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March 9, 2020

# The Carl Moyer On-Road Voucher Incentive Program Funding Tables for 2020

## Mail-Out # MSC 20-07

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This Mail-Out provides the annual update to the [On-Road Voucher Incentive Program \(VIP\) Funding Tables](#). Each table specifies applicable engine model years and compliance schedules. Most fleets with 10 or less heavy-duty vehicles that are compliant with the Truck and Bus Regulation (title 13, California Code of Regulations, section 2025) and have at least one year of surplus are eligible for VIP funding to replace 2009 and older engines.

Filtered vehicles that are equipped with 2006 and older engines and follow the Engine Model Year Schedule of the Truck and Bus Regulation are also eligible for funding. However, vehicles with filters verified to reduce oxides of nitrogen (NOx) emissions must undergo a separate evaluation to determine the voucher amount. Because funding is dependent on the difference in NOx emissions between the existing vehicle and the replacement vehicle, those projects will generally need a higher mileage to achieve a given voucher amount. The verified filters must meet Truck and Bus Regulation requirements.

This year's funding tables have been formatted to comply with Assembly Bill (AB) 434 (Baker, Chapter 780, Statutes 2017) ensuring all documents are accessible to persons with disabilities. For clarity, funding tables have been separated into new or used replacement vehicle categories. In addition, a brief description outlining requirements and applicable compliance options are described before each table. 2020 VIP project information can now be entered through the VIP form in the Clean Air Reporting Log (CARL) database.

CARB is in the process of developing similar funding tables that will provide greater accessibility and more funding for optional low NOx engines. We are tentatively planning a public meeting in April to discuss further, with an anticipated release date in late Spring 2020.

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## **Background**

Since 1998, the Carl Moyer Program has filled a critical niche in California's strategy to achieve clean air. The Carl Moyer Program provides grant funding for the incremental cost of cleaner-than-required engines, equipment, and emission reduction technologies. The Carl Moyer Program complements California's regulatory program by funding emission reductions that are surplus (i.e., early and/or in excess of what is required by regulation).

The On-Road VIP is part of the Carl Moyer Program and is a streamlined funding option for heavy-duty diesel vehicle replacements. VIP Guidelines require that Appendix O Funding Tables be updated annually. In accordance with that requirement, the Funding Tables and language associated with the tables have been updated for the 2020 On-Road VIP and are attached.

## **Contact**

If you have questions regarding these changes, contact [Sondra Sala](#), Air Resources Engineer at (916) 323-2738.

## **Special Accommodations**

If you require a special accommodation or need this document in an alternate format (i.e., Braille, large print) please visit the [accessibility webpage](#) for assistance or contact the Americans with Disabilities Act Coordinator by telephone at (916) 323-4916 no later than ten business days before the scheduled meeting. If you are a person who needs assistance in a language other than English, please visit the Equal Employment Opportunity ([EEO](#)) office or contact the Bilingual Coordinator by telephone at (916) 322-0473 no later than ten business days before the scheduled meeting. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

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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. Learn more at [www.arb.ca.gov](http://www.arb.ca.gov).

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