

Sent: Friday, April 8, 2022

Subject: IPI: Carl Moyer Program On-Road Guidance on Manufacture Delay Compliance Extension Option

IPI Team:

The California Air Resources Board (CARB) recently issued a Truck and Bus Regulation notice providing clarification on requirements for the compliance extension due to manufacturer delay(s) under the Truck and Bus Regulation. In consideration of that notice, CARB is providing this IPI notice for on-road heavy-duty projects in the Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program) and the On-Road Voucher Incentive Program (VIP) to provide clarification about how the manufacturer delay compliance extension option will remain applicable in the programs if the baseline on-road vehicle has been approved for the manufacturer delay compliance extension option and is reported in the fleet's Truck Regulation Upload Compliance, and Reporting System (TRUCRS) account.

Potential applicants for either the Carl Moyer Program or On-Road VIP with on-road vehicles subject to the Drayage Truck Regulation (DTR), or other regulation subject to the Truck and Bus Regulation compliance deadline of January 1, 2023, must request the manufacturer delay compliance extension option if the anticipated delivery of the replacement vehicle is after January 1, 2023. With this being the final compliance date, it will be the last opportunity to utilize this extension option. CARB staff recommends that Air Districts inform potential applicants to create a TRUCRS account and work with the Diesel Hotline to request the manufacturer delay compliance extension option if they anticipate a delay in the delivery of the replacement on-road vehicle funded through the Carl Moyer Program or On-Road VIP. CARB staff additionally recommends that Air Districts seek to perform the compliance checks for the project(s) a few weeks prior to approving any on-road heavy-duty project in either program.

The following provides clarification on how this will apply within the programs:

- The potential applicant may request for the manufacturer delay compliance extension as early as September 1st in the year prior to the applicable compliance deadline year (e.g., can request for compliance extension in TRUCRS as early as September 1, 2022 if baseline vehicle compliance deadline is January 1, 2023).
- The potential applicant must report the vehicle(s) seeking the manufacturer delay compliance extension option and any vehicles they own, subject to the Truck and Bus Regulation reporting requirement, in CARB's TRUCRS database to take advantage of compliance flexibility by January 31st of the applicable

compliance deadline year (e.g., compliance deadline is January 1, 2023, so last day to report in TRUCRS and request the manufacturer delay compliance extension option is January 31, 2023).

- The potential applicant must have a fully executed purchase agreement for the replacement vehicle before or on September 1st, prior to the compliance deadline year (e.g., compliance deadline is January 1, 2023, applicant must have a fully executed purchase agreement for the replacement vehicle by September 1, 2022).
- The purchase agreement for the replacement vehicle must identify that a specific compliant vehicle or specific engine was purchased, the date of the purchase, and it must be for immediate delivery. Letters of intent or other agreements that are not binding or are contingent upon other decisions that remain unresolved as of September 1st are not sufficient to qualify for the extension under the Truck and Bus Regulation notice regarding the manufacturer delay compliance extension option.
- The project file must have a copy of the TRUCRS "Vehicle Info" summary page showing the baseline vehicle has been approved for the manufacturer delay compliance extension with an "Ordered 4 Mos. Early" description within the "Compliance Option" column corresponding to the baseline vehicle's vehicle identification number (VIN) information on the TRUCRS summary page.
- The potential applicant must update their TRUCRS account within 30 days of receiving their replacement vehicle or engine with the replacement vehicle or engine information and report the date of when the baseline vehicle was submitted for scrappage into their TRUCRS account to demonstrate continued compliance with the Truck and Bus Regulation requirements.
- Funding reimbursement will be contingent upon applicant continuing to demonstrate compliance upon delivery of the replacement vehicle.

Baseline vehicles or engines approved for the compliance extension due to manufacturer delay(s) under the Truck and Bus Regulation should continue to satisfy the compliance eligibility criteria under the Carl Moyer Program On-Road Heavy-Duty Vehicles chapter¹ as well as the On-Road VIP guidelines². On-road projects that have been approved for a Carl Moyer Program contract or VIP voucher and approved for the manufacturer delay compliance extension under the Truck and Bus Regulation may continue to temporarily operate their baseline vehicle or engine until they receive their replacement vehicle funded by the program, even if it is after the initial

compliance date of the baseline vehicle (e.g., baseline vehicle with 2009 engine model year engine subject to originally the Truck and Bus Regulation January 1, 2023 compliance deadline but granted the manufacturer delay compliance option may continue to temporarily operate their baseline vehicle until the delivery of their replacement vehicle).

All other Carl Moyer Program and VIP requirements apply.

If you have questions regarding this IPI, please contact Cruz Munekata at (951) 542-3292 or Cruz.Munekata@arb.ca.gov.

¹ The Carl Moyer Program Guidelines. Volume 1: Program Overview, Program Administration and Project Criteria (2017); Page 4-7 and 4-22.

² The Carl Moyer Program Guidelines. Volume 2: Voucher Incentive Programs and Agricultural Assistance Program (2017); Page 9

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