



Clean Truck and Bus Voucher Incentive Project (HVIP)

March 26, 2024

HVIP Principles

- Accelerate market transformation for the cleanest advanced technologies
- Support the goals laid out in CARB's Long-Term Heavy-Duty Investment Strategy
- Drive purchase decisions
- Maintain simplicity and a fleet-friendly process
- Support CARB regulatory programs
- Avoid market disruptions by unpredictable funding availability
- Graduate established technologies
- Support more equitable investments

CALSTART Update

HVIP Updates approved in the 2023-24 Funding Plan

Align HVIP Fleet Size Definition

HVIP's fleet size definition for voucher requests placed on or after January 1, 2024 will be inclusive of the fleet's vehicles over 8,500 lbs GVWR that are domiciled anywhere globally, including all such vehicles under common ownership or control, as defined in the HVIP's Implementation Manual.

New Small Fleet Definition

- The change aligns with ISEF and supports small business.
- Small fleets are now defined as public fleets with 20 or fewer medium- and heavy-duty (MHD) vehicles or private fleets with 20 or fewer MHD vehicles and less than \$15 million in annual revenue.
- The change will apply to all uses within HVIP (i.e. plus up, stacking, and newly increased base vouchers.)

Increased Voucher Amounts for Small Fleets

- Increased support for small fleets.
- Effective 11/17/2023: base voucher amounts will be doubled in Standard HVIP, the Drayage Truck Set-Aside, or the Public Transit Set-Aside for any HVIP-eligible vehicle.
- An example calculation is in the FAQs at www.CaliforniaHVIP.org/About

School Bus Clarifications

- Effective 02/01/2024: the base voucher amount cannot be doubled with the +65% voucher enhancement for School Buses. This means that while small school bus fleets will receive the double base voucher amount, they will not receive the additional +65%.
- This clarification is not retroactive and does not affect any vouchers requested before February 1, 2024.

Purchase Order Requirements

- Starting January 1, 2024: Purchase Orders or other binding sales agreements for private-entity purchasers can be dated 90 calendar days before the date the voucher request is submitted.
- For public-entity purchasers: POs or other binding sales agreements can be no older than March 30, 2023.
- For transit only: Letters of Intent (LOIs) are permitted but can be no older than January 1, 2024.

Additional Updates:

The existing +25% Early Adopter voucher enhancements for Refuse and Drayage, described at CaliforniaHVIP.org/funding, are extended to 12/31/2024.

Public transit fleets and fleets purchasing refuse vehicles will have an annual voucher request cap of 50 starting in 2024, in line with the existing cap for drayage purchasers. For other purchasers, the cap remains 30 vouchers per calendar year.

Fleets of more than 50 vehicles remain eligible to request HVIP vouchers until January 1, 2025, postponing the policy set in the FY 2022-23 Funding Plan by a year.

Discussion Points

- Seeking feedback and comments
- Voucher Data on HVIP website
 - Increase accessibility & transparency | Concerns?
- OEM Rolling Soft Cap to be eliminated
 - Evaluating performance | Maximizing efficiency
- Demo Vehicle Vouchers
 - Revising CBC requirements | Impacts?

Contact Information

Inder Atwal, Lead Staff
Inder.atwal@arb.ca.gov

Duong Trinh, Manager
duong.trinh@arb.ca.gov

California HVIP webpage
<https://californiahvip.org>
info@californiahvip.org