



October 23, 2025

Public Meeting Notice:

Proposed Revisions to the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer) for Light-Duty Vehicles

Carl Moyer State Reserve Funding for Clean Cars for All

The California Air Resources Board (CARB or Board) invites you to participate remotely for a public meeting to learn more about State Reserve funding to be used to co-fund light-duty vehicle purchases that align with and support continued implementation of Clean Cars for All (CC4A) projects. At the November 2024 Board meeting on the Fiscal Year 2024-25 Funding Plan, staff received direction to explore all options available to ensure continued implementation of air district CC4A programs. The Board directed the Chair to review and approve any funding allocations staff proposes for CC4A and the Drive Clean Assistance Program, without jeopardizing the implementation of the statewide Driving Clean Assistance Program, without putting funds at risk, and while recognizing the balance CARB is trying to achieve with district programs with the limited funds available.

CARB is prioritizing \$12.4M in Carl Moyer State Reserve funds and other available balances to support Moyer-eligible zero-emission equipment, vehicles, and infrastructure projects that provide fuel or power to covered sources, with added flexibility for air districts with existing CC4A programs to prioritize projects under Chapter 8: Light-Duty Vehicles, supplementing zero-emission vehicles.

Staff propose amendments to the Carl Moyer Guidelines so air districts with CC4A programs will also have increased flexibility to fund projects that align with Chapter 8: Light-Duty Vehicles. Given the replacement vehicle of CC4A projects are zero-emission, staff are proposing to update the Carl Moyer Guidelines Appendix E: Cost-Effectiveness Limits, Discount Rates, and Capital Recovery Factors to apply the on-road zero-emission technology limit of Chapter 4: On-Road to Chapter 8: Light-Duty Vehicles to better align incentive amounts. Specifically, staff propose updating the current cost-effectiveness limit from \$60,000 to \$522,000, given that the replacement vehicle of CC4A projects would be zero-emission, aligning

Chapter 4 and Chapter 8 cost-effectiveness limits. The updates will be shared during the public meeting along with a draft Appendix E.

The public meeting will be held via a Zoom meeting at the following date and time:

Date: November 6, 2025

Time: 9:30 A.M. to 10:30 A.M. (Pacific)

Location: [Register for the virtual Zoom Meeting](#)

Register

The November 6 meeting shall serve as the public meeting pursuant to Health and Safety Code section 44287, subdivision (b) for CARB to consider public comments about these Carl Moyer Program Guidelines amendments prior to final adoption. Please see below where to direct all relevant public comments. Meeting material including draft proposed guideline changes will be available on the [Carl Moyer website](#).

This public meeting will be recorded. Approximately two weeks after the public meeting a link to the recording will be made available.

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. Emission reductions funded through the Carl Moyer Program must be surplus, permanent, enforceable, and quantifiable in order to meet the underlying statutory provisions and be creditable to the State Implementation Plan.

State Reserve funds are a portion of the Carl Moyer Program funds that are set aside to provide monetary grants focusing on a specific project type(s). Section 44286(d) of the Health and Safety Code gives CARB the authority to reserve up to 10 percent of Moyer Program funding to directly fund any project that is a covered source and is described in Section 44281. For Fiscal Year 2024–25, \$12.35 million State Reserve funds will support Moyer-eligible zero-emission equipment, vehicles, and infrastructure projects that provide fuel or power to covered sources, with added flexibility for air districts with existing Clean Cars 4 All (CC4A) programs to prioritize projects under Chapter 8: Light-Duty Vehicles, supplementing zero-emission vehicles.

More Information

Written Comment Period

Today, October 23, 2025, initiates the start of the 45-day public comment period. Comments must be submitted and received **no later than 5:00 p.m. on December 29, 2025**. For questions regarding the public meeting, or to submit public comments via e-mail, contact [Todd Sterling](#), Staff Air Pollution Specialist.

- [View Draft Chapter 3](#)
- [View Draft Chapter 8](#)
- [View Draft Appendix E](#)

Electronic Submittal

Contact

For questions regarding the public meeting for the Carl Moyer State Reserve Funds please contact [Mr. Todd Sterling](#), Staff Air Pollution Specialist.

If you require a special accommodation or need this document in an alternate format (i.e., Braille, large print) or another language, please contact [Ms. Mia Hunt](#), Air Pollution Specialist, as soon as possible, but no later than 5 days before the scheduled public meeting.

Clearing California Skies for Over 50 Years

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.

[More Information](#)

Stay connected with the California Air Resources Board

