



# Air Resources Board



**Matthew Rodriguez**  
Secretary for  
Environmental Protection

**Mary D. Nichols, Chairman**  
9480 Telstar Avenue, Suite 4  
El Monte, California 91731 • [www.arb.ca.gov](http://www.arb.ca.gov)

**Edmund G. Brown Jr.**  
Governor

November 7, 2012

Mail-Out #MSC 12-23

TO: All Interested Parties

SUBJECT: PUBLIC MEETING TO CONSIDER CHANGES TO THE ON-ROAD  
VOUCHER INCENTIVE PROGRAM GUIDELINES

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The Air Resources Board (ARB) invites you to participate in a public meeting to consider proposed changes to the on-road Voucher Incentive Program (VIP) Guidelines. The proposed changes include an update of the funding tables listed in Appendix O and P for calendar year 2013. The proposed changes are summarized in the following "Proposed Revisions" section of this Mail-Out.

The meeting is scheduled for two hours but may end early if comments conclude before the scheduled closing time:

DATE: Wednesday, November 14, 2012  
TIME: 10:00 – 12:00 p.m.  
PLACE: California Environmental Protection Agency  
Air Resources Board  
5th Floor, Room 510  
1001 I Street  
Sacramento, California 95814

This meeting will also include a teleconference call-in number for members of the public who wish to participate by telephone. The call-in number, available only at the time of the meeting, is 1-866-917-4579. The passcode is 7167787.

**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 and retrofits.

*The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website: <http://www.arb.ca.gov>.*

California Environmental Protection Agency

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State law (Health & Safety Code Section 44287) authorizes ARB to revise the Guidelines when necessary to improve the ability of the program to achieve its goals. When considering proposed revisions to the Guidelines, this section also instructs ARB to work with the implementing air districts and hold at least one public meeting to consider public comments.

Changes to the Guidelines may be approved and implemented by the Executive Officer or designee after a public meeting and consideration of public comments. The purpose of the public meeting is to explain the proposed changes and receive public comments for consideration. The public comment period for these revisions will be 45 days from the date of this notice. If approved, the changes will be implemented through the issuance of a Mobile Source Mail-Out posted on the following ARB website: <http://www.arb.ca.gov/msprog/mailouts/mailouts.htm>.

**Proposed Revisions:** The following sections summarize the proposed revisions to the current on-road VIP guidelines. The on-road VIP guidelines attached to this notice present the additions as underlined text while ~~strikeout~~ text indicates deletions. All of the proposed changes are intended to further reduce emissions by updating eligibility requirements and/or encouraging participation.

#### ***PROJECT ELIGIBILITY***

##### **1. Update VIP grant amounts for on-road trucks for calendar year 2013**

Currently, the grant funding amounts for the VIP expire on December 31, 2012. The VIP Guidelines require that an air district must determine the eligible funding amount based on the funding tables in Appendix O or P for the year in which delivery occurs. The revised appendices for calendar year 2013 reflect the change in surplus opportunities provided by the Truck and Bus Regulation. Additional funding tables for used 0.5 and 0.2 g/bhp-hr engines have been added; see Appendix O and P.

##### **2. Military Service Provision**

A Military Service Provision for military personnel choosing to participate in the VIP provides flexibility in the VIP registration and usage documentation requirements for military service members who have recently returned from deployment; see Section C.2.(A).(4).

##### **3. New Replacement Vehicles Must Be 2010 or Newer for 0.5 g/bhp-hr NOx and Cleaner Engines**

New replacement vehicles with an engine certified to a Family Emissions Limit (FEL) or Standard (STD) level of 0.50 grams per brake horsepower hour (g/bhp-hr) Oxides of Nitrogen (NOx) and 0.01 g/bhp-hr Particulate Matter (PM) or cleaner must be a 2010 or newer model year vehicle; see Section A.

#### **4. Modify Engine Model Years Still Eligible for VIP Retrofit**

The engine model years that still may potentially be eligible for VIP are 1996 or newer; see Section C.4.(A).

#### **5. Existing Vehicle Must Not Be Under Contract**

The existing vehicle must not currently be under contract with any other entities; see Appendix A - Application Agreement.

### ***PARTICIPANT REQUIREMENTS***

#### **1. Fleet Calculator Requirement for Fleets of 4 or More Vehicles**

Fleet owners with 4 or more vehicles must submit a fleet calculator indicating green to participate in the VIP; see Section C.1.(C).

#### **2. Change In Ownership Notification**

Participating owner must notify the Air District and ARB of a change in ownership or registration status during the 36 months of the VIP term; see Section C.2.(B).(4).d.

#### **3. Owners Are Required to Return Usage Report**

Owners must return annual usage reports annually for 3 years; see Section C.2.(B).(4).d. and Appendix N.

#### **4. Application Agreement Under the Laws of California**

Applicant is entering into agreement under the laws of the State of California; see Appendix A - Application Agreement.

#### **5. Agreement if Application Is Approved for Replacement Vehicle**

Existing VIP agreement clarifies that the existing vehicle will be destroyed; see Appendix A - Application Agreement.

### ***AIR DISTRICT REQUIREMENTS***

#### **1. Air District Usage Report Notification**

Air District notifies ARB if any requested usage report is not returned by the owner during the 36 months of the VIP term; see Section C.7.(EE).

#### **2. Remove Existing Vehicle Identification Number of Rejected Application**

The existing Vehicle Identification Number (VIN) must be removed from the Clear Air Reporting Log (CARL) database if the application is rejected so that the applicant is able to reapply again in the future; see Section C.7.(W).

**3. Provide Flexibility for Air District to Retain Proof that Payment Has Been Made**

Flexibility for air districts to provide proof that reimbursement package has been submitted; see Section C.7.(Z).

**4. Appropriate Time to Enter VIN of Replacement Vehicle in the CARL database**

Do not enter the VIN of replacement vehicle in the CARL database until the sale is finalized; see Section C.7.(CC).

**5. Verification of Destroyed Vehicle**

Air District staff or a designated contractor must verify in person the destroyed vehicle; see Section C.10.(C).(4).

**6. Required Photographs for Inspections**

Required photographs for inspections have been reduced; see Appendix I - Required Photographs.

***DEALERSHIP, INSTALLERS, OR DISMANTLER REQUIREMENTS***

**1. Replacement Vehicle Must Be Delivered in California**

The replacement vehicle is required to be delivered in California; see Section C.8.(A).(8).

**2. Dealership Must Have a Minimum of Two Years of Experience**

Dealerships are required to have a California business license and a dealership license for the past two years as a minimum; see Section C.8.(A).(2).a. and Section C.8.(A).(2).b.

**3. Installers Must Be Manufacturer Authorized**

Retrofit installers must be manufacturer authorized; see Section C.9.(A).(2).b.

**4. Dismantlers Are Licensed by DMV for a Minimum of Two Years**

Dismantlers are required to be licensed by the Department of Motor Vehicles (DMV) for a minimum of the last two years; see Section C.10.(A).(1).

**5. Existing Vehicles Must Be Destroyed in 60 Calendar Days**

Dismantlers must destroy existing vehicle within 60 calendar days of receipt; see Section C.10.(C).(1).

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Submittal of Comments and Agency Contact Person: Interested members of the public may present comments either in person at the meeting, via telephone, or in writing. All comments on this matter must be received no later than December 24, 2012 (45 days after the date of this Mail-Out).

Postal address:                 John Nguyen  
  Air Resources Board  
  Mobile Source Control Division  
  1001 I Street  
  Sacramento, California 95814

Electronic mail:                 [jnguyen@arb.ca.gov](mailto:jnguyen@arb.ca.gov)  
Telephone:                         (916) 322-0367

Please note that under the California Public Records Act (Government Code section 6250 et seq.), written and oral comments, attachments, and associated contact information (e.g., address, phone, email, etc.) become part of the public record and can be released to the public upon request. Additionally, this information may become available via Google, Yahoo, and any other search engines.

Accommodations: If you require a special accommodation or need this document in an alternate format (e.g., Braille, large print) or another language, please contact John Nguyen or [jnguyen@arb.ca.gov](mailto:jnguyen@arb.ca.gov) as soon as possible before the meeting. TTY/TDD/Speech to Speech users may dial 711 for California Relay Service.

Si necesita acomodación especial, o si necesita este documento en un formato alterno (por ejemplo, sistema Braille, o en impresión grande) u otro idioma, por favor llame a Sra. Adriana Smith (916) 323-5450 o [asmith@arb.ca.gov](mailto:asmith@arb.ca.gov) tan pronto como sea posible antes de la reunión prevista. Para el Servicio Telefónico de California para Personas con Problemas Auditivos, o de teléfonos TDD pueden marcar al 711.

Sincerely,

/s/

Robert H. Cross, M.S.M.E., P.E.  
Chief, Mobile Source Control Division

Enclosure

cc:     See next page.

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cc: John Nguyen  
Air Resources Engineer  
Alternative Strategies Section