

Used Truck Voucher Pilot Concept Request for Information

Issue Date: January 15, 2025

Response Date: February 28, 2025

To: Zero-Emission Vehicle (ZEV) Dealers, Lenders, ZEV Industry Experts, and All Interested Parties

From: Compliance Assistance and Outreach Branch, California Air Resources Board

Subject: Seeking Your Input on a Used Truck Voucher Pilot Concept for Small Fleets

Introduction and Overview

The California Air Resources Board (CARB) 2024-25 Fiscal Year (FY) Funding Plan for Clean Transportation Incentives discussed the investigation of the design of a used vehicle project. Through this Request for Information (RFI), the CARB is requesting input from all interested parties for the development of a Used Truck Voucher Pilot Concept for medium- and heavy-duty commercial vehicles, as part of the Innovative Small E-Fleet Pilot Project (ISEF). The primary goal for the Used Truck Voucher Pilot would be to accelerate the development of an affordable secondary vehicle market that would provide small fleets with more flexibility.

Many small fleet owners traditionally purchase used vehicles rather than new vehicles. Currently, the Clean Truck and Bus Incentive Project (HVIP) only funds new vehicle purchases, and ISEF funds innovative solutions (all-inclusive leases, peer-to-peer truck sharing, truck-as-a-service agreements, etc.). Not funding used vehicle purchases may limit participation from small fleets. With accelerating market growth, the supply of zero-emission vehicles (ZEVs) into the secondary market will expand over the next several years, creating an opportunity for small fleets to adopt ZEVs. Financial assistance targeting second life vehicles would provide critical encouragement and support for fleet owners who may be considering making the switch to a zero-emission vehicle.

A carefully designed pilot would avoid any potential cost escalation of used vehicle prices and ensure sales of quality vehicles, while also providing residual value data. The residual or resale value of a vehicle is a key component in vehicle finance and insurance because it represents the replacement value or potential financial payout in the event of a claim, loan default, or other loss. Residual value data for commercial ZEVs is currently very limited, causing residual assumptions to potentially be disproportionately low, which limits or obscures the market. A used truck voucher incentive would expand the knowledge base, help support residual values and ensure a vibrant marketplace.

Background

As stated in the [2022 State Strategy for the State Implementation Plan \(SIP\)](#), incentives will continue to be critical in achieving near- and long-term air quality goals in California. The SIP calls for additional incentives for zero-emission trucks.

Senate Bill 372 established the Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program to make financial and non-financial tools and support available to the operators of medium- and heavy-duty vehicle fleets to enable a switch to ZEVs. In addition, CARB's suite of clean air regulations requires a competitive, well-functioning market to ensure success. A used truck voucher pilot concept would support these goals.

RFI Questions

CARB staff is gathering information and public input throughout 2025 to develop the concept for the Used Truck Voucher Pilot, including program eligibility and funding amounts, to create a market, sustainability, and social value for participating fleets.

To create a well-designed program with the best chance for developing a robust and enthusiastically adopted Used Truck Voucher Pilot Concept, we are seeking your feedback. Responders do not need to address every question. Please identify the question(s) you are responding to by the question number when submitting your comments.

1. Which specific entities or industry experts should be involved in the design of the Used Truck Voucher Pilot Concept?
2. Would a voucher process through an HVIP approved dealer work for this pilot concept?
3. Should the Used Truck Voucher Pilot Concept have a fleet size and revenue cap?
 - a. If so, please provide input.
4. What should the incentive level be?
 - a. Should incentives vary based on mileage, vehicle body type, and/or battery capacity?
5. What type of certification should a used vehicle have to ensure quality?
 - a. Original Equipment Manufacturer Certified?
 - b. Battery state of health?
 - c. Others?
6. Should eligible vehicles be capped at a specific mileage or age?
7. What sort of recordkeeping or reporting requirements would be appropriate for fleets awarded a voucher?
8. Is there value in funding/requiring extended warranties? What would be an effective strategy?
9. Would there be reasons why you would avoid purchasing a used zero-emission vehicle? If so, please elaborate.

10. Are there additional strategies, comments, or feedback that you would like CARB staff to consider as they explore the design of a Used Truck Voucher Pilot Concept?

How to Reply

CARB will maintain the public comment period open and will request responses until **February 28, 2025**. Please submit responses and comments via CARB's public docket web page, <https://ww2.arb.ca.gov/public-comments/public-comment-request-information-development-concept-used-truck-voucher-pilot>.

Thank you for your time and consideration of this RFI. Your expertise and input are valued. If you have questions about this RFI or how to submit your comments, please email the ZEV TruckStop team at zevtruckstop@arb.ca.gov.

RFI Disclaimer

CARB will not be responding to submitted comments. Responders are advised not to include any confidential or proprietary information in response to this RFI as information provided may be disclosed subject to the California Public Records Act.