



The Carl Moyer Program Guidelines 2024 Revisions

Volume II: Voucher Incentive Programs and Agricultural Assistance Program

Approved by Board: October 24, 2024



**CARL MOYER MEMORIAL AIR QUALITY STANDARDS ATTAINMENT
PROGRAM**

VOUCHER INCENTIVE PROGRAM FOR ON-ROAD
HEAVY-DUTY VEHICLES

REVISED AND APPROVED: October 24, 2024



SUMMARY

These guidelines describe the minimum criteria and requirements for the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program) On-Road Heavy-Duty Vehicles Voucher Incentive Program (VIP). The VIP operates as a standalone program for small fleet owners of 20 vehicles or less and, unless otherwise specified in these VIP Guidelines, is subject to the administrative processes, cost-effectiveness limits, and emission reduction calculation methodologies of the Moyer Program Guidelines. The VIP provides a streamlined approach to reduce emissions by replacing baseline, high-polluting vehicles with newer, zero-emission (ZE) vehicles. The VIP provides real emission benefits by retiring the high-polluting vehicle earlier than would have been expected through normal attrition or by regulation. Moyer Program funds for voucher projects are used to offset part of the cost of the replacement vehicle.

Air pollution control and air quality management districts (air districts) shall utilize these guidelines as a stand-alone document. Air districts must follow all VIP guidelines in order to offer vouchers as a funding option. Air districts have the discretion to set certain local eligibility requirements based upon local priorities. The California Air Resources Board (CARB), as the grantor of Carl Moyer funds to the air districts and an intended third-party beneficiary, reserves the right to enforce the terms of the VIP at any time during the three-year voucher term to ensure emission reductions are obtained. These guidelines provide implementation documents in the appendices section that must be used for funding voucher projects and may not be modified (unless otherwise noted).

VOUCHER INCENTIVE PROGRAM GUIDELINES FOR ON-ROAD HEAVY-DUTY VEHICLES

Table of Contents

I. Guidance	1-5
A. Projects Eligible for Funding.....	1-5
B. Project Funding Amounts.....	1-5
C. Program Requirements.....	1-6
1. General Program Criteria	1-6
2. Participant Requirements	1-9
3. Baseline Vehicle Requirements.	1-13
4. Replacement Vehicle Requirements.	1-15
5. Air District Requirements.	1-17
6. Dealership Requirements.	1-27
7. Dismantler Minimum Qualifications and Requirements to Participate in the Carl Moyer Program.	1-30
II. Acronyms	1-33
III. Definitions.....	1-34
IV. References	1-41

I. Guidance

A. Projects Eligible for Funding

The following heavy-duty vehicle VIP projects are eligible for funding:

New or Used Replacement Vehicle Purchase: The purchase of a new or used vehicle with a motor or powertrain that is certified to the ZE standard (no oxides of nitrogen (NO_x), reactive organic gas (ROG), and particulate matter (PM) emissions) and is an equivalent or newer model year to the baseline vehicle to replace the baseline vehicle that is to be scrapped. Funding eligibility is only available to projects under consideration upon release of the 2025 VIP Guidelines and does not apply retroactively. Those under executed contract are still subject to the 2024 VIP Guidelines. Moyer Program funded projects must not be used to meet any local, state, or federal rule, regulation, or requirement during the voucher period. Moyer Program funded projects that have completed their voucher period and obligations may be used to meet future compliance with any local, state, or federal rule, regulation, or requirement. Projects must provide surplus, (i.e., earlier to or in excess of a compliance standard a fleet must meet set by a local, state, or federal rule, regulation, or requirement) emission reductions from on-road heavy-duty vehicles.

B. Project Funding Amounts

The maximum total project funding amounts associated with reducing the eligible costs of a VIP project are pre-determined and updated annually. The maximum number of replacement trucks that could be funded under the VIP is 10 trucks annually. Funding amounts are determined based on surplus emission reductions dependent on the compliance path chosen under the Truck and Bus Regulation, Advanced Clean Fleets Regulation, or other applicable regulations, as detailed in Appendix O. Projects located in a community with a priority population (e.g., registered, domiciled, or operated a majority of time within a disadvantaged or low-income community) as identified by the interactive [California Climate Investments Project Map](#) are not subject to funding caps for ZE replacements. Address coordinates (latitude and longitude) of a project located in a community with a priority population must be used when entering the project into the CARL database. Air district staff may request CARB assistance to verify priority population considerations. Fleets of 1 to 10 vehicles qualify for up to an additional 15 percent of eligible costs and fleets of 11 to 20 vehicles qualify for up to an additional 10 percent of eligible costs for priority population projects. Taxes, warranty, insurance, and transport fees may be considered eligible costs if determined by the air district to be an incremental cost incurred by the purchase and operation of ZE technology heavy-duty.

Vehicles reported under mileage-limited compliance options will be funded no more than the mileage limits of the compliance option and must provide mileage documentation. Vehicles reported under the NO_x Exempt Areas Option will only be funded for mileage in the NO_x Exempt areas as indicated in the usage map in the application. Low-Use exemption vehicles are not eligible. Appendix O provides guidance on when funded vehicles can count toward meeting compliance requirements.

More details regarding project funding amounts for replacements in a priority population are located in Appendix O. The VIP appendices, including Appendix O, are located at

the [On-Road Heavy-Duty Voucher Incentive Program \(VIP\) Guidelines](#) webpage.

C. Program Requirements

1. General Program Criteria

- (A) Fleet Size Limitations: Only fleets with 20 or fewer vehicles are eligible to participate. Diesel vehicles with an original manufacturers Gross Vehicle Weight Rating (GVWR) greater than 8,500 pounds regardless of whether the vehicles operate in California, that are under common ownership or control even if they are part of different subsidiaries, division, or other organizational structures of a company or agency, including those leased for more than one year, must be included when determining fleet size. Drayage trucks must also be included when determining fleet size.
- (B) Weight Class: Vehicles with GVWR greater than 14,000 pounds are eligible to participate for replacements in the VIP under the corresponding funding amounts referenced in Appendix O.
- (C) Fleet Compliance Information and Compliance Check: All fleets must demonstrate compliance with current applicable rules, regulations, and requirements. All fleet owners must provide a current Truck Regulation Upload, Compliance, and Reporting System (TRUCRS) report and certificate showing the fleet is currently in compliance. Participants must be pre-screened for regulatory compliance, outstanding violations, open cases, and previous project funding by supplying to the air district the registered owner's name, company name or Doing Business As (DBA), address, Vehicle Identification Number (VIN) of the vehicle being replaced, and TRUCRS ID number or other applicable reporting database identifier, if applicable. Other compliance tools issued by California Air Resources Board (CARB) may be used as they become available. Every vehicle in the fleet needs to be in compliance and have no outstanding violations, including no violations or pending investigations on active complaints made toward the fleet on compliance with specific labor standards law in accordance with Assembly Bill (AB) 794 (Carrillo, Chapter 748, Statutes of 2021) and AB 2737 (Carrillo, Chapter 213, Statutes of 2022) (See C.1.(C).(1)(a)), and must demonstrate compliance with the Heavy-Duty Inspection and Maintenance (HD I/M) Regulation (Clean Truck Check HD I/M Program) (See C.1.(C).(2)), in order to receive funding. Air districts are required to verify fleet information, which could include verifying through CARB, but air districts will not be held liable by CARB if fleet owners falsify fleet information. Fleet size check requests may be submitted to CARB as an available compliance tool issued by CARB.
 - (1) The air district shall email the fleet compliance information to its CARB Moyer Program liaison. The air district should request through the Moyer Program liaison, a comprehensive compliance check through CARB to inform the air district of any outstanding violations, including but not limited to, violations or complaint submissions made toward a fleet specific to labor standards law for new drayage and short-haul truck purchases funded under the Carl Moyer Program in accordance with AB 794, and demonstrating compliance with the Clean Truck Check HD I/M Program. The CARB Moyer Program liaison will

email the air district the result of the compliance check within 10 business days. All compliance check documentation must be kept in the project file.

- (a) For vehicles subject to the Advanced Clean Fleets Regulation Drayage requirements, a copy of the TRUCRS General Fleet and Compliance Information summary showing compliance located on the Compliance Status tab and TRUCRS Fleet List located on the Vehicle Info tab showing VIN and compliance status. Additionally, these fleets are subject to AB 794 and AB 2737. AB 794 and AB 2737 must be reflected in the air district VIP Policies and Procedures in accordance with Section C.5(LL). The following are required of the Moyer Program participant and the project file, along with additional resources and information for the air district on AB 794 and AB 2737 is provided:
 - i. Prospective fleet purchasers to comply with AB 794 and AB 2737, which includes the Moyer Program participants, must complete and submit an [attestation](https://www.cazevlaborlawcompliance.org/s/) prior to eligibility evaluation, located at <https://www.cazevlaborlawcompliance.org/s/> stating that the applicant is compliant with applicable labor laws, including Section 2810.4 of the Labor Code. The fleet purchaser, which includes the Moyer Program participants that have received grant funding, will renew the attestation each year of the contract period on the anniversary of their first attestation, reaffirming compliance with this labor standards law while the contract is in effect. The Moyer Program participant must provide a copy of the attestation and renewal(s) of attestation to the air district for their project life.
 - ii. Moyer Program participants that enter into an agreement for the purchase of drayage and short-haul trucks, or otherwise lease out their Moyer Program funded purchased drayage or short-haul truck are subject to and must comply with AB 794 and AB 2737 requirements as listed above.
 - iii. A resource for an air district that becomes knowledgeable about an open judgment with the California Department of Industrial Relations (DIR) or untruthful attestation for a fleet participating in the Moyer Program subject to AB 794, is the [AB 794 CARB](#) webpage. This webpage provides more information about submitting a complaint notifying CARB about the fleet, filing a new labor law violation complaint with DIR, or more information about AB 794.
- (b) To receive funding, a fleet owner/operator must be compliant with all federal, state, and local air quality rules, regulations, or requirements including the Clean Truck Check Program, which supersedes the Periodic Smoke Inspection Program (PSIP) in 2024. The application must include a copy of their Clean Truck Check HD I/M Program with an "Affirmation of Fleet Wide Compliance" and a statement of compliance in which the applicant must certify that they are in compliance at the time of application submittal. The Clean Truck Check HD I/M Program "Affirmation of Fleet

Wide Compliance” will be provided after reporting into the [Clean Truck Check](#) database by the fleet owner.

(D) The following vehicles are not eligible for funding:

- (1) Vehicles subject to the solid waste collection vehicle rule commencing with California Code of Regulations, title 13, Section 2021;
- (2) On-road heavy-duty vehicles over 14,000 pounds owned or operated by a municipality that are subject to the fleet rule for public agencies and utilities commencing with California Code of Regulations, title 13, Section 2022;
- (3) On-road medium and heavy-duty vehicles over 8,500 pounds owned or operated by a state or local government, including federal fleets that are subject to the Advanced Clean Fleets Regulation commencing with California Code of Regulations, title 13, Section 2013;
- (4) Vehicles subject to the Innovative Clean Transit regulation or other fleet rule for transit agencies commencing with California Code of Regulations, title 13, Section 2023;
- (5) Vehicles subject to the Zero-Emission Airport Shuttle Regulation commencing with California Code of Regulations, title 17, Section 95690.1;
- (6) Vehicles subject to the rule for mobile cargo handling equipment at ports and intermodal rail yards commencing with California Code of Regulations, title 13, Section 2479;
- (7) Vehicles with a GVWR of 14,000 pounds or less.

(E) Emission Reduction Technologies: Emission reduction technologies must be certified by the CARB and must comply with durability and warranty requirements. For the purposes of the VIP, a technology granted a conditional certification by CARB is considered certified. Baseline engine certification may also include being certified by the United States Environmental Protection Agency (USEPA) if all eligibility requirements are met. CARB certified ZE heavy-duty vehicles meeting the Zero-Emission Powertrain Certification Regulation (ZEP Cert) requirements in accordance with the California Greenhouse Gas Exhaust Emission Standards and Procedures for 2014 and Subsequent Model Heavy-Duty Vehicles (Phase 2) may be eligible for replacements if surplus and all other eligibility requirements are met. Please see References for a webpage link to the CARB New Vehicle and Engine Certification: Executive Orders for more information.

(F) Vehicle Leasing is Not Allowed: If financing is necessary, the vehicle purchase must be financed with a conventional purchase loan.

(G) Obtaining Financing: The participant may obtain public and/or private financing to assist in the purchase of a replacement vehicle, and may apply for additional public funded grants to co-fund with VIP where allowed by applicable law, subject to meeting the full requirements of all funding programs involved.

(H) Co-Funding: Air districts are encouraged to leverage VIP funds with other

incentive programs, including but not limited to the Clean Truck and Bus Voucher Incentive Project (HVIP), to maximize benefits as long as each incentive program does not pay for the same incremental costs and the total sum of incentives do not exceed the total cost of the replacement truck. See additional guidance in the Moyer Program Guidelines, Chapter 3 (N). All program requirements must be met, including but not limited to, not exceeding percentage of total project costs and private business projects meet the cost share percentage. Projects located in a community with a priority population are not required to meet the Applicant Cost Share obligation in Chapter 3 (N).5. Fleets should apply to VIP first before considering additional co-funding sources to ensure all program requirements are met and not order or make a down payment prior to contract execution or approval by the air district.

- (I) Emission reductions obtained through VIP projects must not be required by any federal, State or local regulation, memorandum of agreement/understanding with a regulatory agency, settlement agreement, mitigation requirement, or other legally binding document. VIP projects, including any associated emission reductions, cannot be used as leverage for, or to settle or dispute a local, state or federal enforcement action.
- (J) No emission reductions generated by the VIP shall be used as marketable emission reduction credits, or to offset any emission reduction obligation of any person or entity.
- (K) No project funded by the VIP shall be used for credit under any federal or State emission averaging banking and trading program during the funded surplus period.
- (L) Engines operating under a regulatory compliance extension such as a settlement agreement granted by the CARB, a local air district, or the USEPA are not eligible for funding. Engines operating under extensions and options incorporated in the regulation are eligible.
- (M) Emission reductions funded by the VIP may not be used to generate a compliance extension or extra credit for determining regulatory compliance and must be excluded when determining regulatory compliance during the funded surplus period. VIP projects, including any associated emission reductions, cannot be used to demonstrate compliance with any regulatory or statutory obligation.
- (N) Projects funded by the VIP and vehicles registered as non-operational must be included when defining the size of the fleet to determine compliance with regulatory requirements.
- (O) Local Eligibility Requirements: Air districts have the option to limit eligibility to applicants that reside within the air district's air basin or expand eligibility to allow applicants to operate their vehicles within specified air basins.

2. Participant Requirements

- (A) General Participant Requirements: All participants must meet the following

requirements to be eligible for funding:

- (1) **Ownership Requirements:** The participant must currently own and operate the baseline vehicle, documented through providing a copy of the current baseline vehicle title. If the baseline vehicle title is not available at the time of application, all of the following may be used as alternative ownership documentation until a duplicate title is received from the California Department of Motor Vehicles (DMV): 1) copy of current and valid vehicle registration, and 2) copy of the DMV Vehicle Registration Inquiry Report, and 3) copy of the DMV receipt for duplicate title request. A copy of the duplicate title must be received by the air district before payment is issued to the dealership.
- (2) **Prior Minimum Usage Requirement:** The baseline vehicle must have met the mileage requirements referenced in Appendix O, as applicable, in each 12-month period for the previous 30 months (i.e. no usage gaps within each 12-month period). Alternatively, minimum Annual Gallon Usage requirements to determine funding amounts may be made available upon request to CARB. Participants must submit documentation verifying usage throughout the usage period for the baseline vehicle. Any gap between the two 12-month periods may be permitted for usage consideration if reasoning and supporting documentation demonstrating the need for the gap are provided for air district evaluation and are subsequently approved by the district.

Examples of documentation to derive usage may include, but are not limited to: logbooks, fuel records, maintenance records, and tax records. Depending on the compliance option used, mileage documentation may be required.
- (3) **Operation in California:** The applicant must certify on the application that the baseline vehicle(s) has operated at least 75 percent of the time in California during each 12-month period for the previous 30 months.
- (4) **Military Service Provision:** If an applicant has been on active military duty at any time during the previous 24 months, documentation prior to deployment and covering the same length of time as the deployment period may be used to meet the title, registration, usage, and operation in California requirements as described in Sections C.2.(A)(2)-(3) and C.3.(D)-(F). The applicant must submit a copy of DD Form 214, Certificate of Release or Discharge from Active Duty to verify military service during the deployment period.
- (5) **Local Eligibility Requirement:** Applicants must meet at least one of the following conditions as specified by the air district:
 - (a) The owner/applicant resides within the air district's air basin. The owner/applicant's address or business address (P.O. Boxes not eligible) must be documented either on the vehicle title, DMV registration, or vehicle's insurance documents.
 - (b) The owner/applicant operates the baseline vehicle(s) within the eligible operational areas specified by the air district. The owner/applicant must indicate in the operational area map in the application the percentage of

annual mileage or usage that occurs in each area within California.

- (6) Applying for Funding in a Participating Air District: Applicants may only apply to and receive VIP funding per project from one participating air district at a time.
- (7) Application Package: To be approved for VIP funds, the applicant must meet all guideline requirements, submit an application, and submit all of the documentation listed in the Application Package (Appendix A). Applicant receipt of VIP funding triggers on-going obligations which must continue to be met in accordance with program requirements. Failure to comply with these ongoing obligations can result in a forfeiture or return of VIP funds and/or disqualification from participation in the VIP program.
- (B) Participant Requirements for Replacement Projects: All replacement project participants must meet the following requirements to be eligible for funding:
 - (1) Specified Participating Dealership: The participant must specify the participating dealership used for the purchase of the replacement vehicle. If the application is approved, the participant must purchase the replacement vehicle from the specified dealership. If the participant chooses to change dealerships, the participant must submit a new VIP application to the air district.
 - (2) Voucher Redemption Deadline: The dealer and owner must agree on a date in which the replacement vehicle will be delivered. The voucher will be redeemable within 30 calendar days of issuance or by the delivery date agreed upon by the dealer and owner, whichever is later. Except as described below, the vehicle must be delivered in the same calendar year that funding was approved by the air district. If the delivery date occurs in a calendar year following the application approval date with no other material or major changes to the project (e.g., project life, original vehicle to be scrapped, price of the replacement vehicle), then the air district may use the original funding amount approved for the replacement vehicle. Otherwise, if the delivery date occurs in a calendar year following the application approval date with additional material or major changes to the project (e.g., project life, original vehicle to be scrapped, price of the replacement vehicle), the air district must determine the eligible funding amount based on Appendix O for the year in which delivery occurs, and verify with CARB. If the owner is unable to purchase the replacement vehicle after a voucher has been issued, the owner must notify the dealer and air district immediately so that funds can be reallocated.
 - (3) Two-for-One Option: Owners may replace two baseline vehicles with one replacement vehicle as long as all VIP requirements are met. The two baseline vehicles must have cumulatively met the mileage or fuel usage requirements referenced in Appendix O. If the two baseline vehicles have different engine model years, then the newest engine model year shall be used to determine the funding amount. Participants who utilize this option must submit a complete application for each baseline vehicle. The two baseline vehicles

must be in the same GVWR class of 14,001-19,500 pounds, 19,501-33,000 pounds, or 33,001 pounds or greater. The applicant should specify on each application that the applicant is choosing this option by checking the Two-for-One Option box. Replacement trucks are eligible for only one grant based on combined usage – the amount of the grant is not doubled.

- (4) The owner must agree to the following terms after being approved for a replacement voucher:
- (a) Register the replacement vehicle with DMV.
 - (b) Maintain insurance as required by law.
 - (c) Own and operate the replacement vehicle at least 75 percent of the time within California for the term specified on the Receipt of Replacement Voucher (Appendix G).
 - (d) Return annual usage reports for three years after voucher redemption. If received from the air district, annual usage reports may be submitted back to the air district in electronic format with the owner's digital signature consistent with Section C.5(O).
 - (e) Do not make any modifications to the emission control system on the replacement vehicle engine or motor or powertrain certified to the ZE standard. Do not modify, alter, or remove any emission control system or certification demarcations, identification numbers, stickers or placards.
 - (f) Be available for a follow up inspection, if requested by the air district or CARB.
 - (g) Allow CARB to verify replacement vehicle registration with DMV.
 - (h) Notify all involved parties including the air district and CARB of any intent to change ownership or registration status of the replacement vehicle during the 36-month voucher term. The rationale for the intent to change ownership or registration status of the replacement vehicle must be documented and submitted to the air district and CARB for further evaluation. A form of hardship (e.g., financial or physical) to meet the requirements of the voucher agreement must be demonstrated. The new owner must comply with the terms and conditions of the voucher. The air district and CARB must approve the change in ownership and any additional terms and/or agreements before any additional terms and/or agreements are fully executed.
 - (i) If the baseline or replacement vehicle is in an accident, the accident must be reported to the air district within 10 business days. The participant must provide the police report, a letter from the insurance company regarding the accident, or other information requested by the air district within 60 days of notifying the air district. The participant must repair the replacement vehicle or replace the replacement vehicle with a substitute vehicle that can take over the terms of the contract or voucher. The substitute vehicle must be powered by an equivalent model year or newer,

motor or powertrain certified to ZE standard, be in the same weight class, be within the same or higher mileage range than the original replacement vehicle, and cannot have more than 600,000 miles for HHD vehicles, 350,000 miles for MHD vehicles, and 250,000 miles for LHD vehicles.

(j) Notify the air district of change of mailing address within 10 business days.

(k) Repay the voucher funding amount if the owner does not follow one or more terms as specified in the Application or Receipt of Replacement Voucher. CARB and/or the air district will specify repayment terms.

(C) Participant Requirements for Drayage Replacement Projects: All drayage replacement project participants must meet the following requirements to be eligible for funding:

(1) During the voucher period, the Moyer Program funded drayage truck replacement must report in TRUCRS as a publicly funded vehicle that will not count toward compliance. This will allow the funded drayage truck to continue to perform drayage regulated activities under the Advanced Clean Fleets Regulation drayage requirements.

3. Baseline Vehicle Requirements

All baseline vehicles must meet the following conditions before a VIP application will be approved and awarded a voucher.

(A) Eligible Model Years for the Baseline Engine: The model year of the baseline engine must be 6 or more years older prior to the current calendar year. If the baseline vehicle is a drayage truck, the baseline engine must be compliant with applicable regulation(s) (e.g., Advanced Clean Fleets Regulation). The replacement vehicle in consideration must be in operation at least a year prior to any regulatory or rule compliance deadline requiring the replacement vehicle to be in operation. Verification of the model year must be submitted in the application package. Verification can include a picture of the model year on the engine plate or written documentation from the manufacturer or participating dealer that matches the engine serial number (ESN) to a particular model year.

(B) Eligible Fuel Types: The baseline vehicle must currently operate on diesel fuel or alternative fuel such as compressed natural gas or propane.

(C) Weight Class: The baseline vehicle must meet the criteria for either a light heavy-duty (LHD) vehicle, a medium heavy-duty (MHD) vehicle, or a heavy heavy-duty (HHD) vehicle, as defined below.

(1) To qualify for LHD funding levels, eligible vehicles must have an original manufacturer GVWR of 14,001 to 19,500 pounds.

(2) To qualify for MHD funding levels, eligible vehicles must have an original manufacturer GVWR of either MHD 19,501 to 26,000 pounds or MHD 26,001 to 33,000 pounds.

(3) To qualify for HHD funding levels, eligible vehicles must have an original manufacturer GVWR of 33,001 pounds or greater.

- (4) GVWR may be documented with a photo of the vehicle manufacturer tag or a copy of the manufacturer build sheet.
- (D) Vehicle Title: A copy of the baseline vehicle title must be submitted with the application package. The title must show the applicant as the current sole owner with no active lienholders. The title need not be a California title. In addition, the applicant must have owned and operated the vehicle for the previous 24 months. If the title does not show sole ownership for the previous 24 months, the applicant must be listed as one of the owners or shown as a registered owner on registration documentation for the previous 24 months. If the baseline vehicle title is not available at the time of application, then all three of the following must be used as alternative ownership documentation until a duplicate title is received from DMV: 1) copy of current and valid vehicle registration, and 2) copy of the DMV Vehicle Registration Inquiry Report, and 3) copy of the DMV receipt for duplicate title request. If the baseline vehicle title or alternative ownership documentation shows an active lien-holder, then the vehicle does not qualify to participate in the VIP. A copy of the duplicate title must be received by the air district before payment is issued to the dealership.
- (E) California Registration: The baseline vehicle must either be 1) currently registered and have been registered in California for at least two 12-month periods in the previous 30 months; or 2) must have been registered in California for the previous eight consecutive months supplemented by alternate documentation showing California operation for the past 24 months. For the term specified above, at a minimum, the application package must include copies of the DMV registration, and proof of insurance, and California operation for at least two 12-month periods in the last 30 months with no lapses (except for seasonal vehicles and those eligible under the military service provision). The baseline vehicle must be based in California. Applicants may provide proof of California registration by providing copies of California International Registration Plan (IRP) documents. Out-of-state registration and out-of-state IRP do not qualify for the VIP.
- (F) Seasonal Vehicle Exception: If the baseline vehicle operates seasonally, then the baseline vehicle may be eligible to participate in the Voucher Incentive Program if it has been registered in California for three to six continuous months per 12-month period for the previous 30 months. DMV partial year registration documentation for each period the vehicle was registered must be included in the application package. Vehicles that are registered seasonally must meet the minimum annual usage requirements referenced in Appendix O during the registered months.
- (G) Operational Condition Verification: The baseline vehicle may have a salvage title but must be in operational condition to qualify for funding. Operating condition must be determined through an inspection by a participating dealership prior to submitting the application or by air district staff upon air district request. An operational vehicle must be able to start, move in all directions, and have all operational parts.
- (H) Engine Verification: If the baseline vehicle engine tag is missing, then verification

of the engine information can be done with the ESN. The participant will be required to provide verification of the engine make, model, model year, ESN, and horsepower from the manufacturer. Verification can include a letter or a printout from an engine manufacturer or participating dealer.

- (I) Glider Kits: Glider kits are replacement chassis and cabs for on-road heavy-duty vehicles. Glider kits are generally identified with a VIN starting with the letters "GL". In situations where the model years of the glider kit vehicle's chassis and engine differ, approval determination shall be made using the model year of the engine. Baseline glider kit vehicles are eligible to participate in the voucher program. The replacement vehicle has to be a complete Original Equipment Manufacturer (OEM) vehicle; i.e., the replacement vehicle cannot be a glider kit.
- (J) Baseline Vehicle Body Components: The body of the baseline vehicle does not play a part in the participation in the program. Program funds can only be used to purchase the new vehicle, not external body components or parts used for a particular vocation (e.g., dump body). The common practice for vehicle owners to remove non-emission related body components from the baseline vehicle and place them on the replacement vehicle is still permissible as long as the components do not exist on the replacement vehicle and are not a part of the paid components for the replacement vehicle.
- (K) Operation of Baseline Vehicle After Pre-Inspection for a Voucher: If the baseline vehicle is in an accident or has an engine failure AFTER completing the pre-inspection for a voucher from the air district but prior to replacement, then the baseline vehicle will still be eligible for receiving funds from the program as long as all other VIP requirements have been met.
- (L) Delivering the Baseline Vehicle to the Dealer Prior to Taking Ownership of the Replacement Vehicle: The participant must deliver the baseline vehicle in similar condition as it was in the pre-inspection. The air district or dealer can reject the condition of the baseline vehicle if it is deemed unroadworthy or if parts were stripped from the baseline vehicle. Reimbursement of the voucher will be withheld until the dealer or air district approve the condition of the baseline vehicle.

4. Replacement Vehicle Requirements

All replacement vehicles must meet the following requirements before funding is awarded to the participant:

- (A) Purchased from a Participating Dealership: The replacement vehicle must be purchased from an air district-approved participating dealership.
- (B) Title: The replacement vehicle must have a clean title prior to purchase. The replacement vehicle must not have a salvage title and must not have been in an accident, repaired, and become available for resale.
- (C) California Registration: The replacement vehicle must be registered in California or in the California IRP.
- (D) Model Year: The replacement vehicle must have a motor or powertrain that is

certified to the ZE standard and equivalent or newer than the baseline vehicle model year.

- (E) New or Used: The replacement vehicle can be new or used. Used vehicles with an original manufacturer GVWR of 33,001 pounds or greater must have less than 500,000 miles of operation, and used vehicles with an original manufacturer GVWR of 19,501 through 33,000 pounds must have less than 250,000 miles of operation. Used vehicles with an original manufacturer GVWR of 14,001 through 19,500 pounds must have less than 150,000 miles of operation. The replacement vehicle in consideration must be in operation at least a year prior to any regulatory or rule compliance deadline requiring the replacement vehicle to be in operation.
- (F) Motor or Powertrain Emission Standards: New and used replacement vehicles qualify for funding based on emissions standards that are CARB certified meeting the ZEP Cert requirements in accordance with the California Greenhouse Gas Exhaust Emission Standards and Test Procedures for 2014 and Subsequent Model Heavy-Duty Vehicles (Phase 2) ZE standard for a motor or powertrain. The corresponding information about funding levels are found in Appendix O.
- (G) A CARB Executive Order certifying that the motor or powertrain meets the ZEP Cert requirements in accordance with the California Greenhouse Gas Exhaust Emission Standards and Test Procedures for 2014 and Subsequent Model Heavy-Duty Vehicles (Phase 2) ZE standard must be confirmed and included in the project file by the air district prior to approval.
- (H) Weight Class: The replacement vehicle must be in the same weight class as the baseline vehicle (either LHD 14,001 to 19,500 pounds, MHD 19,501 to 26,000 pounds, MHD 26,001 to 33,000 pounds, or HHD). An HHD vehicle can replace an MHD vehicle if they both have the same axle configuration (e.g., a baseline MHD vehicle with two axles can be replaced with an HHD vehicle with two axles) but the funding amount must be at the MHD funding level. Differing weight classes to the baseline vehicle may be eligible if Sections C.4(I) and all requirements of Section C.4 are met and approved by the air district.
- (I) Motor or Powertrain Class: The primary intended service class must match the replacement vehicle's weight class (e.g., an MHD motor or powertrain certified to the ZE standard is used in a vehicle with a GVWR of 19,501- 33,000 pounds and an HHD motor or powertrain certified to the ZE standard is used in a vehicle with a GVWR greater than 33,000 pounds). As an exception, an MHD motor or powertrain may be installed in an HHD vehicle if necessary for vocational purposes and if the vehicle is certified to the HHD intended service class. The following is an example of eligible cases under the exception:
 - (1) A baseline MHD vehicle may be replaced with a certified HHD vehicle equipped MHD motor or powertrain and granted a funding amount up to \$180,000 for a MHD zero-emission standard replacement.
 - (2) In the cases where there is no ZE vehicle replacement available within the same baseline engine's GVWR intended service class that can perform the same or

equivalent level of work of the baseline vehicle, the air district may approve a ZE replacement vehicle that is greater than the baseline engine's GVWR intended service class if all of the following requirements are met:

(a) Confirmation that the intended use of the replacement vehicle would remain the same as that of the baseline vehicle and documentation describing how the ZE replacement vehicle will safely accommodate the equivalent level and scope of work that the baseline vehicle performs (e.g., prior to approval place in the file a letter from the manufacturer or certified statement from the applicant confirming the replacement vehicle can safely operate in the same degree as the old vehicle without adversely impacting its durability).

(b) All other requirements within Section C.4 are met.

(J) Warranty Requirements: ZE standard replacement vehicles must meet ZEP Cert warranty requirements as provided in the California Standards and Test Procedures for New 2021 and [Subsequent Model Heavy-Duty Zero-Emission Powertrains](#). The ZEP Cert warranty requirements include, but are not limited to, the warranty period beginning on the date that the vehicle is delivered to the Moyer participant, the service timeframe not to exceed 30 days from the time the vehicle or powertrain is initially presented to the warranty station for repair, and having a minimum of a three-year or 50,000-mile warranty period for zero-emission powertrain components including, the motor, drivetrain, battery or energy storage, and parts and labor. It is recommended that the highest-grade warranty be purchased in order to avoid expensive repairs in the future. No Moyer Program funds will be issued for maintenance or repairs related to the operation of the vehicle. The participant takes sole responsibility for ensuring that the vehicle is in operational condition.

(K) Motor or Powertrain and Emission Control Modifications: Emission controls on the replacement vehicle cannot be modified in any manner. Unauthorized modification to the replacement vehicle's motor or powertrain, emission characteristics, the motor or powertrain emission components (not including repairs with like-OEM replacement parts), or any other modifications to the motor's or powertrain's emission control function is not allowed.

5. Air District Requirements

Air districts must implement the following program requirements:

- (A) The VIP guidelines and attachments provide all requirements for the program, therefore air districts/dealers/grantees are not required to refer to the Moyer Program Guidelines for Moyer funded VIP projects, unless otherwise specified.
- (B) Each air district must have a resolution or minute order of their Governing Board that commits the air district to comply with all VIP requirements. If an air district Governing Board granted broad authority to adopt a program like VIP, the granted authority must be sufficient to comply with all VIP requirements.

- (C) Air districts may not add limitations to project criteria or make changes to the VIP Guidelines.
- (D) An air district may request funds to implement the VIP as these funds become available. In order for an air district to be approved for a funding request to implement the VIP, the air district must provide verification of board approval to implement the VIP, a copy of at least one active dealer agreement, and a copy of at least one active dismantler agreement.
- (E) Air districts must dedicate a portion of their VIP funding exclusively to small fleets with 10 vehicles or less. At a minimum, the portion of funding allocated for fleets of 10 vehicles or less must be 70 percent of the total VIP funds and the remaining portion may be allocated to fleets with 11 to 20 vehicles. Air districts must monitor the funding levels for each fleet size category to ensure that both categories are adequately funded. Air districts must ensure that funds for small fleets are not depleted while funds still remain for larger fleets. Air districts may only modify the minimum percentage of funding if necessary due to demand and proximity to the grant funds liquidation deadlines outlined by the program guidelines. Air districts must reject VIP applications if funds are not currently available. Air districts cannot create a list of pre-approved VIP projects to receive funding in a future date.
- (F) Air districts must create an addendum to their current Moyer Program Policies and Procedures using the air district VIP Policies and Procedures (Appendix B) within two months after they begin implementation of the VIP. Air districts are not required to submit this addendum to CARB but it must be available upon CARB request.
- (G) Air districts must use the program documents provided in the appendices. The documents may only be modified to include air district logos and air district contact information and must remain Americans with Disabilities Act (ADA) compliant. The documents will be provided electronically to the participating air districts. See additional guidance in Section C.5.(O).
- (H) Air districts must work to contract with vehicle dealerships located in their air district before contracting with dealerships located outside of their air district. Air districts that do not have dealerships within their air district can proceed directly to contract with dealerships located outside of their air basin. Air districts can contract with dismantlers located within or outside of their air district.
- (I) Air districts must contract with vehicle dealerships and dismantler yards. Dealership and dismantler yard agreements must contain the language provided in Appendix C and D, respectively. If a dealership has multiple locations, then the air district either needs to have one agreement for each location or list each location in one agreement. Air districts are responsible for dealer training, including updating this training whenever substantive changes are made to the VIP Program and/or this supplemental guidance document. Additional districts may be added to an existing air district's dealership and dismantler agreements with no further training required as long as at least one air district has met the requirements of Section C.5.(L). In addition, air districts that enter into new

agreements with trained dealerships and dismantlers that already have existing agreements are not obligated to repeat training requirements. The process for selection of dealerships and dismantler yards must be specified by the air district in the air district's VIP Policies and Procedures.

- (J) Air districts must ensure participating dealerships, dismantlers, and/or authorized third-party contractors meet all VIP requirements. Air districts must receive all requested documents from the dealership and/or dismantler prior to signing an agreement. Air districts must maintain records verifying their participating dealerships, dismantlers, and/or authorized third-party contractors meet the VIP requirements.
- (K) Air district must provide participating dealership and dismantler contact information to CARB within 10 business days of entering into agreement.
- (L) Air district must ensure at least one representative from each participating dealership is trained on the terms, conditions, and requirements of the Program. Air districts must describe how this will be accomplished in the air district's VIP Policies and Procedures.
- (M) Air districts must work in coordination with CARB in outreach efforts to increase participation of vehicle owners, dealerships, and dismantler yards, including communities with priority populations. Air districts must specify outreach efforts in the air district's VIP Policies and Procedures, including:
 - (1) Additional time for outreach efforts (e.g., one month of outreach in communities with priority populations prior to solicitation, or prior to application submittals), outreach methods (e.g., media announcements, public meetings, public events, etc.), and educational tools (e.g., informational public workshops, seminars, webinars, training videos, etc.).
 - (2) Additionally, air districts must specify in the air district's VIP Policies and Procedures prioritizing efforts (e.g., creating a waiting list of potential applicants from communities with priority populations to apply in the upcoming solicitation for VIP or to apply when air districts are accepting application submittals for review) prior to solicitation or the application submittal timeframe that is provided in communities with priority populations. Outreach efforts should include but are not limited to, providing information about VIP, how to participate in VIP, and what funding opportunities will be available for communities with priority populations.
 - (3) The air district must identify and provide in the program file supporting documentation of outreach efforts to communities with priority populations and make the information available to CARB upon request.
- (N) Air districts must provide all applicants and dealerships with application packages, inspection forms, and any other applicable VIP materials. Air districts that are invoking a local eligibility requirement must provide the dealerships pre-evaluation materials to help determine applicant eligibility.
- (O) Air districts may utilize the internet to securely receive applications, supporting documentation, and other voucher forms. However, the original Receipt of

Replacement Voucher (Appendix G) that includes the applicant's original signature must be received by the air district. Digital signatures may be used in lieu of original signatures only if they comply with California Government Code Section 16.5, and Title 2, California Code of Regulations, sections 22000-22005. Scanned or faxed signatures are not acceptable for the Receipt of Replacement Voucher. Air districts are responsible for ensuring that their electronic versions of the program documents meet all program requirements. The electronic VIP forms must contain the same information and applicant fields as the equivalent forms in the appendices but may also include the air district's logo and other designs unique to the district webpage. For clarity and to aid program review and enforcement efforts, air districts should make every reasonable effort to make the electronic forms look as similar as possible to the forms contained in the appendices. Air districts are also responsible for ensuring their websites and electronic forms meet the minimum security requirements and current standards.

- (P) Air districts cannot restrict where participating dealers can send completed applications.
- (Q) Air districts must review and approve applications by prioritizing applicants from an environmental justice area and/or from communities with a priority population through outreach and the review for approval process as soon as their applications are received. Prioritizing these applicants includes, but is not limited to the following examples:
 - (1) Creating a wait list to identify and reach out to these applicants to inform them of current or future funding opportunities;
 - (2) Creating a wait list to identify and reach out to these applicants that may have missed a prior application submittal timeframe or submitted an application after funds have been exhausted, and prioritize reviewing their applications for approval before other applications are approved at the start of the air district's next period to review application submittals;
 - (3) During the air district's period to review of application submittals for approval, prioritize the applications from these applications prior to applications received outside of environmental justice areas and/or communities with a priority population, either in the order received on a daily basis or prior to all other applications received during the application submittal timeframe as determined appropriate by the air district.

Applications received outside of an environmental justice area and/or from within a community with a priority population will be reviewed and approved in the order received daily or as determined appropriate by the air district after applications from environmental justice areas and/or communities with a priority population have been prioritized.

- (R) Air districts must approve or reject applications within 20 business days of beginning the air district's review of the application. For applications received from projects within communities with priority populations, the application will be reviewed the same day of the other applications that day.

- (S) Air districts must review an application package and approve a project once all program requirements have been met. To facilitate the review of the application package, the air district must confirm that all requirements on the air district Review Checklist: Initial Review have been met (Appendix E). The following application form fields are mandatory and must be filled in completely before the application may be approved (Section C.5.(W)):

Mandatory Application Form Fields

Applicant Information:

- Owner Name
- Mailing Address (including City, States, Zip)
- Physical Address (if different from mailing)
- Owner Phone
- TRUCRS ID
- Fleet Size

Third Party Information:

- Third Party Name
- Mailing Address (including City, State, Zip)
- Physical Address (if different from mailing)
- Phone
- Third Party Signature & Date (only required if a paid party other than the dealership completes the application)

Baseline Vehicle and Engine Information:

- Vehicle Make
- Vehicle Model
- Vehicle Model Year
- Vehicle Identification Number (VIN)
- License Plate Number
- Odometer Reading (optional for dismantle inspection only)
- Vehicle Operational
- GVWR
- Engine Make
- Engine Model
- Engine Model Year
- Serial Number
- Engine Family Number/Name
- Engine operational
- Fuel used
- Retrofit Device Make (if applicable)
- Retrofit Device Model (if applicable)
- Diesel Emission Control Strategy Family Name (if applicable)
- Retrofit Device Serial Number (if applicable)

Replacement Vehicle - Motor, or Zero-Emission Powertrain Information:

- Vehicle Make

- Vehicle Model
- Vehicle Model Year
- Odometer Reading
- GVWR
- Motor or Zero-Emission Powertrain Make
- Motor or Zero-Emission Powertrain Model
- Motor or Zero-Emission Powertrain Model Year
- Motor or Zero-Emission Powertrain Family Number/Name
- Motor or Zero-Emission Powertrain operational
- Fuel or energy type used
- CARB Executive Order Number

Dealership Information:

- All fields must be filled out or a business card must be attached

TRUCRS Option, Compliance, and Usage:

- TRUCRS Documentation and Compliance Options
- Operational Area
- Owner must provide a copy of the AB 794 attestation and renewal(s) of attestation to the air district for the three-year project life.
- Clean Truck Check-Visual Inspection System (CTC-VIS) Documentation

Inspection Forms:

- All applicable forms must be filled in based on the information required above for the baseline and replacement vehicles.

Applicant Recitals:

- Owner must sign and date application

- (T) Air districts must enter the VIN into the CARL database as part of the initial review of the application to ensure that the baseline vehicle has not already applied for funding. If the VIN has already been entered into the CARL database, then the air district must reject the application.
- (U) Air districts may enter into a contract, written agreement, or memorandum of understanding with a 1) participating dealership to perform pre-inspections and/or post-inspections, or 2) with a participating dismantler to perform dismantle inspections. If an air district chooses to use dealerships or dismantlers to perform inspections, air district staff must conduct and document at least one inspection on each project without the use of a contractor; however, air districts may work in partnership to conduct the inspection. With approval by CARB, air districts may use a remote inspection protocol in lieu of physical inspections for the program. If applicable, the dismantler inspection may be performed using an authorized remote inspection protocol. Air districts must ensure all inspection requirements are met and shall retain legal responsibility for full compliance with the inspection provisions of these Guidelines. If the air district decides to conduct the inspections, the inspections must be scheduled and completed within the

following timeframes:

- (1) Pre-inspection of the baseline vehicle must be completed within five business days of the receipt of the application or request by the applicant or dealership.
 - (2) Post-inspection of the replacement vehicle must be completed within three business days of being notified by the dealership.
 - (3) Pre-dismantle inspection of the baseline vehicle must be completed within three business days of being notified by the dealership. The pre-dismantle inspection is to verify the baseline vehicle is in similar operating condition as in the pre-inspection. If the baseline vehicle has been stripped of major parts or accessories, the air district may withhold payment until the baseline vehicle is restored to its previous state.
- (V) Remote Inspections: In accordance with Moyer Program Guidelines Chapter 3, Sections Y, Z, and AA, air districts may use a remote inspection protocol in lieu of physical inspections. An authorized remote inspection will allow the air district inspector to witness a "live" streaming video taken by the applicant, dealership, or other individual with video capability.
- (1) A remote inspection protocol must include the following:
 - (a) A complete view of the entire vehicle or equipment (including front, back and side views, and license plate as applicable)
 - (b) Label showing the VIN and GVWR, as applicable
 - (c) Location and current reading of the odometer or hour meter
 - (d) Verification that the engine or vehicle is operational (with a start-up), and that the engine or vehicle is working as described in the application
 - (e) A view of the engine or motor or powertrain with unique identifier (ESN or other identification number)
 - (2) The air district inspector must also make a note of any identifiable markings on the vehicle (if any). These markings cannot be used in lieu of a VIN, ESN, or other unique identification number or engine tag.
 - (3) Consistent with current inspection procedures, engines without a visible and legible serial number must be uniquely identified by having the engine block stamped with a unique identification number or alternative permanent marking, such as an engine tag.
 - (4) All requirements from (C)(5)(S) must be met.
- (W) For approved projects, the air district must provide an Approved Voucher Package to the dealership, as applicable. Documents may be provided electronically. An approved [voucher package](#) includes the following documents:
- (1) Voucher (Appendix F)
 - (2) Receipt of Voucher (Appendix G)

- (3) Dealer Reimbursement Invoice (for immediate signature and return to the air district – Appendix H)
- (4) Post-inspection (replacement vehicle) and Pre-dismantle (baseline vehicle) Inspection Forms (Appendix I)
- (5) Dealer Reimbursement Package Checklist (Appendix J)
- (X) If a submitted application is incomplete, illegible, or has any unclear or missing documentation, the air district must reject the application immediately and notify the applicant. If the project is located within a priority population, the air district must provide the applicant an opportunity to meet the requirements of C.5.(X), including but not limited to, correcting or completing the application, providing clarity, or providing missing documentation before the air district issues a rejection of the application. The applicant or dealer representative will be informed about what is needed to complete the application and how much time there is out of the 20 business days remaining from when the review of their application started. If the applicant does not submit within the review timeframe, then the application must be rejected, but the applicant is not restricted from applying again with a complete application (as allowed in the voucher application Appendix A). If the project is not located within a priority population, air districts may at their discretion, request missing or unclear documentation or information from applicants before issuing rejections if the requirements of C.5.(X) can be met.
- (Y) Rejected projects: Air districts must remove the baseline vehicle VIN entered at the initial review stage from the CARL database if the application has been rejected. Air districts must mail or email an application rejection letter and the application package to the applicant if their application has been rejected. This letter must be issued by the end of the 20-business day review period. The air district must state the reason(s) for the rejection on the rejection letter. If an application is rejected because the VIN is already in the CARL database, then the air district should note this is the reason for rejection on the rejection letter and keep it in the project folder. The air district must also notify the dealer by mailing or emailing a copy of the rejection letter. A template of the rejection letter is in Appendix K.
- (Z) Payment Goal: A goal of the program is to ensure payment can occur when the baseline vehicle is turned into the dealership and the replacement vehicle is ready for purchase. The air district shall work towards achieving this goal and should notify the dealership of any delays in issuing payment.
- (AA) Project Payment Options: To achieve the payment goal, air districts have two project payment options. The first option is to immediately begin the disbursement process for the approved voucher project after receiving a signed Reimbursement Invoice (Appendix H). Payment must not be distributed until an air district-approved Reimbursement Package has been submitted by the dealership. The second option is to begin the disbursement process and issue payment within 10 business days of receipt of a completed reimbursement package. Air districts must include in the air district's VIP Policies and Procedures

the option that is implemented.

- (BB) Air district Payment Checklist: Air districts should use the Air District Payment Review Checklist to help review if a complete reimbursement package has been submitted and payment can be issued (Appendix L). Air districts must retain with the project documents evidence that payment has been made. Such evidence could be a copy of the check, or other evidence consistent with standard fiscal operating procedures within the air district. Allowable forms of evidence must be documented in the air district's Policies and Procedures.
- (CC) If the process of payment is delayed, the air district must notify the dealership by phone or email at the earliest possible time of such delay.
- (DD) If the reimbursement package is not complete, the air district will mail or email a reimbursement package rejection letter explaining the discrepancy to the dealership (Appendix M) and keep a copy of this letter.
- (EE) Air districts must enter all project data information into the CARL database within 20 business days of approving an application for a voucher. The replacement vehicle VIN should not be entered until sale of the vehicle is finalized. Payment information including the confirmed replacement vehicle VIN must be submitted within 20 business days after payment is issued.
- (FF) Air district staff or a designated contractor must conduct the dismantle inspection of the baseline vehicle at the dismantler within 60 calendar days of being notified the baseline vehicle has been delivered to the dismantler yard. In accordance with Chapter 3, Section AA.4.(B)(2), destruction of the old engine and/or vehicle may be delayed for up to 6 months for ZE technology (e.g., experiencing delivery delays, ZE vehicle integration into operation delays due to learning how to operate and maintain the new technology in operations, or delay(s) in installing infrastructure), with reasonable justification and it is the responsibility of the air district to ensure that this timeline meets all other dismantle requirements provided in the VIP Guidelines. Inspection forms are in Appendix I. The dismantle inspection should include verification of engine destruction, vehicle frame rails are completely severed, and verification the dismantler yard has filed the "Application for Salvage Certificate or Non-Repairable Vehicle Certificate" (REG 488C) or a "Transmittal of Registration of the Vehicle to be Dismantled" (REG 42) with DMV in accordance with Section C.7.(B)(3). Verification can include a copy of the form filed with DMV. Air districts must also receive official verification from the dismantler that the REG 42 form has been accepted by DMV, as described in C.7.B.(3)(e)(ii). This verification may occur after the dismantle inspection.
- (GG) Air districts must mail out annual Usage Reports (Appendix N) to participants each year for three years after voucher redemption. The air district must also input data from the returned reports into CARL. Annually air districts will notify CARB if a grantee does not return usage reports. CARB reserves the right to enforce the terms of the voucher.
- (HH) Records Retention: Air districts must retain all records of approved voucher

projects for a minimum of five years from the date of issuing the voucher. For rejected projects, air districts must maintain a copy of the application, the rejection letter, and method of notification for three years from the date the application was received.

(II) Audit and Monitoring: Air districts must allow CARB to monitor their voucher program, which includes an Incentive Program Review of the air district's implementation of the program. Most CARB VIP reviews will occur during a regular Moyer Program Incentive Program Review; however, CARB may request project information on an as-needed basis.

(JJ) Audit of Participating Dealers: Air districts that do not conduct 100 percent of required inspections themselves must audit five percent of each type of inspection (pre, post, pre-dismantle, and dismantle). Audits should be done randomly and occur throughout the implementation timeline of the air district. Table VIP-1 includes the audit requirements for the air districts to follow.

**Table VIP-1
Air District Audit Requirements**

Type of Audit Inspection	Purpose(s)	Timing of Audit Inspection
Pre-inspection	<ul style="list-style-type: none"> • Verify baseline vehicle is in operational condition • Verify baseline vehicle application information 	After application is submitted to air district but prior to approving the application.
Post-inspection	<ul style="list-style-type: none"> • Verify replacement vehicle meets emission standard • Verify application information 	After replacement truck is delivered (i.e., grantee takes receipt of the replacement engine/vehicle), and prior to payment being issued
Pre-dismantle inspection	<ul style="list-style-type: none"> • Verify baseline vehicle is in operational condition and has not been stripped of parts • Verify baseline vehicle application information 	After baseline truck is delivered to dealership and payment is issued. Baseline truck is at dealership location
Dismantle inspection	<ul style="list-style-type: none"> • Verify engine destruction • Verify that frame rails are completely severed • Obtain copy of REG 42 form filed with DMV 	After engine and frame rail destruction.

- (KK) Meeting Environmental Justice (EJ) Requirements: Air districts are required to identify, and report in CARL, the projects that occur in EJ areas including communities with priority populations. Air districts shall prioritize, expedite, and seek to fund as many VIP projects as feasible that occur in EJ areas as seen on the interactive [California Climate Investments Project Map](#). The air districts must ensure that at least 50% of all funded VIP projects occur within an EJ area. The air district must review each funded project to determine if it helps meet air district EJ requirements, when applicable.
- (LL) VIP Policies and Procedures and AB 794: Air districts must include in their VIP Policies and Procedures that their contracts with Moyer Program recipients, sub-grant recipients, contractors, subcontractors, consultants, affiliates or representatives, who receive or use any Moyer Program Grant Funds to support the purchase of new drayage or short-haul trucks contain a requirement to comply at all times with the applicable requirements of AB 794 (2021) and AB 2737 (2022) as a condition of the Moyer Program grant fund receipt or use and as a condition of participation in the Moyer Program.

6. Dealership Requirements

Dealership participation is an important component of the VIP. Dealers are responsible for providing participants with assistance in the application process. This includes ensuring compliance with all program requirements.

(A) Participating vehicle dealers are required to:

- (1) Enter into an agreement with at least one air district in order to be a participating dealer in the VIP. Dealerships may choose to enter into agreements with more than one air district. Template language that will be included in this agreement can be found in Appendix C; the air district will provide the dealer with exact language.
- (2) Warrant that it meets the following minimum qualifications, and will continue to meet these qualifications throughout its participation in the Program:
 - (a) Dealership has had a valid business license issued in California for a minimum of the last two years.
 - (b) Dealership has had a valid vehicle dealership license with DMV for a minimum of the last two years.
 - (c) Dealership maintains a minimum of one employee that has successfully completed the training by the air district regarding the terms, conditions and requirements of the Program. If a participating dealership maintains more than one location for truck sales, then each location must have at least one employee trained on the VIP.
 - (d) Dealership agrees to allow the air district or CARB to inspect vehicles or audit program records covered under this Agreement during normal business hours.
- (3) Provide accurate information about the VIP to applicants.

- (4) Help participants complete the VIP application package. It is important to make sure that all information is filled out correctly and that the participant understands the VIP requirements.
- (5) Show the voucher amount on the replacement vehicle invoice. The voucher does not reduce the purchase price of the vehicle, but is an incentive to the vehicle owner that will result in a lower price paid by the participant. The receipt of voucher funds does not lower the base price nor does it reduce the tax basis of the vehicle. The dealer may not have the applicant pay, even at the applicant's request, the full purchase price of the replacement vehicle, and later reimburse the voucher amount to the applicant.
- (6) Submit the completed application package to the air district. CARB recommends that dealers submit applications to the air district closest to an applicant's physical address. Incomplete application packages will be rejected and returned to the applicant. The dealer will also be notified of the reasons for rejection (Appendix K).
- (7) Ensure the title for the replacement vehicle is registered to the participant in California. If the replacement vehicle is not registered in California, the voucher will be invalid and not be paid.
- (8) Ensure the replacement vehicle is delivered in California.
- (9) Ensure any used vehicles do not exceed the maximum miles of operation allowed for the original manufacturer GVWR:
 - (a) 14,001 to 19,500 pounds must have less than 150,000 miles,
 - (b) 19,501 to 33,000 pounds must have less than 250,000 miles, and
 - (c) 33,001 pounds or greater must have less than 500,000 miles.
- (10) Ensure the baseline vehicle is delivered to the dealership prior to releasing the replacement vehicle.
- (11) Ensure the baseline vehicle is in similar condition as found in the pre-inspection. The dealer or air district authorized third party must not deliver the baseline vehicle to the dismantler if it is deemed unroadworthy or if parts were stripped from the baseline vehicle. Reimbursement of the voucher will be withheld until the dealer (or air district) approves of the condition of the baseline vehicle for delivery to the dismantler.
- (12) Ensure the baseline vehicle and its original, signed title remains in dealership custody and is sent to or accepted by a participating dismantler yard for destruction within 60 calendar days of dealership taking possession of the baseline vehicle. Immediately notify the air district of the location and date of delivery of the baseline vehicle to the dismantler. Immediately notify the air district if there is a delay in sending or the participating dismantler

accepting the baseline vehicle for destruction within 60 calendar days of the dealership taking possession of the baseline vehicle. In accordance with Chapter 3, Section AA.4.(B)(2), destruction of the old engine and/or vehicle may be delayed for up to 6 months for ZE technology (e.g., experiencing delivery delays, ZE vehicle integration into operation delays due to learning how to operate and maintain the new technology in operations, or delay(s) in installing infrastructure), with reasonable justification and it is the responsibility of the air district to ensure that this timeline meets all other dismantle requirements provided in this chapter.

(B) Application Package: To ensure that an application package is complete, the dealer must ensure that all the following items are complete and included in the participant's submission to the air district. An applicant checklist is available for participants and dealerships to use (Appendix A). The following must be completed before a voucher will be issued:

- (1) Submit a signed and complete application.
- (2) Submit all other applicant-required documentation as listed in these guidelines and on the application checklist.
- (3) If required by the air district, inspect and provide documentation showing that the baseline vehicle is operational and roadworthy. The air district may decide to conduct the inspections and will notify the dealership of this.
- (4) Submit digital photographs of the baseline vehicle to the air district. The air district will specify the required format of digital photos as listed on the inspection form in Appendix I. Before submitting photographs to the air district, dealers must verify that photographs are clear with a minimum capture resolution of 640x480. Dealers can submit photos of more than one truck inspection on a disk or other media as long as the pictures are clearly labeled. All Vehicle Identification Numbers (VIN) and ESN must be legible.

(C) Dealer Reimbursement Package: Prior to receiving reimbursement, the dealer must submit a reimbursement package to the air district. A checklist is available for the dealers (Appendix J). Parts not requiring an original signature may be provided electronically if allowed by the district. The following documents should be included in the reimbursement package:

- (1) Reimbursement Invoice (Appendix H) should be signed and returned to the air district upon receipt.
- (2) Final dealership invoice signed by the applicant that shows the final purchase price less the voucher award.
- (3) Original Receipt of Voucher signed by the participant (original signature required).
- (4) The Voucher.

- (5) Copy of DMV registration paperwork showing vehicle registered to the participant in California.
- (6) Copy of finance documentation (if vehicle was financed) showing the lender and the financed amount. If a lender separate from the dealer is used, a copy of the check provided to the dealer must be provided. The grant and financed amount must not exceed the vehicle cost.
- (7) Copy of replacement vehicle warranty.
- (8) Copy of title of baseline vehicle signed and dated by applicant.
- (9) Inspection forms and pictures of the baseline vehicle after it is turned in to the dealership as specified in Appendix I.
- (10) Inspection forms and pictures of the replacement vehicle as specified in Appendix I.
- (11) Location of the dismantler yard that the baseline vehicle will be destroyed.
- (12) Date the baseline vehicle is delivered to or picked up by a participating dismantler.

7. Dismantler Minimum Qualifications and Requirements to Participate in the Carl Moyer Program

- (A) For replacement projects, CARB requires that the baseline vehicle is destroyed. Destruction of the baseline vehicle chassis and engine permanently removes the old, high-emitting vehicles from operation. This requirement has been established to ensure that emission reductions are real. It prevents the baseline vehicles from being moved into another locale to continue emitting high levels of pollutants. Air districts will establish a list of participating dismantlers that baseline vehicles can be delivered to or picked up for destruction.
- (B) A dismantler must enter into an agreement with at least one air district to participate in VIP. Appendix D lists the terms that must be included in the air district/dismantler agreement. The following are requirements for participating dismantlers:
 - (1) Participating vehicle dismantlers are required to meet the following requirements in order to participate in the VIP and provide verification to the air district:
 - (a) Be licensed by DMV as a Dismantler for a minimum of the last two years;
 - (b) Have a current, valid California Environmental Protection Agency (Cal/EPA) Hazardous Materials Generators Permit;
 - (c) Comply with all local, State and federal laws and regulations;
 - (d) Owner must have a minimum of one active employee who received training by the air district on the requirements of the Program. If a dismantler has more than one location, then the dismantler must have at

least one active employee trained by the air district at each location that will be accepting VIP trucks; and

(e) Have had a valid business license issued in California for a minimum of the last two years.

(2) Funding is not available for the dismantling of any baseline vehicle.

(3) The dismantler must agree to do the following:

(a) Destroy the baseline vehicle within 60 calendar days of receipt and acceptance of the baseline vehicle. Destruction of the vehicle includes completely severing the frame rails so that the frame is no longer capable of being used in a vehicle. Upon dismantler request, the air district may approve an extension. If there is a delay in destruction of the baseline vehicle, the air district must document the communication and reasoning for the delay from the dismantler in their project file while working with the dismantler to ensure the vehicle is destroyed according to guideline requirements as soon as is feasible.

(b) The baseline vehicle and engine must be destroyed and rendered useless. At a minimum, the destruction must include the following:

i. Both frame rails must be completely severed between the front and rear axles.

ii. A hole must be put 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). A section of the oil pan flange must be removed as part of the hole or have a line cut through it that connects to the hole.

(c) The dismantler must notify the air district that a vehicle is destroyed and ready for inspection.

(d) The destruction of the engine and vehicle must be documented by the air district. Air district staff or a designated contractor must verify in-person the vehicle identification numbers and ESN. If applicable, the dismantle inspection may be performed using an approved remote inspection protocol.

(e) Prepare and submit to DMV either of the following:

i. An application for "[Salvage Certificate or Non-Repairable Vehicle Certificate](#)" (REG 488C), located on the [DMV website](#). Once this certificate is issued, the vehicle cannot be titled or re-registered for use as a "Junk/Revived Salvage".

ii. Submit a "[Dismantled Vehicle Application](#)" or "Dismantled Vehicle Bundles" (bundle) on the DMV website, which will provide instruction on what materials will be needed by the dismantler for the online application that automatically generate the "Transmittal of Registration of the Vehicle to be Dismantled" (REG 42) form ensuring

the VIN can never be registered again in California will be automatically generated for dismantlers to mail to DMV. An email containing the status of each transaction will be sent by the DMV when the bundle is completed.

- (f) Within 90 calendar days of the dismantle inspection date, the dismantler must provide verification to the air district that the baseline vehicle has been registered with DMV as "non-repairable" by providing the air district a copy of the DMV-issued "Salvage or Non-Repairable Vehicle Certificate".

II. Acronyms

Acronym	Definition
ACF	Advanced Clean Fleets Regulation
ADA	Americans with Disabilities Act
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CARL	Clean Air Reporting Log
CCR	California Code of Regulations
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CTC	Clean Truck Check
CTC-VIS	Clean Truck Check-Vehicle Inspection System
DAC	Disadvantaged Community
DECS	Diesel Emission Control Strategy
DMV	Department of Motor Vehicles
DOT	Department of Transportation
EJ	Environmental Justice
EMY	Engine Model Year
ESN	Engine Serial Number
GVWR	Gross Vehicle Weight Rating
HD I/M	Heavy-Duty Vehicle Inspection and Maintenance Regulation
HHD	Heavy Heavy-Duty
HDV	Heavy-Duty Vehicle
IRP	International Registration Plan
LHD	Light Heavy-Duty
LIC	Low-Income Community
MHD	Medium Heavy-Duty
NO _x	Oxides of Nitrogen
OEM	Original Equipment Manufacturer
PM	Particulate Matter
ROG	Reactive Organic Gas
TRUCRS	Truck Regulation Upload Compliance and Reporting System
TRUCRS ID	Truck Regulations Upload and Compliance Reporting System Identification Number
TTC	Type Transaction Code
USEPA	United States Environmental Protection Agency
VIN	Vehicle Identification Number
VIP	On-Road Heavy-Duty Vehicles Voucher Incentive Program
ZE	Zero-Emission
ZEP	Zero-Emission Powertrain

III. Definitions

For the purposes of the VIP, definitions are as follows:

Air District or District: An air pollution control district or an air quality management district.

Baseline Technology: Engine technology applied under normal business practices, such as the existing engine in a vehicle or equipment for replacements, repowers, and retrofits.

Baseline Vehicle: The vehicle that will be turned in by the applicant for dismantling and destruction.

Body Components: Any components of a vehicle specific to the actual vocation of the vehicle. This does not include any components that are directly related to the propulsion of the vehicle, common component of a vehicle (e.g., steering wheel, seats, etc.), or related to the rigid structure of the tractor.

Certification: A finding by the California Air Resources Board (CARB) or the U.S. EPA that a mobile source or emissions control device has satisfied applicable criteria for specified air contaminants.

Cost-Effectiveness: A measure of the dollars provided to a project for each ton of covered emission reduction (H&SC Section 44275(a)(4)).

Cost-Effectiveness Limit: The maximum amount of funds the Moyer Program will pay per weighted ton of emission reductions, using the methodology in Appendix C.

Covered Emissions: Emissions of oxides of nitrogen, particulate matter, and reactive organic gases from on-road vehicle sources.

Covered Source: On-road vehicles sources of air pollution as defined in Section 39011.5 and as determined by the State Board, other categories necessary for the State and air districts to meet air quality goals (H&SC Section 44275(a)(7)).

Dismantler: A place of business whose purpose is to destroy heavy-duty vehicles and engines that also meet the requirements of Section C.7.

Drayage Truck: Any in-use on-road vehicle with a gross vehicle weight rating (GVWR) greater than 26,000 lbs. that is used for transporting cargo, such as containerized, bulk, or break-bulk goods that operates:

- (A) On, or transgresses through, California seaport or intermodal railyard property to load, unload, or transport cargo, including empty containers and chassis; or
- (B) Off seaport or intermodal railyard property to transport cargo or empty containers or chassis that originated from or is destined for a seaport or intermodal railyard property.
- (C) Drayage trucks are not vehicles operating off of seaport or intermodal railyard properties and transporting cargo that originated from a seaport or intermodal railyard property but was off-loaded from the equipment (e.g., a trailer or container) that transported the cargo from the originating seaport or

intermodal railyard; or vehicles operating off of seaport or intermodal railyard properties and transporting cargo destined for a seaport or intermodal railyard but that will be subsequently transferred into or onto different equipment (e.g., a trailer or container) before being delivered to a seaport or intermodal railyard.

Eligible Cost: Moyer grant funding can only be used for items essential to the operation of the vehicle. Eligible project costs include the cost of the cab and chassis including parts that are integrated into the vehicle. The cab and chassis cost may include but is not limited to the capital cost of the cab and the capital cost of the chassis which are deemed essential which may include but is not limited to the engine or motor, transmission, suspension system, steering system, frame, electrical system, cooling system, fuel system, and emission system.

Emission Control System: Any device, system, or element of design that controls or reduces the emissions of regulated pollutants from a vehicle.

Funding Amount: The amount of funds dedicated to a contracted project for reporting purposes in Clean Air Reporting Log (CARL); this value may never exceed the grant amount.

Funding Cap: The maximum dollar amount or maximum percentage of Moyer or State funds that may be expended on a project, as specified by source category and limited by variables that include the contribution of other incentive programs, rules, regulations, and incremental cost.

Glider Kit: A replacement chassis and cab for on-road heavy-duty vehicles. Glider Kits are identified with a vehicle identification number starting with the letters "GL".

Grant Amount: Contracted amount of Moyer funds for a project, which may not exceed the maximum dollar amount or maximum percentage of eligible cost specified by source category and project type.

Gross Vehicle Weight Rating (GVWR): The maximum allowable total weight of a road vehicle and a loaded trailer as established by the original vehicle manufacturer. The original GVWR is typically found on an information tag or plate permanently affixed to the vehicle.

Heavy-Duty Vehicle (HDV): A vehicle with an original GVWR of 14,001 pounds or greater.

Heavy Heavy-Duty Vehicle (HHD): A vehicle with an original manufacturer GVWR of 33,001 pounds or greater.

Incremental Cost: The cost of the project less a baseline cost that would otherwise be incurred by the applicant in the normal course of business. Incremental costs may include added lease, energy, or fuel costs pursuant to Health and Safety Code Section 44283 as well as incremental capital costs.

Large Fleet: Fleets with more than 20 vehicles.

Light Heavy-Duty Vehicle (LHD): A vehicle with an original manufacturer GVWR of 14,001 to 19,500 pounds.

Maximum Dollar Amount: The maximum amount of funds that may be expended on a project as specified by source category and project type, often to reflect incremental cost.

Maximum Percentage: The maximum percentage of eligible cost that may be expended on a project as specified by source category and project type, often to reflect incremental cost.

Medium Heavy-Duty Vehicle (MHD): A vehicle with an original manufacturer GVWR of 19,501 through 33,000 pounds. Note: Replacement vehicles must be in the same weight class as the baseline vehicle (LHD 14,001 to 19,500 pounds, MHD 19,501 to 26,000 pounds, MHD 26,001 to 33,000 pounds, or HHD).

Memorandum of Agreement (MOA) or Memorandum of Understanding (MOU): A document recording the basic terms of a proposed transaction or setting forth the principles and guidelines under which parties will work together.

Motor (or "Motor Vehicle"): Defined in Health and Safety Code Section 39039 as a machine or device that can generate power for, or consume power from, a battery or energy storage system for the purposes of providing tractive effort and recapturing regenerative-braking power.

Moyer Eligible Cost: Costs associated with projects that are eligible for reimbursement under the Moyer Program, prior to considering the cost-effectiveness limit or any project funding cap restrictions. This includes the sum of Moyer Paid Cost and Remaining Eligible Cost.

Moyer Ineligible Cost: Costs associated with a project that are not eligible under the Moyer Program guidelines but are eligible project costs under other funding sources.

Moyer Program Funds: State funds awarded by CARB to local air districts to implement the Moyer Program, including project and administration funds, and interest revenue from the awarded funds, and revenues from salvage of equipment scrapped under the program. Local funds that are under the air district's budget authority may also qualify as Moyer Program funds or match funds (see H&SC Section 44287(j)).

Participating Dealership: A dealership that has an agreement with an air district to participate in the VIP.

Participating Dismantler: A dismantler that has an agreement with an air district to participate in the VIP.

Policies and Procedures: An air district manual for local implementation of the Moyer Program. For more information see Moyer Program Guidelines Chapter 3, Section C.

Project Life: The period for which the Moyer Program funds surplus emission reductions for a given project.

Primary Intended Service Class: The primary intended service classes are designated as light, medium, and heavy heavy-duty diesel engines as defined in 40 CFR Section 86.085-2:

(A) The primary service application group for which a heavy-duty diesel engine is designed and marketed, as determined by the manufacturer. The primary intended service classes are designated as light, medium, and heavy heavy-duty diesel engines. The determination is based on factors such as vehicle GVWR, vehicle usage and operating patterns, other vehicle design characteristics, engine horsepower, and other engine design and operating characteristics.

- (1) Light heavy-duty diesel engines usually are non-sleeved and not designed for rebuild; their rated horsepower generally ranges from 70 to 170. Vehicle body types in this group might include any heavy-duty vehicle built for a light-duty truck chassis, van trucks, multi-stop vans, recreational vehicles, and some single axle straight trucks. Typical applications would include personal transportation, light-load commercial hauling and delivery, passenger service, agriculture, and construction. The GVWR of these vehicles is normally less than 19,500 pounds.
- (2) Medium heavy-duty diesel engines may be sleeved or non-sleeved and may be designed for rebuild. Rated horsepower generally ranges from 170 to 250. Vehicle body types in this group would typically include school buses, tandem axle straight trucks, city tractors, and a variety of special purpose vehicles such as small dump trucks, and trash compactor trucks. Typical applications would include commercial short haul and intra-city delivery and pickup. Engines in this group are normally used in vehicles whose GVWR varies from 19,500-33,000 pounds.
- (3) Heavy heavy-duty diesel engines are sleeved and designed for multiple rebuilds. Their rated horsepower generally exceeds 250. Vehicles in this group are normally tractors, trucks, and buses used in inter-city, long-haul applications. These vehicles normally exceed 33,000 pounds GVWR.

Priority Population: Priority populations include disadvantaged communities as identified by CalEPA, low-income communities, low-income households and updates to the definition in accordance with applicable law, CalEPA guidelines and the Funding Guidelines for Agencies that Administer California Climate Change Investments.

Reduced Technology: Newer technology that is used by the applicant to obtain surplus emission reductions.

Retrofit: Modifications to the engine and fuel system so that the retrofitted engine does not have the same emissions specifications as the original engine, or the process of installing a CARB-verified emissions control system on a baseline engine.

Seasonal Vehicle: An "Agricultural Vehicle", or "Specialty Agricultural Vehicle" based on the definitions in title 13 California Code of Regulations (CCR) Section 2025:

"Agricultural Vehicle" means a vehicle that is eligible to utilize the requirements for

agricultural vehicles in California Code of Regulations, title 13, Section 2025 and meets one of the definitions of (A) through (E) below.

- (A) A vehicle, or truck-tractor and trailer combination, owned by a farming business and used exclusively in one or more of the following ways:
 - (1) In agricultural operations.
 - (2) To transport harvested farm products to the first point of processing.
 - (3) To directly support farming or forestry operations, which may include supply trucks, cattle trucks, and other vehicles but does not include vehicles that do not directly support farming operations such as personal use vehicles, vehicles rented or leased to others for nonagricultural uses that do not qualify, or vehicles used in a transportation business other than to transport harvested farm products to the first point of processing.
- (B) A vehicle, or truck-tractor and trailer combination, owned by a bee keeping business and used exclusively to transport their own bees or honey to the first point of processing.
- (C) A truck, or a truck-tractor and trailer combination, that is required to display a hazardous material placard during delivery and exclusively delivers fertilizer or crop protection chemicals that require placard identification for use in agricultural operations from a distribution center to a farm and back, and is owned by a business holding a valid fertilizer or pest control license.
 - (1) Owners of such vehicles must hold:
 - (a) A valid pest control dealer license issued by the California Department of Pesticide Regulation as required under Food & Agricultural Code, Division 6, Chapter 7, Article 6, Section 12101; or
 - (b) A valid fertilizing materials license issued by the California Department of Food and Agriculture as required under Food & Agricultural Code, Division 7, Chapter 5, Article 4, Section 14591(a).
 - (2) Such vehicles must exclusively carry products defined under one of the following, and be required to display an appropriate placard, as required by the United States Department of Transportation:
 - (a) 49 CFR, CHAPTER 1, PART 173.127 (Division 5.1); or
 - (b) 49 CFR, CHAPTER 1, PART 173.132 (Division 6.1); or
 - (c) 49 CFR, CHAPTER 1, PART 173.115 Class 2, (Division 2.1, 2.2, and 2.3); or
 - (d) 49 CFR, CHAPTER 1, PART 173.136 Class 8; or

(e) 49 CFR, CHAPTER 1, PART 173.140 Class 9.

- (D) A truck, or truck-tractor and trailer combination, designed for in-field operations, that is exclusively engaged in agricultural operations on the farm. Examples include truck configurations designed to spread manure, dispense hay, and dispense freestall bedding. It also includes water trucks and trucks designed or modified to be used exclusively for the dusting, spraying, fertilizing, or seeding of crops. Except as allowed in (A) above, trucks, or truck-tractor and trailer combinations that transport any products, materials, personnel, or equipment are excluded.
- (E) A truck, or truck-tractor and trailer combination, including yard trucks, that exclusively transports any unprocessed horticultural, viticultural, aquacultural, forestry, dairy, livestock, poultry, bee or farm products such as raw, unprocessed crops, livestock, fish, or fowl between the farm and where the first point of processing occurs after harvest. Also included are trucks that are used to harvest crops for silage, and trucks that transport unprocessed agricultural materials from forest or farm to a biomass facility.

“Specialty Agricultural Vehicle” means an agricultural vehicle having one of the following body types and has been approved for the exemption in California Code of Regulations, title 13, Section 2025(m)(11) by the Executive Officer:

- (A) A truck, or a truck-tractor and trailer combination, designed or modified to be used exclusively for the fueling, repairing, or loading of an airplane or helicopter used for the dusting, spraying, fertilizing, or seeding of crops; or
- (B) A truck, or a truck tractor and trailer combination, that is equipped with a self-loading bed and is designed and used exclusively to transport field manufactured cotton modules to a cotton gin; or
- (C) A truck equipped with a water tank owned by a farmer, not operated for compensation, and used exclusively in agricultural operations to provide dust suppression on dirt roads providing access to agricultural fields and for the transportation of water for crop or tree irrigation or for livestock; or
- (D) A feed truck or mixer-feed truck specially designed for dispensing feed to livestock. It does not include trucks designed to supply storage silos with feed; or
- (E) A truck with a self-loading bed designed to be used in the process of harvesting lettuce. This type of vehicle is commonly referred to as a Fabco truck.

Short-Haul Trucks: Tractor, panel/step van, straight truck, refuse truck or 2b vehicle. Does not include any buses.

Service Provider: A company, factory, or repair shop/facility that provides installation, conversion, repairs, and maintenance services approved by a manufacturer. A service provider may be contracted with an air district to provide additional services that may be agreed upon, such as delivery of the baseline or replacement vehicle.

State Funds: Funds provided by a State agency for the purpose of co-funding projects under the Moyer Program. State agencies include every State office, department, division, bureau, board, commission, the University of California, and the California State University.

State Implementation Plan: Under the Clean Air Act, the plan submitted by a state that demonstrates attainment or maintenance of an air quality standard through implementation of specified control measures.

Small Fleet: In the on-road sector, a fleet size of 20 or less vehicles, including three or fewer vehicles as defined in the California Code of Regulations, title 13, Section 2025(d)(31)G).

Smog Check: The motor vehicle inspection and maintenance program established by California Health and Safety Code Section 44000, et seq.

Supplemental Environmental Project: An environmentally beneficial project that a violator subject to an enforcement action voluntarily agrees to undertake in a settlement action to offset a portion of an administrative or civil penalty.

Total Project Cost: The Moyer Eligible Cost and the Moyer Ineligible Cost for vehicles, equipment, engines, accessories, installation and infrastructure within a single Moyer Program project. An applicant may not accept grant funds from all sources that exceed 100 percent of total project cost excluding the Applicant Cost Share.

Utility: A privately-owned company that provides the same or similar service for water, natural, gas, and electricity as a public utility operated by a municipality.

Verification: A determination by CARB or the USEPA that a diesel emission control strategy meets specified requirements, based on both data submitted and engineering judgement.

Violator: An individual, company, or entity responsible for a violation of an environmental law, regulation or rule.

Vehicle Service Class: According to 40 CFR 1037.1 and 40 CFR 1037.140, electric vehicles are classified by vehicle service classes. Electric vehicle tractors are classified as medium heavy-duty vehicle (HDV) for Class 7 tractors and heavy HDV for Class 8 tractors according to 40 CFR 1037.140(g)(1). Electric vehicles that are vocational are classified as light HDV for Class 2b to Class 5 vehicles, medium HDV for Class 6 and Class 7 vehicles, and heavy HDV for Class 8 vehicles according to 40 CFR 1037.140(g)(2).

Zero-Emission Powertrain (ZE Powertrain): Defined in title 13, California Code of Regulations, Section 1956.8(j)(27) as an all-electric or hydrogen fuel-cell powertrain

assembly, which includes (if applicable) the electric traction motor, system controller, generator, on-board charger, battery management system, thermal management systems, energy storage system (batteries, capacitors, and flywheels), inverter, fuel-cell stack, and the interface at which electrical power is converted to tractive mechanical power or vice-versa (in the case of a regenerative braking system), certified pursuant to the requirements in title 13, California Code Regulation, Section 1956.8(a)(8).

Zero-Emission Vehicle (ZE Vehicle): An on-road vehicle with zero-emission powertrain that produces zero exhaust of any criteria pollutant (or precursor pollutant) or greenhouse gas under any possible operational modes or conditions.

IV. References

[Assembly Bill 794 \(Carrillo, Wendy\), Air Pollution: Purchase of New Drayage and Short-Haul Trucks: Incentive Programs: Eligibility: Labor Standards \(Chaptered\).](https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB794)

https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB794

[California Air Resource Board \(August 8, 2014\) California Certification and Installation Procedures for Alternative Fuel Retrofit Systems for 2004 and Subsequent Model Year On-Road Motor Vehicles and Engines.](https://ww2.arb.ca.gov/sites/default/files/2020-05/ADA__California%20Test%20Procedures%20Alt%20Fuel%20Retrofits%202004%2B.pdf)

[https://ww2.arb.ca.gov/sites/default/files/2020-](https://ww2.arb.ca.gov/sites/default/files/2020-05/ADA__California%20Test%20Procedures%20Alt%20Fuel%20Retrofits%202004%2B.pdf)

[05/ADA__California%20Test%20Procedures%20Alt%20Fuel%20Retrofits%202004%2B.pdf](https://ww2.arb.ca.gov/sites/default/files/2020-05/ADA__California%20Test%20Procedures%20Alt%20Fuel%20Retrofits%202004%2B.pdf)

[California Air Resources Board \(September 1, 2017\) California Certification and Installation Procedures for Medium- and Heavy-Duty Vehicle Hybrid Conversion Systems.](https://ww2.arb.ca.gov/sites/default/files/2020-05/ADA__CATP%20--%20ITR%20--%202007%2B%20--%2020170901.pdf)

https://ww2.arb.ca.gov/sites/default/files/2020-05/ADA__CATP%20--%20ITR%20--%202007%2B%20--%2020170901.pdf

[California Air Resources Board \(September 9, 2021\) California Exhaust Emission Standards and Test Procedures: For 2004 and Subsequent Model Heavy-Duty Diesel Engines and Vehicles.](https://ww2.arb.ca.gov/sites/default/files/2022-03/Final%20Omnibus%20HDDiesel%20Engine%20TPS%20COMPLETE%20CLEAN%20ADA_03102022_8.pdf)

[https://ww2.arb.ca.gov/sites/default/files/2022-](https://ww2.arb.ca.gov/sites/default/files/2022-03/Final%20Omnibus%20HDDiesel%20Engine%20TPS%20COMPLETE%20CLEAN%20ADA_03102022_8.pdf)

[03/Final%20Omnibus%20HDDiesel%20Engine%20TPS%20COMPLETE%20CLEAN%20ADA_03102022_8.pdf](https://ww2.arb.ca.gov/sites/default/files/2022-03/Final%20Omnibus%20HDDiesel%20Engine%20TPS%20COMPLETE%20CLEAN%20ADA_03102022_8.pdf)

[California Air Resources Board \(October 20, 2016\) Proposed Regulation to Provide Certification Flexibility for Innovative Heavy-Duty Engines and California Certification and Installation Procedures for Medium-and Heavy-Duty Vehicle Hybrid Conversion systems \(Innovative Technology Regulation \(ITR\)\).](https://www.arb.ca.gov/regact/2016/itr2016/res16-20.pdf)

<https://www.arb.ca.gov/regact/2016/itr2016/res16-20.pdf>

[California Code of Regulations, Title 13, amends Section 1900, 1956.8, 1961.2, 1965, 1968.2, 1971.1, 1971.5, 2035, 2036, 2111 to 2119, 2121, 2123, 2125 to 2133, 2137, 2139 to 2149, 2423, and 2485, adopts Section 2139.5, 2166 to 2170; Chapter 1: Motor Vehicle Pollution Control Devices; Heavy-Duty Engine and Vehicle Omnibus Regulation and Associated](#)

Amendments.

<https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2020/hdomnibuslownox/froa-1.pdf>

California Code of Regulations, Title 13, Section 2013 to 2016; Chapter 1: Motor Vehicle Pollution Control Devices; Advanced Clean Fleets Regulation.

<https://ww2.arb.ca.gov/rulemaking/2022/acf2022>

California Code of Regulations Title 13, Section 2021; Chapter 1: Motor Vehicle Pollution Control Devices; Solid Waste Collection Vehicles.

<http://www.arb.ca.gov/regact/dieselswc/fro2.pdf>

California Code of Regulations Title 13, Section 2023; Chapter 1: Motor Vehicle Pollution Control Devices; Article 4.3 Innovative Clean Transit.

https://ww2.arb.ca.gov/sites/default/files/2019-10/ictfro-Clean-Final_0.pdf

California Code of Regulations Title 13, Section 2025; Chapter 1: Motor Vehicle Pollution Control Devices; Article 4.5 Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use Heavy-Duty Diesel-Fueled Vehicles.

https://ww2.arb.ca.gov/sites/default/files/classic/msprog/onrdiesel/documents/tbfinalreg.pdf?_ga=2.67941265.1238045575.1695055068-1161057217.1584749956

California Code of Regulations, Title 13, Section 2485; Chapter 10: Mobile Source Operational Controls; Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.

https://www.arb.ca.gov/msprog/truck-idling/13ccr2485_09022016.pdf

California Code of Regulations Title 13, Section 2022; Chapter 1: Motor Vehicle Pollution Control Devices; Diesel Particulate Matter Control Measure for Municipality or Utility On-Road Heavy-Duty Diesel-Fueled Vehicles.

<https://www.arb.ca.gov/msprog/publicfleets/title13ccr2022.pdf>

California Code of Regulations Title 13, Section 2021; Chapter 1: Motor Vehicle Pollution Control Devices; Diesel Particulate Matter Control Measure for On-Road Heavy-Duty Diesel-Fueled Residential and Commercial Solid Waste Collection Vehicles.

<https://www.arb.ca.gov/msprog/swcv/swcv.htm>

California Code of Regulations Title 13, Section 2025; Chapter 1: Motor Vehicle Pollution Control Devices; Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use Heavy-Duty Diesel-Fueled Vehicles.

<https://www.arb.ca.gov/regact/2014/truckbus14/tbfroal.pdf>

California Code of Regulation Title 13, Section 2195 to 2199.1; Chapter 3.7: Heavy-Duty Vehicle Inspection and Maintenance Program.

<https://ww2.arb.ca.gov/rulemaking/2021/hdim2021>

[Senate Bill 372 \(Leyva\), Medium- and heavy-duty fleet purchasing assistance program: zero-emission vehicles.](#)

https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220SB372

[Zero-Emission Truck Loan Pilot Project | California Air Resources Board](#)

<https://ww2.arb.ca.gov/our-work/programs/zero-emission-truck-loan-pilot>.

[ZEV TruckStop | California Air Resources Board](#)

www.arb.ca.gov/our-work/programs/truckstop-resources/zev-truckstop

[Home - Cal Fleet Advisor](#)

www.calfleetadvisor.org

[Advanced Clean Fleets | California Air Resources Board](#)

www.arb.ca.gov/our-work/programs/advanced-clean-fleets

[Advanced Clean Fleets Regulation - Detailed Drayage Truck Requirements | California Air Resources Board](#)

<https://ww2.arb.ca.gov/resources/fact-sheets/advanced-clean-fleets-regulation-detailed-drayage-truck-requirements>

[Advanced Clean Fleets Fact Sheets | California Air Resources Board](#)

www.arb.ca.gov/our-work/programs/advanced-clean-fleets/advanced-clean-fleets-fact-sheets

[New Vehicle and Engine Certification: Execution Orders for Heavy-Duty Greenhouse Gas Vehicles, Trailers, Zero-Emission Powertrains, and Aero Devices.](#)

<https://ww2.arb.ca.gov/applications/new-vehicle-and-engine-certification-executive-orders-heavy-duty-greenhouse-gas>