



January 29, 2026

First Public Workshop to Introduce the Process to Update the Carl Moyer Program Guidelines

Invitation to Participate

The California Air Resources Board (CARB or Board) invites you to participate remotely in the first public workshop to introduce the processes for updating the Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program) Guidelines.

During the workshop, CARB staff will provide an overview of the Carl Moyer Program, outline the upcoming process for potential updates to these incentive program's guidelines, and provide an opportunity for public input.

The public workshop will be held via a Zoom meeting:

Date: February 26, 2026
Time: 1:30p.m. – 3:30p.m.
Location: [Zoom Webinar/Teleconference](#)

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

[Register](#)

This workshop will be held online and will be recorded. There is no option for in-person attendance.

CARB staff's presentation, and any additional webinar related documents, will be made available prior to the workshop on the [Carl Moyer Program website](#).

Proposed Updates

CARB staff are updating the Carl Moyer Program Guidelines to expand upon the goals and concepts of the 2024 Guideline update and consider the introduction of new concepts. These proposed changes include:

- Updates to reflect changes in CARB Programs and inventory
- Maintain Drive Forward momentum
- Potential reintroduction of **New Purchase** projects
- Revamping of **Volume II** to expand and streamline its implementation
- Clarifications where needed.

New Purchase projects existed in previous versions of the Carl Moyer Program Guidelines and are being considered for reintroduction. New Purchase projects did not require that a baseline vehicle or equipment be scrapped. Typically, these projects provided a lower award amount.

Volume II currently houses the On-Road Voucher Incentive Program (VIP), Off-Road VIP, and the Agricultural Assistance Program. The changes being considered for Volume II are to expand project and equipment type eligibility and simplify requirements for easier implementation.

To begin the process of updating the Carl Moyer Program Guidelines, CARB staff will host a public workshop as a kick-off to gather input from community members and public stakeholders on potential changes. Public notices for additional public workshops will be released at a later date.

Please note that these potential changes are separate from the proposed updates to individual chapters of the 2024 Carl Moyer Program Guidelines. Those updates are intended to address recent developments, including changes to the status of CARB regulations, the issuance of Executive Order N-27-25, and feedback from stakeholders.

CARB staff plan to present these potential updates to expand upon and introduce new concepts to the Carl Moyer Program Guidelines to the Board for consideration in November 2026. We encourage members of the public to attend and participate in our first public workshop this February. Public input is critical to the continual innovation and success of the Carl Moyer Program.

Contact

For more information or questions, please contact [Joshua Simmons](#), Air Resources Engineer.

If you require a special accommodation or need this document in an alternate format (i.e., Braille, large print) or another language, please submit a request via

email to at MoyerHelp@arb.ca.gov, as soon as possible, but no later than 10 days before the scheduled workshop.

Background

Since 1998, the [Carl Moyer Program](#) has reduced criteria pollutant emissions, including oxides of nitrogen, reactive organic gases that contribute to ozone formation, and particulate matter. The Carl Moyer Program provides grants that fund up to the incremental cost of cleaner-than-required engines, whether equipment or vehicles, and emission reduction technology. The projects, except for infrastructure projects, must yield emission reductions above and beyond, or before, what is required by regulation and are constrained by cost-effectiveness limits for projects meeting the required emission standard, an optional advanced technology standard, or a zero-emission standard. Emission reductions produced by Carl Moyer Program-funded projects must be creditable in the State Implementation Plan. The Carl Moyer Program has filled a critical niche in California's strategy to achieve clean air and complement California's regulatory programs by funding emission reductions that are surplus.

More Information

In spring 2025, the federal government took unprecedented actions claiming to revoke [California's Clean Air Act waivers](#) for three vehicle-related clean air and climate programs.

In response, California filed suit to challenge the federal government's unlawful actions. That case is ongoing. Additionally, Governor Gavin Newsom signed Executive Order N-27-25 on June 12, 2025, reaffirming the state's commitment to cut harmful air pollution from transportation and protect public health. This includes directing CARB to begin work on its next round of vehicle emissions standards to cut smog-forming, greenhouse gas, and toxic emissions, especially in communities disproportionately impacted by pollution.

Drive Forward Initiative

The Drive Forward initiative reaffirms California's leadership in clean air and climate policy, setting the course for the next phase of the state's light-, medium- and heavy-duty vehicle programs.

Drive Forward continues California's commitment to meet state and national air quality standards, achieve climate and clean air goals, and protect public health through strong vehicle standards. Drive Forward will support the development of light-, medium- and heavy-duty vehicle regulations, incentive programs, outreach

and education, and supportive programs and policies that enable clean vehicle use.

This effort will further advance the clean technologies available today to ensure California meets its air quality and climate obligations.

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](#)

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