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January 18, 2023

# **Notice of Updates to the Carl Moyer Memorial Air Quality Standards Attainment Program Guidelines for the On-Road Heavy-Duty Voucher Incentive Program and Infrastructure**

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Based on recommendations from 2022 [Incentive Program Advisory Group \(IPAG\)](#), the California Air Resources Board (CARB or Board) is pleased to provide updates to the Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program) Guidelines for the On-Road Heavy-Duty Voucher Incentive Program (VIP) and the Carl Moyer Program infrastructure incentives through Chapter 10. On November 19, 2021, the Board approved amendments to the Carl Moyer Program's cost-effectiveness limits and State funding caps for advanced technology and zero-emission replacement on-road projects for the on-road category. During the hearing, Board members expressed strong interest to help further accelerate the transition to zero-emission vehicles and to advance equity work within the Carl Moyer Program for on-road heavy-duty vehicles. Vice Chair Berg and Board members Hurt and Kracov led the IPAG public meetings, providing a forum for discussing policy level issues related to the implementation of the Carl Moyer Program for on-road heavy-duty vehicles, as well as how those issues relate to electrification of infrastructure.

Staff hosted three public meetings for the IPAG in 2022 on April 20, June 30, and October 12 that explored the interconnectivity amongst CARB's incentive programs while looking at potential program improvements to strengthen equitable access to incentive opportunities. Taking into consideration several topics of interest, IPAG found the following four key recommendations are critical to further support accelerating transition to zero-emission heavy-duty vehicles and equity work within

the Carl Moyer Program for small fleets, small businesses, and communities with priority populations statewide.

- Improve access and increase program engagement in environmental justice communities
- Increase outreach and educational tools for communities and small fleets to learn about zero-emission technologies
- Provide greater support and access for small fleets and small businesses statewide
- Accelerate zero-emission truck funding while leveraging other infrastructure incentive opportunities

On September 16, 2022, staff released proposed updates to the VIP Guidelines and the Carl Moyer Program Guidelines Chapter 10 on infrastructure, based on the IPAG's recommendations, for a 45-day public comment period. Staff and participants discussed these proposed updates at the October 12, 2022, IPAG public meeting, and staff had additional discussions with Air Districts and public stakeholders. Staff made the proposed updates to the VIP Guidelines and the Carl Moyer Guidelines Chapter 10 on infrastructure available for the public comment period in strikeout and underline at [CARB's IPAG website](#).

The 45-day public comment period concluded on November 1, 2022. As a result of these collaborative efforts, feedback received during the public meetings and the public comment period, and under the authority delegated to the Executive Officer by [Resolution 21-24](#), CARB staff are releasing the following summarized updates to the Carl Moyer Program's VIP Guidelines and Chapter 10 on infrastructure to equitably support small fleets, small businesses, and communities with priority populations in accelerating the transition to zero-emission heavy-duty technologies.

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## Summary of Updates to the On-Road Heavy-Duty VIP Guidelines

- Amendments to the VIP Guidelines to align with Chapter 4 of the Carl Moyer Program Guidelines for On-Road Heavy-Duty Vehicles
  - Update Engine Model Year eligibility
  - Increase flexibility for required minimum annual usage
  - Allow remote inspections
- Guidance on incentives for environmental justice and communities with priority populations

- Additional zero-emission funding opportunities with VIP
  - VIP Plus-Up: up to 15 percent increase for fleets of 3 trucks or less and an up to 10 percent increase for fleets of 4 to 10 trucks
  - Allow co-funding with zero-emission voucher projects
- Increase flexibility for VIP requirements in consideration of manufacturer delivery delays

Updates to the VIP Guidelines are available at [CARB's website](#).

## Summary of Updates to the Carl Moyer Program Guidelines, Chapter 10: Infrastructure

- Increase funding to applicants of heavy-duty truck parking facilities that provide communal charging opportunities
- Simplify eligibility process for charging stations in priority populations
- Clarify projects receiving funds from other programs
- Clarify the competitive bidding requirement
- Provide guidance for project pre-inspection

Updates to Chapter 10 of the Carl Moyer Program Guidelines for infrastructure are available at [CARB's website](#).

### More Information

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CARB is the lead agency for California's fight against climate change, and oversees all air pollution control efforts in the state to attain and maintain health-based air quality standards.

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