



Carl Moyer Program 2026 Guideline Update

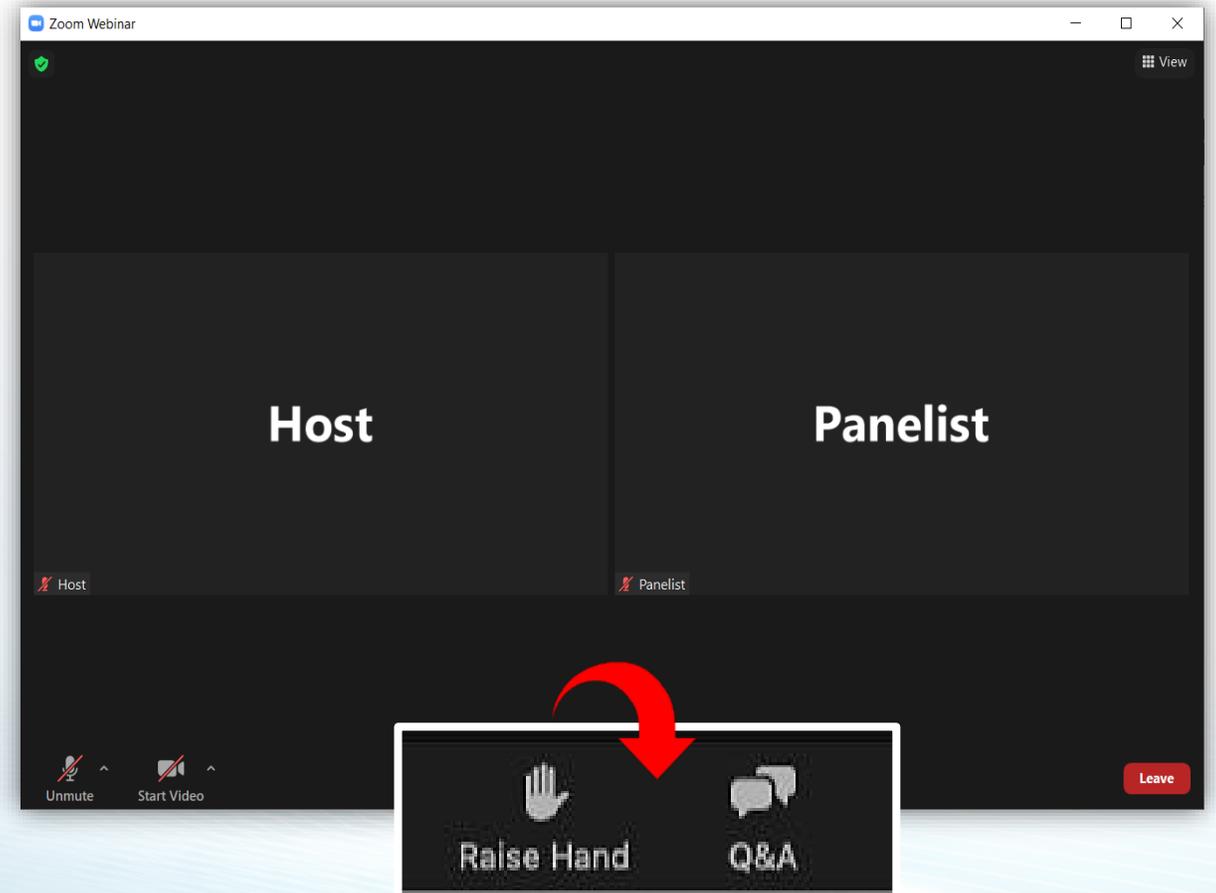
Public Meeting | Your input helps shape California's clean air future

February 26, 2026

Zoom Orientation - Attendees

Questions & Answers

- You may use the Q&A function throughout the meeting
- We will address questions during the public comment session only



Meeting Agenda

- Role of Incentives
- Carl Moyer Program Overview
- Drive Forward and the Carl Moyer Program
- 2026 Carl Moyer Program Guidelines Proposed Revisions
- Next Steps
- Q&A / Public Comment Session

Role of Incentives

Accelerate the transition of fleets to zero-emission



Support the State's climate change, air quality, zero-emission vehicle deployment, and petroleum reduction goals



Support equitable, community-driven clean transportation and multi-sector approaches



Promote economic growth and job training and apprenticeship opportunities



Build on successes of previous investments and incorporate lessons learned

CARB's Portfolio of Incentive Programs

CARB Implementation

Clean Off-Road Equipment (CORE)

Accelerate deployment of advanced technology in the off-road sector (e.g., gantry crane, TRUs, railcar movers)

Low Carbon Transportation Incentives (LCTI) and Air Quality Improvement Program (AQIP)

Advance technologies to provide Priority Populations benefits with criteria pollutant, air toxics, and GHG reductions

Volkswagen Mitigation Trust

Mobile source incentives for NOx mitigation and zero-emission, mainly scrap and replace projects

CARB Guidelines for Air Districts Implementation

FARMER Program

Grant program for equipment, including mobile equipment, used in agricultural operation

Proposition 1B Program

Incentives for freight movement equipment with early and extra criteria air pollutants and toxic air contaminant emission reductions

Carl Moyer Program

Mobile source and infrastructure incentives that are cost-effective and SIP creditable for air pollutant and toxic air contaminant emission reductions

Community Air Protection Incentives Program (AB 617)

Criteria, toxics and GHG reductions for community goals



Poll #1 - Audience Check-in

- **Who are you joining us as today?**
 - Community Group
 - Non-governmental or Non-profit Organization
 - Industry Representative
 - Air District
 - Other Government Agency
 - CARB Staff
 - Other

Carl Moyer Memorial Air Quality Standards Attainment Program

Overview of the Carl Moyer Program



Carl Moyer Program Overview

- Established in 1998
- Statewide emission reductions
 - Cost-effective
 - State Implementation Plan (SIP) creditable
- Environmental justice requirement
- Locally implemented by air districts
- Menu of eligible projects types
- Program monitoring for consistency



Carl Moyer Program Background

- Statewide emission reduction program supporting multiple categories
- By statute, emission reductions must be:
 - State Implementation Plan (SIP) creditable – surplus, permanent, quantifiable, and enforceable
 - Cost-effective
- Partnership between State and Air Districts



The Carl Moyer Program Guidelines

2024 Revisions

**Volume I: Program Overview, Program
Administration and Project Criteria**

Approved by Board: October 24, 2024



Carl Moyer Program Funding Outcomes



\$1.5+ Billion Invested Statewide



\$594 Million Invested in Environmental Justice Communities

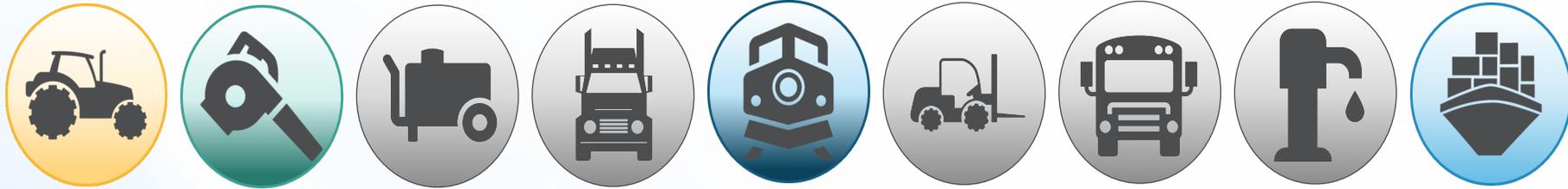


72,000+ Engines Replaced



205,000+ tons NOx & ROG and 7,400+ tons PM

Eligible Source Categories



- On-road heavy-duty trucks
- Off-road diesel and spark ignition equipment
- Stationary and portable agriculture equipment
- Locomotives
- Marine vessels
- Lawn and garden equipment
- Infrastructure

Poll #2 - Audience Check-in

- **How familiar are you with the Carl Moyer Program?**
 - Very familiar
 - Somewhat familiar
 - Heard of it, but unsure how it works
 - New to the program

Carl Moyer Program Guidelines - Volume I

Chapters 1-10

- Chapter 1: Program Overview
- Chapter 2: General Criteria
- Chapter 3: Program Administration
- Chapter 4: On-Road Heavy-Duty Vehicles
- Chapter 5: Off-Road Equipment
- Chapter 6: Locomotives
- Chapter 7: Marine Vessels
- Chapter 8: Light-Duty Vehicles
- Chapter 9: Lawn and Garden Equipment Replacement
- Chapter 10: Infrastructure

Appendices

- Appendix A: Acronyms
- Appendix B: Definitions
- Appendix C: Cost-Effectiveness Calculation Methodology
- Appendix D: Tables for Emission Reduction and Cost-Effectiveness Calculations
- Appendix E: Chapter References



Carl Moyer Program Guidelines - Volume II

- Voucher Incentive Programs (VIP)
 - On-Road VIP Guidelines
 - Off-Road VIP Guidelines
- Agricultural Assistance Program



What We've Heard

- Programs are hard to navigate
- New technology feels risky
- Flexibility is needed across sectors

How We've Responded

2024 Guidelines Changes

- Updated program administration to reflect air districts' added responsibilities and policy changes
- Increased opportunities for zero-emission technology adopters
- Aligned with the Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program

Recent Amendments

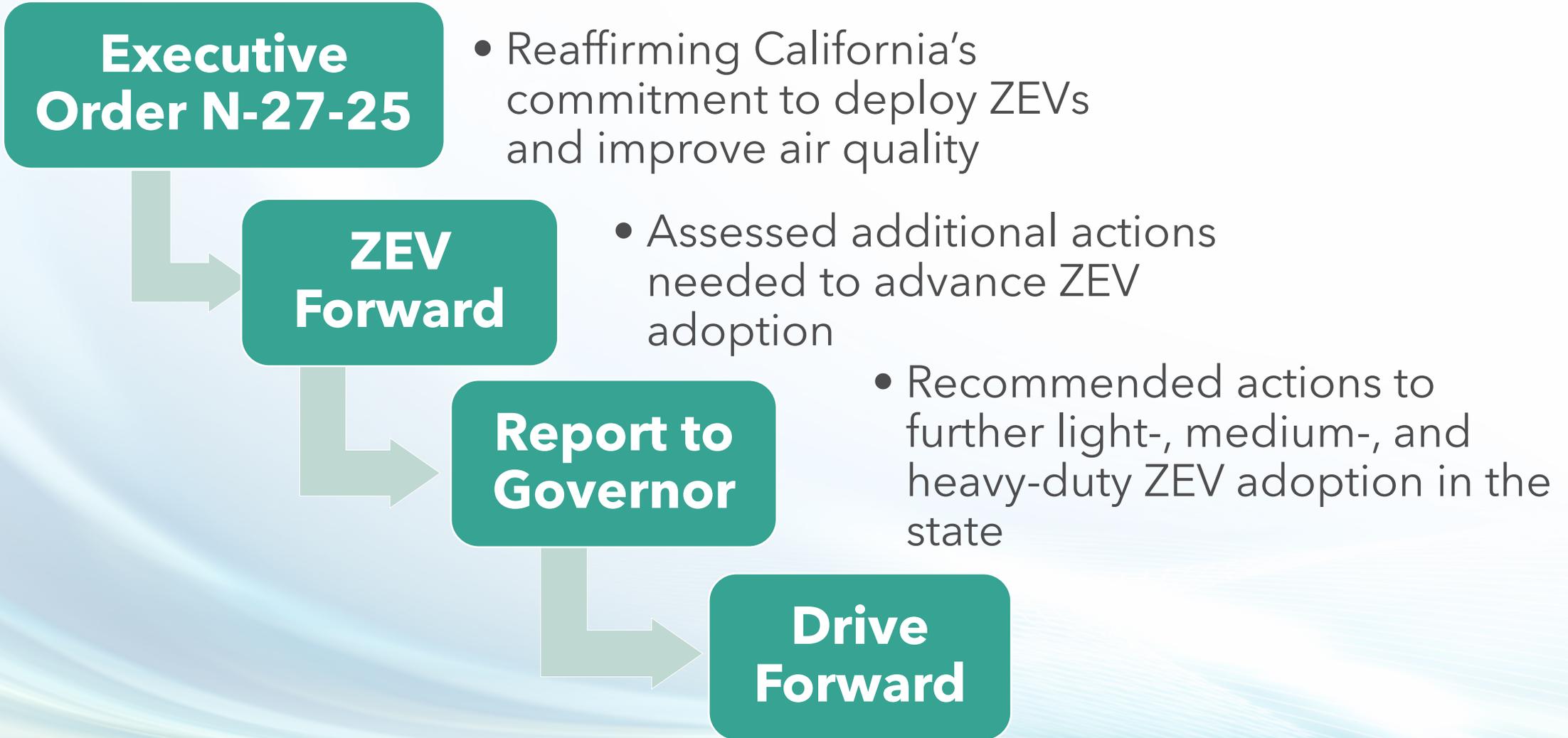
- Changes to Chapter 8 to align with Clean Cars 4 All
- Changes to Chapters 5,6,7, and 9 in response to EPA Waivers.

Carl Moyer Memorial Air Quality Standards Attainment Program

Drive Forward and the Carl Moyer Program



California Continues Forward



2026 Proposed Changes and Drive Forward

2026 Proposed Changes

- New Purchase Projects for Zero-Emission Technology
- Revamp Volume II of the Carl Moyer Guidelines
- Other program improvements, clarifications, and updates

How They Drive Us Forward

- Advance clean technology in the state
- Streamline implementation of incentives, a key strategy of Drive Forward



Poll #3 - Technology Hesitation

- **Where do you see the most reluctance to adopt zero-emission technology?**
 - Heavy-duty trucks
 - Agricultural equipment
 - Construction/Off-Road equipment
 - Marine or locomotive
 - Infrastructure access
 - Cost, insurance, and financing

Carl Moyer Memorial Air Quality Standards Attainment Program

New Purchase Projects



New Purchase Projects (Fleet Expansion)

- What's Being Considered
 - Reintroduce New Purchase Projects
 - Focus on zero-emission technology only
 - Lower incentive amount than scrap and replace
 - Support early adoption and technology advancement



Question for the Audience

What concerns or opportunities do you see with New Purchase?



Carl Moyer Memorial Air Quality Standards Attainment Program

Carl Moyer Program Guidelines - Volume II



Why Revamp Volume II?

- Programs are underutilized
- Language and structure are hard to navigate
- Some eligibility rules are outdated

Volume II - Considerations

- Simplify language, formatting, and usability
- Include rebate and cash-only options
- Move existing voucher programs from Volume I to Volume II
- Expand eligibility to more equipment types and fleets
 - No longer limit to only small on-road fleets
 - Add off-road equipment options beyond tractors
 - Include new light-duty options

Poll #4 - Program Usability

What would make Incentive programs easier to use?

- Clearer guidance
- Faster processing
- More eligible equipment
- Better outreach and assistance
- Predictable funding timelines

Engagement Opportunities

- Additional workshops will be held in 2026, with an expected Board consideration in November 2026.
- Continual opportunity for written comments.

Event	Date
Next Carl Moyer Guideline Workshop	~June 2026
Final Carl Moyer Guideline Workshop	September 2026
Board Hearing	November 2026

Contact Us

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Source Category

On-Road Heavy-Duty: Yadir Osornio

Off-Road: Mirian Sandoval

Locomotives: Mia Hunt

Marine: Vicky Hanks

Light-Duty: Mia Hunt

Lawn and Garden: Josh Lowell

Infrastructure: Ken Bhatti

Volume II Lead: Debbie Paselk

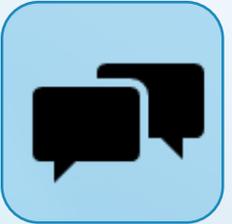
Carl Moyer Memorial Air Quality Standards Attainment Program

Discussion and Q&A

Public Comment Session



Use the "Raise Hand" function to ask a question



Use the "Q&A" feature to type a question



Press #2 if calling in by telephone



Please state your name and affiliation before asking a question or making a comment

THANK YOU