



CALIFORNIA AIR RESOURCE ADVISORS IMPROVING AIR QUALITY AND PROTECTING PUBLIC HEALTH

CARL MOYER MEMORIAL AIR QUALITY STANDARDS ATTAINMENT PROGRAM (Since 1998)

- Provides incentives to private businesses and public agencies to voluntarily clean up older, dirtier vehicles and mobile off-road engines through retrofit or replacement.
- Provides funding to reduce particulate pollution and NO_x, which contributes to smog formation.
- Cleans up on-road, off-road, marine, locomotive, stationary agricultural pumps and farm equipment engines.

AB 923 LOCAL CLEAN AIR INCENTIVE PROGRAM (Since 2004)

- Provides funding for school bus replacements, agricultural equipment, light duty vehicle scrapping programs and Carl Moyer program qualifying projects.
- Authorizes local air district boards to approve up to \$2 in locally generated motor vehicle registration fees for local programs that reduce air pollution.
- Provides critical funding for the Carl Moyer program through a small fee on tire sales.

Successful Programs That Get Results

- These two cost-effective voluntary programs are primarily locally operated by air districts and address local conditions and priorities.
- Together, the Carl Moyer and AB 923 programs throughout California have:
 - Resulted in the retrofit or replacement of over **68,000¹ engines**
 - Reduced over **194,000¹ tons of ozone forming pollutants**
 - Reduced over **7,100¹ tons of toxic diesel particulate matter**
- Proven fiscal track record with strong public health, environmental, agriculture and industry support; requires cost-sharing to leverage private funding for projects.
- More cost-effective in reducing emissions than new stationary source control measures.

Protecting Public Health

- Critical component for achieving federal and state health-based clean air standards, and for cutting emissions of diesel exhaust particulate matter (PM), a toxic air contaminant which causes

¹ "Carl Moyer Program: Statistics and Reports." *Carl Moyer Program: Statistics and Reports*, <https://ww2.arb.ca.gov/carl-moyer-program-statistics-and-reports>.

cancer, respiratory, other health problems, and even premature death with children and the elderly being especially vulnerable.

- Cars, trucks, trains, and other mobile equipment produce more than 70%² of California's air pollution.
- To meet federal and state clean air standards and protect public health, this pollution must be cut by up to 80%³ by the mid-2030s.
- At current funding levels these programs reduce more than 26⁴ tons of ozone forming pollutant emissions daily.

Action Needed

- Funding sources and critical program components, including the authorization to fund diesel PM reduction projects, are set to expire January 1, 2024.
- Without extension, substantial opportunities to achieve much needed emission reductions ahead of current regulatory deadlines will be lost.
- Extending funding and full program authorization in 2022 is critical. It will allow programs to continue seamlessly, help inform State Implementation Plan development, provide business certainty and a clear signal for continued private investment in California's clean air future.

² "Summary: Diesel Particulate Matter Health Impacts | California Air Resources Board." California Air Resources Board, <https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts>.

³ "2020 Mobile Source Strategy ." California Air Resources Board, https://ww2.arb.ca.gov/sites/default/files/2021-09/Proposed_2020_Mobile_Source_Strategy.pdf.

⁴ "Carl Moyer Program: Statistics and Reports." *Carl Moyer Program: Statistics and Reports*, <https://ww2.arb.ca.gov/carl-moyer-program-statistics-and-reports>.