

Butte County Air Quality Management District
 Carl Moyer Program Policies and Procedures
OFF-ROAD EQUIPMENT PROGRAM

This document describes the policies and procedures for off-road equipment projects funded through the Carl Moyer Program (CMP). Off-road equipment projects may include the replacement, repower, or retrofit of mobile and portable equipment powered by a 25 horsepower (hp) or greater compression ignition (CI) or large spark-ignited (LSI) engine. Stationary agricultural engines are also eligible for repower. This document expands upon the minimum requirements of Chapter 5 (Off-Road Equipment) of the state CMP Guidelines and the District’s CMP Policies and Procedures Manual.

A. Project Eligible for Funding

The following off-road equipment projects may be eligible for funding.

- 1. Repower of Existing Equipment.** The replacement of the existing engine with a newer emission-certified engine or electric motor.
- 2. Retrofit Purchase.** The installation of an California Air Resources Board (CARB) verified emission control system on an existing engine. Examples include but are not limited to particulate filters and diesel oxidation catalysts.
- 3. Equipment Replacement.** The purchase of new or used equipment with an engine certified to the current emission standard or Tier to replace an older, fully functional piece of equipment that is to be scrapped.

B. Maximum Eligible Funding Amounts

- 1.** Table 1 summarizes the maximum eligible funding for each project type as a percentage. The maximum grant amount per project is \$100,000 unless a higher grant amount is approved by the Governing Board. All projects are also subject to cost-effectiveness limits.

Table 1
Maximum Percentage Eligible for
Moyer Program Off-Road Projects

Project	Maximum Percentage Eligible (not to exceed \$100,000 per project)
Diesel repower	65%
LSI repower	65%
Repower to zero-emission	65%
Mobile equipment replacement	65%
Portable equipment replacement	65%
Retrofit	100%

C. Project Life

(A) Table 2 summarizes the maximum project life.

Table 2
Maximum Project Life

Type		Project Life
Repower only (no retrofit)		7 years
Farm equipment (all projects)		10 years
Replacement and repower to zero-emission		10 years
Retrofit only		5 years
Replacement	Excavators Skid steer loaders Rough terrain forklifts	3 years
	All other non-farm (existing diesel only)	5 years
	All other non-farm (existing LSI only)	3 years

- (B) The maximum project life does not consider regulatory requirements that may shorten the eligible project life. Regulatory requirements may reduce actual project lives below these maximum values.
- (C) Unless otherwise stated in this document, the minimum project life allowed is three years.
- (D) Mobile and portable farm equipment may be eligible for funding up to the compliance date of an applicable in-use regulation and a 10-year project life. In order to be eligible, farm equipment projects must be under a fully executed contract, and must be installed in the equipment and in operation prior to the applicable compliance date.
- (E) For zero-emission replacement equipment, Senate Bill 467 (H&SC § 44287.1) allows the replacement of off-road internal combustion equipment with zero-emission off-road equipment to incorporate the maximum life allowed of the equipment being scrapped (three to five years, as applicable per Section C.2.(A)) and the remaining useful life up to ten years of the equipment the applicant would have bought at the time of normal attrition (five to seven years, as applicable).

D. Project Criteria

The qualifications for off-road projects are listed below. All projects must also conform to the District’s Policies and Procedures Manual and the state CMP Guidelines.

1. General Criteria:

- (A) New and existing CI and LSI engines greater than or equal to 25hp on mobile or portable off-road equipment and stationary agricultural equipment are eligible for funding. LSI engines above 25hp but with a displacement of less than or equal to one liter may be eligible for funding on a case by case basis.
- (B) For existing equipment in which the actual engine horsepower cannot be determined based upon the engine label, manual, and engine records, the existing engine horsepower can be determined by the following formula: Engine horsepower = Power Take Off (PTO) x 120 percent.
- (C) Future annual hours of equipment operation for determining emission reductions must be based upon readings from an installed and fully operational hour meter.
- (D) New engines eligible for off-road projects must meet the current applicable standard or Tier. If repowering or replacing with an engine meeting the current applicable standard is technically infeasible, unsafe, or not available when the air district commits to the proposed project, the new engine must meet the most practicable previously applicable emission standard. Additional documentation will be required.
- (E) The grant amount must be based on replacement equipment not greater than 125 percent of the original manufacturer rated horsepower (baseline horsepower) for the existing engine. In limited situations, such as where equipment in the original horsepower range is not available or the higher horsepower equipment will result in equal or lower annual emissions, the District may approve a greater than 25 percent increase in horsepower. New engines or equipment may be funded with horsepower greater than 125 percent of existing equipment. However, the eligible funding amount must be based upon the cost of an engine or equipment whose horsepower is no higher than 125 percent of the existing engine horsepower. The applicant must pay the additional costs associated with the higher horsepower engine, and the emission reduction calculation must be based upon the funded (higher horsepower) engine.
- (F) New electric motors and equipment that are rated less than 19 kW are eligible for funding provided it can serve the same function and perform the same work as equipment with a 25hp or greater engine that it is replacing.
- (G) No funds will be issued for maintenance or repairs related to the operation of the existing or new equipment. The participant takes sole responsibility for ensuring that the engine and/or equipment is/are in operational condition throughout the agreement period.
- (K) Existing engines replaced as part of an off-road project must be destroyed and rendered useless. At a minimum, the destruction of an engine must include:
 - (1) A hole in the engine block with a diameter of at least three inches at the narrowest point. The hole must be irregularly shaped (i.e. no symmetrical squares or circles) and
 - (2) A section of the oil pan flange must be removed as part of the hole or have a line cut through it that connects the hole.

2. Repower

- (A) New engines manufactured under the “Flexibility Provisions for Equipment Manufacturers” as detailed in CCR, title 13, section 2423(d), are ineligible for funding to repower equipment.
- (B) New engines manufactured under the “replacement engine” provisions of CCR, title 13, section 2423(j) and/or the provisions of 40 Code of Federal Regulations (CFR) 1068.240 which are used to repower equipment are eligible for funding.
- (C) Repower to convert to zero-emission technology is eligible for funding.
Except for stationary agricultural equipment, zero-emission repower projects must include a three-year or 5,000-hour warranty. The warranty must cover zero-emission system parts and labor.
- (D) In stationary electric motor projects, the grantee must provide documentation of application or payment to the local utility company for power installation.
- (E) An electric motor on an agricultural irrigation pump project that is under contract may be considered for invoice payment once the motor has been delivered to the project site, and the motor has been connected to the electricity grid.
- (F) For portable/stationary agricultural projects, applicants in compliance with District Rule 1001 and District Rule 441 are eligible to repower uncontrolled, Tier 1, Tier 2, and Tier 3 engines to Tier 4 Final engines as long as there is at least one year of surplus emissions reductions prior to the compliance date of District Rule 1001 for the specific tier. The minimum project life in these instances is one year. For pump electrification projects, there must be a minimum of one year ‘Step 1’ surplus emissions reductions prior to the compliance date.

3. Retrofit

- (A) Existing off-road CI engines equipped with original engine manufacturer aftertreatment devices are ineligible for funding.
- (B) The retrofit must be verified by CARB to the highest level available for the engine being retrofitted.
- (C) Eligible project costs include:
 - (1) Retrofit system (including all essential components)
 - (2) Installation
 - (3) Maintenance (for duration of project life)
 - (4) Hour meter (if none existed on existing equipment)
- (D) The data logging cost of a retrofit-only project is not eligible.
- (E) Additional information on verified diesel retrofit systems may be found on CARB’s website at <http://www.arb.ca.gov/diesel/verdev/verdev.htm>.

Information on verified LSI retrofit systems may be found at:
<http://www.arb.ca.gov/msprog/offroad/orspark/verdev.htm>.

4. Equipment Replacement

- (A) Equipment replacement projects are limited to mobile and portable equipment.
- (B) The replacement of two (or more) pieces of existing equipment with one piece of replacement equipment is eligible for funding. Each piece of existing and replacement equipment must comply with all of the appropriate criteria in this section. The replacement equipment must execute the same job as the existing pieces of equipment. For baseline emissions calculation, the annual emissions of the two pieces of existing equipment are summed. For the replacement equipment emissions calculation, the annual usage of the two pieces of existing equipment is summed for the replacement equipment usage. The horsepower rating for the replacement equipment must not be greater than 125 percent of the original manufacturer rated horsepower (baseline horsepower) for the lowest horsepower of the two existing equipment engines (unless the grantee pays for the horsepower upgrade as specified in Section D.1.(E)).
- (C) Reimbursement cannot be issued until all necessary documentation is received and approved by the District.
- (D) **Existing Equipment Requirements:**
 - (1) Equipment Ownership: the applicant must have owned the existing equipment in California for the previous two years. The applicant must provide documentation of the following specific to the existing equipment (select one):
 - a. Bill of sale for the old existing equipment (preferred)
 - b. Tax depreciation logs
 - c. Property tax records
 - d. Equipment insurance records
 - e. Bank appraisals for equipment
 - f. Maintenance/service records
 - g. General ledgers
 - h. Fuel records specific to the existing equipment that identify the equipment owner
 - i. Other documentation approved by CARB
 - (2) Operational Requirements: the existing equipment must be in operational condition to qualify for funding. A pre-inspection of the existing equipment must be performed prior to funding to verify the operational status of the equipment. In addition, the applicant must provide documentation to demonstrate that the equipment was operational for the previous year. The following types of documents are acceptable:
 - a. Revenue and usage records that identify operational, standby, and down hours for the equipment

- b. Routine inspections which document the operating condition of the existing equipment (Occupational Safety and Health Administration or workplace required)
 - c. Employee timesheets linked to specific equipment use
 - d. Preventative maintenance/service records tied to specific hours of equipment use
 - e. Repair work orders specific to the equipment
 - f. Other documents approved by CARB
- (3) Pre-Inspection Requirements: Pre-inspection must verify the operational condition of the existing equipment. The pre-inspection must verify, at a minimum, the following items:
- a. Tires in usable condition (able to hold air, sufficient tread or tracks, etc.)
 - b. Steering wheel operational
 - c. Equipment able to start up and move backwards and forwards
 - d. Buckets, blades, rollers, etc. are working
 - e. Undercarriage structurally sound
 - f. Fuel tank in usable condition
 - g. No parts stripped
 - h. Equipment not vandalized
 - i. Clear photographs of the existing equipment must include the following: Right side (hood down), Front (hood down), Left side - hood down, Equipment serial number, Engine serial number - either tag or stamp on block, Diesel Off-Road Online Reporting System (DOORS) Equipment Identification Number (EIN, if applicable), Rear
- (4) Destruction and Salvage Requirements: Equipment replacement requires that the existing equipment be scrapped to permanently remove it from service. This ensures that emission reductions are real and prevents the existing equipment from being moved into another locale to continue emitting high levels of pollutants.
- a. Destruction of the equipment may occur either at an air district approved salvage yard or another facility in conjunction with a District salvage inspection.
 - b. Both the existing engine and equipment must be destroyed. Refer to Section D.1.(K) for the engine destruction method. The destruction method of the equipment will vary depending on the structure of the equipment:
 - i. Equipment with permanent frame rails running the length of the equipment: complete cuts of both frame rails between the front and rear axles.

- ii. Equipment with removable/bolt-on frame rails: structural damage, with cuts or otherwise, that renders the main body of the equipment inoperable and unrepairable.
 - iii. Equipment without frame rails: structural damage, with cuts or otherwise, that renders the main body of the equipment inoperable and unrepairable.
 - iv. Articulated equipment: damage, cuts or otherwise, to the articulation joints of front and rear halves of the equipment so that neither half can be joined.
 - v. Other equivalent methods of destruction are acceptable if approved by the District.
- c. The existing engine and equipment must be destroyed within 60 days of being replaced. The Program Participant may select to surrender the existing equipment to an authorized Salvage Yard. The Program Participant must submit proof of submission to a Salvage Yard to the District within thirty (30) days of receiving new equipment. The Salvage Yard must destroy the engine and chassis as described above, and submit documentation to the District within sixty (60) days of the Program Participant receiving new equipment, as described in the Salvage Yard Agreement.
 - d. Documentation of the destruction must be provided to the District within 10 days of destruction.
 - e. Funding is not available for the salvage of any existing equipment.
 - f. The existing equipment salvage value will be negotiated between either the applicant, the dealership, and/or the salvage yard.
 - g. A salvage inspection of the existing equipment must be performed by either the air district or a contracted salvage yard.
 - h. The District must be notified within 10 days of destruction so that a salvage inspection can occur.
 - i. Salvage inspection must include clear photographs of the following views: DOORS EIN (if applicable), Equipment serial number, Engine serial number either stamped on the block or on the tag, Destroyed engine block as described in Section D.1.(P), Cut structural components as described in Section D.4.(D)(4)b., Other views dependent on the method of equipment destruction.
 - i. Salvage inspection of the existing equipment must be completed prior to disbursement of funds.

(F) Replacement Equipment Requirements

- (1) The replacement equipment must serve the same function and perform the same work equivalent as the existing equipment (e.g., replacement of an agricultural tractor with another agricultural tractor).
- (2) Only items essential to the operation of the equipment and the minimum attachments normally sold with the original equipment, as determined by the

District, are eligible for reimbursement on the replacement equipment. Equipment owners may remove non-emission related body components and place them on the replacement equipment as long as the components do not exist on the replacement equipment and are not part of the paid components for the replacement equipment.

- (3) Applicants may purchase the replacement equipment from a private party, provided all required documentation is submitted and approved. This includes warranty requirements and all other equipment replacement requirements.
 - (4) If an applicant elects to install a retrofit with the replacement equipment, then the retrofit must be installed prior to equipment delivery to the grantee and must stay in operation on the replacement equipment for the project life. The retrofit must meet all the requirements per Section D.3.
 - (5) **Warranty Requirements**
 - a. All new or used replacement equipment must have a minimum one-year or 1600-hour powertrain warranty. The warranty must cover parts and labor. A separate supplemental minimum one-year or 1600-hour power and drivetrain warranty must be purchased if the equipment does not have one. The supplemental warranty costs are not eligible for funding.
 - b. It is recommended that the highest grade warranty be purchased in order to avoid expensive repairs in the future.
 - c. Warranty documentation must be provided to the air district.
 - (6) **Post-Inspection Requirements**
 - a. Post-inspection of the replacement equipment must be completed prior to disbursement of funds.
 - b. The post-inspection must include clear photographs of the following views: Pictures(s) of full equipment, equipment serial number, engine serial number and engine information, retrofit (if available), hour meter reading.
- (G) **Dealer Requirements**
- Dealership requirements are listed in the District Off-Road Equipment Replacement Dealership Agreement (Appendix B-4).
- (H) **Salvage Yard Requirements**
- Salvage yard requirements are listed in the District Off-Road Equipment Replacement Dealership Agreement (Appendix B-5).

E. District Administrative Requirements

The District staff will implement the Off-Road Equipment Program using the following administrative procedures:

1. The District's Request for Proposals (RFP) will solicit applications for off-road equipment projects along with the other CMP categories listed in the District's Policies and Procedures Manual. Each

application will be evaluated and ranked in accordance with the District's Policies and Procedures Manual. Off-road equipment project applications will compete for funding with all CMP project applications unless otherwise indicated by the District.

2. The District staff will work with equipment Dealerships and/or applicants to complete the standard applications (available at <http://bcaqmd.org/incentives-grants-rebates/carl-moyer-program/>), and may develop additional forms if necessary to collect all information, records, and price quotes necessary to evaluate the proposal and to populate the data fields in the CARB's Clean Air Reporting Log (CARL) database.
3. The District staff will evaluate each proposal to verify the eligibility and cost-effectiveness in accordance with the CMP Guidelines. As part of the evaluation, staff will conduct a pre-inspection of the existing equipment. The Pre/Post-Inspection Form will be used.
4. A Grant Contract will be executed for each off-road equipment replacement project that competes successfully in the RFP process and is approved by the District Air Pollution Control Officer. A sample Grant Contract is included in the District's Policy and Procedures Manual Financing terms (if applicable) must be approved prior to the contract being signed. No Leasing or renting of equipment will be eligible for funding.
5. Upon delivery of the new equipment to the Dealership, the District staff will conduct a post-inspection. The Pre/Post-Inspection Form will be used. After the District staff approves the post-inspection of the new equipment the Dealership may deliver the new equipment to the Program Participant. The Dealership must receive District approval to deliver the equipment prior to the post-inspection.
6. The existing equipment must be destroyed and the destruction verified within sixty (60) days after Program Participant receipt of new equipment.
7. Payment will be processed once the District confirms the following:
 - a. Approved destruction of existing equipment
 - b. Approved pre-inspection
 - c. Approved post-inspection
 - d. Approved invoice with warranty information
 - f. Confirmed submittal of a W-9
 - g. District listed as additional insured

All payments will be issued to the Program Participant. Two-party checks may be issued to both the Program Participant and Dealership if requested by the parties.

8. The District will require annual reporting from the Program Participant through the contract life.
9. Specific information about the District's administrative process can be found in the District's Policies and Procedures Manual.

F. Projects subject to the In-Use Off-Road Diesel-Fueled Fleets Regulation (Off-Road Regulation)

1. The existing equipment must be registered in DOORS.

2. Fleets must be in compliance with the regulation in order to be eligible for and receive funding. Fleets subject to the Off-Road Regulation that meet the final compliance requirements of the Off-Road Regulation are eligible for funding, and are exempt from the requirements of Section E.2.(E) through (I).
 - (A) Applicants must submit information regarding fleet size and compliance status. All documentation submitted must be signed and dated by the applicant and include language certifying that the fleet list provided is accurate and complete. The following information shall be submitted at the time of application:
 - (1) DOORS ID of the fleet.
 - (2) DOORS EIN of the existing equipment.
 - (3) Fleet size information (total horsepower) as reported to DOORS
 - (4) Information to determine compliance with the Off-Road Regulation
 - a. Large fleets and medium fleets are required to show compliance with the Off-Road Regulation.
 - b. Prior to 1/1/2019, small fleets are not required to show compliance with the Off-Road Regulation.
 - (5) For those fleets that have previously received Moyer Program funding, a list of funded equipment with the DOORS EIN of the funded equipment.
 - (6) Large fleets must certify that they have not applied for Moyer Program funding for their off-road diesel fleet in another fiscal year (July 1-June 30) after January 1, 2017, excluding applications for which no funding was ultimately received.
 - (B) Applicants must submit to the District the DOORS EIN of the replacement equipment no later than at post-inspection of replacement equipment.
 - (C) Applicants are not required to submit information on exempted equipment. Information on exempted off-road equipment can be found in the Off-Road Regulation.
 - (D) No emission reductions achieved from a funded project can count towards a fleet's regulatory requirements for the duration of the contract term.
 - (E) Eligibility for a project is based upon the Best Available Control Technology (BACT) requirements of the Off-Road Regulation.
 - (1) Any equipment funded through the Moyer program, and that is still under contract, must be deducted from the amount of equipment eligible for funding. For instance, a fleet that is eligible for funding to reduce emissions for 50 percent of its horsepower, but which has already received funding in previous years to reduce emissions from 20 percent of its horsepower, is only eligible for funding to reduce emissions from 30 percent of its horsepower.
 - (2) Equipment funded through the Moyer program must be included in the fleet's total horsepower from which the BACT requirements of the regulation are calculated.
 - (F) Large Fleets

- (1) Eligible projects for large fleets, as defined in the Off-Road Regulation must provide at least three years emission reductions surplus to the regulation with a corresponding minimum project life of at least three years.
- (2) Projects must be installed and in operation at least three years before the BACT requirements become effective for the funded equipment.
 - a. The first compliance date for large fleets, as defined in the Off-Road Regulation, is January 1, 2014. The final compliance date is January 1, 2023. Funding for these fleets is available through December 31, 2019.
 - b. Large fleets are eligible for funding once after January 1, 2017. After January 1, 2017, for those large fleets eligible for funding a second or subsequent time, only zero-emission projects are eligible.
- (G) Medium Fleets
 - (1) Eligible projects for medium fleets, as defined in the Off-Road Regulation must provide at least three years emission reductions surplus to the regulation with a corresponding minimum project life of at least three years.
 - (2) Projects must be installed and in operation at least three years before the BACT requirements become effective for the funded equipment.
 - (3) The first compliance date for medium fleets, as defined in the Off-Road Regulation is January 1, 2017. The final compliance date is January 1, 2023. Funding for these fleets is available through December 31, 2019.
- (H) Small Fleets (includes Captive Attainment Area Fleets)
 - (1) Eligible projects for small fleets, as defined in the Off-Road Regulation must provide at least two years emission reductions surplus to the regulation, with a corresponding minimum project life of at least two years.
 - (2) Projects must be installed and in operation at least two years before the BACT requirements become effective for the funded equipment.
 - (3) The first compliance date for small fleets, as defined in the Off-Road Regulation is January 1, 2019. The final compliance date is January 1, 2028. Funding for these fleets is available through December 31, 2025.

G. Projects subject to the Large Spark Ignition Engine Fleet Requirements (LSI Fleet Regulation)

- 1. Eligible funding must provide at least three years of emission reductions surplus to the LSI Fleet Regulation, with a corresponding minimum project life of at least three years.
- 2. Large and Medium Forklift Fleets and Fleets of Four or More
Sweeper/Scrubbers, Ground Support Equipment, and/or Industrial Tow Tractors: In order to be eligible for funding, large and medium forklift fleets and fleets of four or more non-forklift LSI equipment must meet the final fleet average emission level applicable on January 1, 2013.
- 3. Agricultural Crop Preparation Forklift Fleets Model Year 1990 and Newer: These fleets are required to either retrofit, repower, or replace 100 percent of their fleet by January 1, 2012, or

currently meet a 3.0 g/bhp hr fleet average HC + NOx level. Fleets that have met the 3.0 g/bhp-hr fleet average can apply for funding. Additionally, in accordance with SBx2 3 (H&SC § 44282.5(a)), fleets that have retrofitted/repowered 20 percent of their fleet in compliance with the regulation are eligible for funding up to the final compliance date. In order to be eligible, these projects must be under executed contract and must be installed and in operation prior to the applicable compliance date.

4. LSI fleets that have met the final compliance requirements of the LSI Fleet Regulation are eligible for funding. Due to the regulatory requirements for rental and lease equipment subject to the LSI Fleet Regulation, projects that include rented or leased equipment are not eligible.
5. Fleets with equipment not subject to the LSI Fleet Regulation are eligible for funding, including:
 - (A) Agricultural crop preparation non-forklift equipment and pre-1990 forklifts.
 - (B) Forklifts used exclusively in fields to harvest and maintain crops.
 - (C) Non-forklift LSI equipment such as aerial lifts, lawn and garden tractors, commercial turf equipment, mining and construction equipment, and industrial equipment.
 - (D) Small fleets (one to three forklifts and/or one to three sweepers/scrubbers, industrial tow tractors, or pieces of airport ground support equipment (airport GSE)).
6. Required Off-Road LSI Fleet Information: For forklifts, sweeper/scrubbers, airport GSE, and/or industrial tow tractors, an applicant's fleet size impacts project eligibility. Applicants must submit information regarding fleet size and compliance status. All documentation submitted must be signed and dated by the applicant and include language certifying that the fleet list provided is accurate and complete. Air districts are not required to validate submitted information and will not be held liable if fleet owners falsify fleet information.
 - (A) Large/Medium/Non-Forklift Fleets: For large, medium, and non-forklift fleets subject to the LSI Fleet Regulation, applicants are required to report compliance records for the entire statewide fleet as described in the regulatory language (CCR, title 13, section 2775.2).
 - (1) DOORS ID of the fleet.
 - (2) DOORS EIN of the existing equipment.
 - (3) Fleet size information (total number of forklifts; total number of non-forklift LSI equipment).
 - (4) Information to determine compliance with the LSI fleet Regulation. Large and medium fleets are required to show compliance with the applicable final fleet average emission level.
 - (B) Small Fleets: Small fleets are not required to maintain compliance records, but for the purposes of determining project eligibility, air districts must obtain the following information for the entire statewide fleet:
 - (1) Equipment identification number (equipment identification number, fleet assigned identification, etc.)
 - (2) Equipment type (e.g., forklift, GSE, etc.)

7. If applicable, applicants must submit to the air district the DOORS EIN of the replacement equipment not later than at post-inspection of the replacement equipment.
8. Applicants are not required to submit information on exempted equipment (except as noted above for small fleets). Information on exempted LSI equipment can be found in CCR, title 13, sections 2775(b), 2775.1(c) (4), and 2775.1(d-f) of the Final Regulation Order (<http://www.arb.ca.gov/regact/lore2006/oalapprovedfro.pdf>).

H. Projects subject to the Airborne Toxic Control Measure for Diesel Particulate Matter from Portable Engines Rated at 50 Horsepower and Greater (Portable Engine ATCM)

1. In order to be eligible for funding, diesel engines regulated under the Portable Engine ATCM must be registered with the District or registered in the Portable Equipment Registration Program.
2. In order to be eligible for funding, fleets must be fully compliant with the regulatory requirements of the Portable Engine ATCM.

I. Projects subject to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use Heavy-Duty Diesel-Fueled Vehicles (Statewide Truck and Bus Regulation) (CCR, title 13, section 2025)

This regulation impacts the eligibility of all on-road heavy-duty diesel-fueled and alternative diesel-fueled vehicles operated in California with a manufacturer's GVWR greater than 14,000 pounds. Although this regulation primarily affects vehicles with on-road engines, some vehicles with off-road engines are also covered. Any application for Moyer Program funding to replace a vehicle with an off-road engine that is subject to an on-road regulation must comply with the applicable surplus requirements described in Chapter 4. For example, a yard truck with an off-road engine that is subject to the Statewide Truck and Bus Regulation (including yard trucks used primarily in agricultural operations) must meet the applicable on-road surplus requirements described in Chapter 4, Section C.2., and must also comply with all off-road project criteria described in this chapter.

J. Additional Off-Road Equipment Program Documents

1. Off-Road Equipment Replacement Application
2. Off-Road Equipment Repower & Retrofit Application
3. Off-Road Equipment Replacement Program Dealership Agreement
4. Off-Road Equipment Replacement Program Salvage Yard Agreement
5. Off-Road Equipment Replacement Project Checklist and Guide