



March 26, 2026

Notice of Updates to the Carl Moyer Memorial Air Quality Standards Attainment Program Guidelines for Ch. 3: Program Administration, Ch. 8: Light-Duty Vehicles, and Appendix E Carl Moyer State Reserve Funding for Clean Cars 4 All

Based on recommendations and comments from the public meeting process, the California Air Resources Board (CARB) is pleased to provide updates to the [*Carl Moyer Memorial Air Quality Standards Attainment Program \(Carl Moyer Program\)*](#) Guidelines.

At the November 2024 Board meeting on the Fiscal Year (FY) 2024-25 Funding Plan, CARB directed staff to evaluate all available options to ensure continued implementation of air district Clean Cars 4 All (CC4A) programs. The Board further directed the Chair to review and approve any funding allocations proposed for CC4A and the Driving Clean Assistance Program, provided that statewide implementation of the Driving Clean Assistance Program is not jeopardized, no funds are placed at risk, and CARB maintains appropriate balance across district programs given limited statewide resources.

CARB staff conducted a public meeting to present proposed updates to the Carl Moyer Program Guidelines for Chapter 3: Program Administration, Chapter 8: Light-Duty Vehicles, and Appendix E: Cost-Effectiveness, Discount Rates, and Capital Recovery Factors. These updates enable the use of Moyer State Reserve funding to co-fund eligible light-duty vehicle projects that align with and support continued implementation of CC4A projects.

CARB has allocated \$12.35 million in Moyer State Reserve funds for FY 2024-25 and FY 2025-26, and made available unliquidated balances, to support Moyer-

eligible zero-emission equipment, vehicles, and infrastructure projects that provide fuel or power to covered sources. These Guideline updates add flexibility to fund zero-emission projects that meet the requirements of Chapter 8: Light-Duty Vehicles. Chapter 3: Program Administration was amended to incorporate administrative updates.

Because co-funded CC4A replacement vehicles are limited to zero-emission technology, staff updated Appendix E: Cost-Effectiveness Limits, Discount Rates, and Capital Recovery Factors to apply the on-road zero-emission technology limit from Chapter 4: On-Road Heavy-Duty Vehicles to Chapter 8: Light-Duty Vehicles. As a result, the current cost-effectiveness limit for light-duty zero-emission replacement projects has been increased from \$60,000 to \$522,000.

Access the updated documents:

- [Chapter 3: Program Administration](#)
- [Chapter 8: Light-Duty Vehicles](#)
- [Appendix E: Cost-Effectiveness, Discount Rates, and Capital Recovery Factors](#)

Background

Since 1998, the Carl Moyer Program has played a key role in California's strategy to achieve clean air. The 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 to meet statutory provisions and be creditable to the State Implementation Plan.

State Reserve funds are a portion of the Carl Moyer Program funds set aside to support specific project types. Section 44286(d) of the Health and Safety Code authorizes CARB to reserve up to 10 percent of Moyer Program funding to directly fund any project that is a covered source described in Section 44281. For FY 2024–25 and FY 2025-26, \$12.35 million in 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 CC4A programs to prioritize projects under Chapter 8: Light-Duty Vehicles, supplementing zero-emission vehicles.

[More Information](#)

Contact

For more information or questions, contact a Moyer program representative at MoyerHelp@arb.ca.gov.

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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