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January 2, 2026

## **Public Meeting Notice: Proposed Revisions to the Carl Moyer Program for Off-Road Equipment, Locomotives, Marine Vessels, Lawn and Garden Equipment Replacement, and to Initiate a 45-Day Public Comment Period**

### **Invitation to Participate**

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The California Air Resources Board (CARB or Board) invites you to participate in a public meeting to discuss proposed updates to the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program) Guidelines. The proposed revisions apply to:

- [Proposed Chapter 5: Off-Road Equipment](#)
- [Proposed Chapter 6: Locomotives](#)
- [Proposed Chapter 7: Marine Vessels](#)
- [Proposed Chapter 9: Lawn and Garden Equipment Replacement](#)

These updates are intended to clarify and expand funding opportunities for zero-emission (ZE) projects, align the Moyer Program Guidelines with recent CARB regulatory developments, and ensure continued commitment with Executive Order N-27-25. The changes also address feedback received from stakeholders. As a result of these collaborative efforts, and under authority delegated to the Executive Officer, CARB staff are proposing these guideline revisions for public consideration.

The public meeting will be held via a Zoom meeting:

Date: January 14, 2026  
Time: 10:00 a.m. – 12:00 p.m.  
Location: [Register for the virtual Zoom Meeting](#)

All interested parties are invited to attend the virtual public meeting. Please register prior to the event. Upon completion, you will receive an email with information on how to join the public meeting via digital/computer device or telephone on the day of the meeting.

[Register](#)

The January 14, 2026 public meeting shall serve as the public meeting pursuant to Health and Safety Code (H&SC) section 44287(b) for CARB to consider public comments on the proposed amendments to the Moyer Program Guidelines prior to final adoption. Changes to the Guidelines may be approved and implemented by the Executive Officer or designee after a public meeting and consideration of public comments under the authority granted by the [Board Resolution 21-24](#).

Meeting material including draft proposed guideline changes will be available on the [Carl Moyer website](#) and will be posted no later than January 2, 2026.

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## Proposed Updates

In response to recent developments, including changes to the status of CARB's regulations, the issuance of Executive Order N-27-25, and feedback from stakeholders, CARB is proposing revisions to the 2024 Carl Moyer Program Guidelines. These updates aim to clarify which projects are considered surplus and

therefore eligible for funding, enabling air districts to implement the program more effectively. During the public meeting, CARB staff will present proposed updates that address the absence of U.S. EPA authorizations, clarify and expand eligibility for zero-emission (ZE) projects, and incorporate input received from air districts and stakeholders.

The proposed changes to the Moyer Program Guidelines include:

- Off-Road -
  - Expand funding opportunities for fleets taking voluntary early action under CARB programs;
  - Provide District flexibility for ZE projects taking voluntary action for Zero-Emission Forklift (ZEF) regulation
    - Maximum project life option for voluntary action applicants;
    - Maximum eligible incentive amount;
  - Support replacement of combustion equipment with ZE equipment;
- Locomotives -
  - Reflect the repeal of the In-Use Locomotive Regulation by removing associated requirements resulting in additional funding opportunities;
  - Remove the allowance for partial-year project life to simplify program administration;
  - Reinstating Tier 4 locomotive certification and verification requirements;
- Marine Vessels -
  - Expand funding for short-run ferries using Tier 4 Final and ZE technology projects;
- Lawn & Garden Equipment Replacement-
  - Broaden eligibility by updating flexibility when districts define commercial lawn and garden business verification documents; and
  - Clarify language on bulk purchases.

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## Written Comment Period

The public is welcomed and encouraged to participate in the process of updating the Guidelines by providing comment on these proposed changes commencing today, January 2, 2026, which initiates the start of the 45-day public comment period pursuant to H&SC section 44287, subdivision (b). Written comments must be received **no later than February 16, 2026**, and should be submitted via email to [MoyerHelp@arb.ca.gov](mailto:MoyerHelp@arb.ca.gov).

Draft proposed guideline changes are available on the [Carl Moyer Program](#) website:

- [Proposed Chapter 5: Off-Road Equipment](#)
- [Proposed Chapter 6: Locomotives](#)
- [Proposed Chapter 7: Marine Vessels](#)
- [Proposed Chapter 9: Lawn and Garden Equipment Replacement](#)

Please note that under the California Public Records Act (Government Code section 7920.000 et seq.), your written and oral comments, attachments, and associated contact information (e.g., your address, phone, email, etc.) become part of the public record and can be released to the public upon request.

## Electronic Submittal

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## Background

Since 1998, the Moyer Program has funded cleaner than-required technologies, reducing criteria pollutant emissions, including oxides of nitrogen, reactive organic gases that contribute to ozone formation, and particulate matter. Emission reductions funded through the 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. The Moyer Program has been successfully implemented through cooperative partnerships with local air districts as they review eligible applicants that can receive grants to purchase cleaner replacement equipment or repowers. CARB is responsible for establishing, updating, and adopting guidelines for the Program and proposes revisions, as necessary, to improve the program's ability to achieve the maximum amount of

emission reductions feasible. The 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 CARB programs).

### [More Information](#)

#### **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.

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