responsibility to ensure that the most current information and requirements are reflected in a submitted project application. Applicants should check the CARB website for updates and advisories to the Guidelines ([www.arb.ca.gov/msprog/moyer/moyer.htm](http://www.arb.ca.gov/msprog/moyer/moyer.htm)).
- In cases of conflict between CARB Guidelines and South Coast AQMD criteria, the more stringent criteria will prevail. South Coast AQMD will post any new information and requirements on its CMP web page at [www.aqmd.gov/moyer](http://www.aqmd.gov/moyer).
- Projects subject to CARB regulations must submit a copy of the most recent CARB compliance report(s) or other documentation that provides South Coast AQMD with a clear understanding of the fleet's compliance status.
- All emission reductions resulting from funded projects will be credited to the CMP. A grant shall not be made that provides the Applicant with funds in excess of the maximum eligible amount, in accordance with CMP Guidelines.
- A project may be leveraged with other funding sources. The Applicant must disclose all funding sources at the time of application and will be required to report all funding sources prior to invoice payment. Other funding sources may include but are not limited to state and federal funding programs that reduce greenhouse gas (GHG) emissions, funding provided by the Alternative and Renewable Fuel and Vehicle Technology Program, Air Quality Improvement Program, or CARB's Low Carbon Transportation Investment funds to reduce GHG emissions. The sum of all grants and other funds applied toward the project shall (1) not exceed the total project cost for public agency Applicants and (2) not exceed 85 percent

of the total project cost for non-public agency Applicants. In other words, the grantee must pay at least 15 percent of the project cost from non-public sources.

- The emission reductions paid for by the CMP shall not be claimed by the other funding sources.
- Zero-emission technology project Applicants that have entered into lease-to-own financing shall receive project funds only to be used to offset the costs of the zero-emission equipment or vehicle and reduce the principle owned by the lessee for purchasing.

### **SECTION VIII – SCHEDULE OF EVENTS**

Issue PA2025-03	March 7, 2025
Applications Open	March 14, 2025
Workshops	Information on virtual pre-recorded presentations and other meetings (as needed) to be posted on <a href="http://www.aqmd.gov/moyer">www.aqmd.gov/moyer</a>
All Applications Due	1 pm PST on Tuesday, July 1, 2025
Contract Execution	January 2026 - thru June 2026

**ALL APPLICATIONS MUST BE RECEIVED VIA SOUTH COAST AQMD'S  
CMP ONLINE GRANT MANAGEMENT SYSTEM  
NO LATER THAN TUESDAY, JULY 1, 2025 AT 1 PM PST**

**Access to South Coast AQMD's CMP Online GMS is provided at: [www.aqmd.gov/moyer](http://www.aqmd.gov/moyer)**

In light of COVID-19 and ensuring public safety protocols are being met, South Coast AQMD may conduct in-person workshops for this year's CMP. However, if in-person workshops are not held, South Coast AQMD will post pre-recorded presentations and host virtual meetings to provide program information and application assistance for Applicants interested in participating in the CMP. Details on meetings and pre-recorded presentations will be posted at [www.aqmd.gov/moyer](http://www.aqmd.gov/moyer) after March 14, 2025.

## **SOUTH COAST AQMD STAFF CONTACTS AND ADDITIONAL RESOURCES**

The South Coast AQMD staff contacts are listed below by project category. Copies of the PA, Business Information Forms and a sample South Coast AQMD CMP agreement may be accessed at: [www.aqmd.gov/moyer](http://www.aqmd.gov/moyer).

### **CMP Staff Contacts**

<b>Project Category</b>	<b>Staff Contact</b>	<b>Phone Number</b>	<b>Email</b>
On-Road Heavy-Duty Vehicles	Krystle Martinez Mariel Maranan David Chen	(909) 396-3021 (909) 396-2793 (909) 396-3083	<a href="mailto:kmartinez@aqmd.gov">kmartinez@aqmd.gov</a> <a href="mailto:mmaranan@aqmd.gov">mmaranan@aqmd.gov</a> <a href="mailto:dchen@aqmd.gov">dchen@aqmd.gov</a>
Off-Road Equipment	Alyssa Yan Darren Ha Kevin Perozo	(909) 396-2024 (909) 396-2548 (909) 396-2522	<a href="mailto:ayan@aqmd.gov">ayan@aqmd.gov</a> <a href="mailto:dha@aqmd.gov">dha@aqmd.gov</a> <a href="mailto:kperozo@aqmd.gov">kperozo@aqmd.gov</a>
Cargo Handling Equipment Electrification	Greg Ushijima	(909) 396-3301	<a href="mailto:gushijima@aqmd.gov">gushijima@aqmd.gov</a>
Marine Vessels	Nick Volpone	(909) 396-2636	<a href="mailto:nvolpone@aqmd.gov">nvolpone@aqmd.gov</a>
Ship-Side Shore Power	Nick Volpone	(909) 396-2636	<a href="mailto:nvolpone@aqmd.gov">nvolpone@aqmd.gov</a>
Locomotives	Andrew Yoon George Wu	(909) 396-3043	<a href="mailto:ayoon@aqmd.gov">ayoon@aqmd.gov</a> <a href="mailto:gwu@aqmd.gov">gwu@aqmd.gov</a>
Infrastructure	Krystle Martinez Justin Joe	(909) 396-3021 (909) 396-2054	<a href="mailto:kmartinez@aqmd.gov">kmartinez@aqmd.gov</a> <a href="mailto:jjoe@aqmd.gov">jjoe@aqmd.gov</a>

### **CONTACT FOR ADDITIONAL INFORMATION**

Questions regarding the content or intent of this PA, procedural matters or locations of workshops should be addressed to: [carlmoyer@aqmd.gov](mailto:carlmoyer@aqmd.gov)

### **WEBSITE LINKS TO CARB RULES THAT AFFECT CMP ELIGIBILITY**

<b>CARB Regulation</b>	<b>Website</b>
On-Road Private (Truck and Bus)	<a href="http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm">http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm</a>
Public/Utility Fleets	<a href="http://www.arb.ca.gov/msprog/publicfleets/publicfleets.htm">http://www.arb.ca.gov/msprog/publicfleets/publicfleets.htm</a>
In-Use Off-Road	<a href="http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm">http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm</a>
Harbor Craft	<a href="http://www.arb.ca.gov/ports/marinevess/harborcraft.htm">http://www.arb.ca.gov/ports/marinevess/harborcraft.htm</a>
Cargo Handling Equipment	<a href="http://www.arb.ca.gov/ports/cargo/cargo.htm">http://www.arb.ca.gov/ports/cargo/cargo.htm</a>
Shore Power	<a href="http://www.arb.ca.gov/ports/shorepower/shorepower.htm">http://www.arb.ca.gov/ports/shorepower/shorepower.htm</a>
Portable Equipment	<a href="https://ww2.arb.ca.gov/our-work/programs/portable-equipment-registration-program-perp">https://ww2.arb.ca.gov/our-work/programs/portable-equipment-registration-program-perp</a>