

Sent: Tuesday, November 14, 2023

Subject: IPI Guidance Regarding On-Road Heavy-Duty Voucher Incentive Program Replacements and Manufacturer Delays

IPI Team:

Although California Air Resources Board's (CARB) long-standing Carl Moyer Program (CMP) has grown in scope, it retains its primary objective of obtaining cost-effective and surplus emission reductions to be credited toward California's legally-enforceable obligations in the State Implementation Plan (SIP) – California's road map for attaining health-based national ambient air quality standards. The CMP's On-Road Heavy-Duty Voucher Incentive Program (VIP) provides a streamlined, simple, and speedy funding option to small fleets of ten vehicles or less toward the purchase of cleaner replacement vehicles. VIP is an attractive funding option to support the small fleet transition to beyond the 2010 engine emission standard requirement of the Truck and Bus Regulation.

Approved 2022 VIP applicants have yet to receive their original optionally certified 0.02 NOx standard drayage truck replacements due to manufacturer delays moving projected delivery dates into 2024. These approved applicants performing drayage operations also need to consider the Advanced Clean Fleets (ACF) regulation drayage fleet requirement of only reporting zero-emission drayage trucks into TRUCRS beginning January 1, 2024. Additionally, there has been a growing availability of optionally certified 0.02 NOx standard drayage trucks on dealer lots from previously cancelled orders.

Amending approved 2022 VIP applications:

In recognition of original VIP drayage truck replacements projected delivery dates moving into 2024 due to manufacturer delays and the VIP approved small fleets that need to meet ACF drayage requirements starting in 2024, CARB is allowing air district discretion to amend approved applications rather than start a new application process in accordance with VIP Guidelines Section C.2.(B)(1) to accommodate time constraints and allow a new replacement that is available at the same or differing dealership lot, provided the following criteria and requirements for the VIP¹ are met:

- The fleet is compliant with applicable regulations through the funding process;
- Baselines are reported under the manufacturer delay compliance extension option;
- There is no change in the baseline truck to be dismantled and the timeline for destruction of the baseline truck will be maintained;
- Replacements are the same weight class and intended service class as the original replacement with the manufacturer delay;

- Eligibility criteria, the approved voucher funding amount in accordance with Appendix O is maintained;
- Surplus remains available to applicable regulations;
- The dealership is a VIP dealership and will follow all VIP Guideline requirements;
- All other VIP Guidelines requirements and eligibility criteria are met.

Air Districts that use their discretion to amend VIP applications must maintain a copy of the following documentation in the project file(s):

- A copy of this IPI notice;
- The completed original and amended VIP application;
- Documentation demonstrating the reason for the manufacture delay; and
- Required documentation for the original replacement and new replacement.

If you have questions regarding this IPI, please contact Yadir Osornio at 951-542-3332 or yadir.osornio@arb.ca.gov.

¹Carl Moyer Memorial Air Quality Standards Attainment Program, Voucher Incentive Program Guidelines for On-Road Heavy-Duty Vehicles (2022); Page 7