June 12, 2026

Notice of Updates to the Carl Moyer Program Guidelines for the Off-Road Equipment, Locomotives, Marine Vessels, and Lawn and Garden Equipment Replacement Chapters

The California Air Resources Board (CARB or Board) is releasing targeted updates to the *Carl Moyer Memorial Air Quality Standards Attainment Program* (Carl Moyer Program) Guidelines following public input received during the public meeting and public comment period. The revisions apply to Chapter 5 (Off-Road Equipment), Chapter 6 (Locomotives), Chapter 7 (Marine Vessels), and Chapter 9 (Lawn and Garden Equipment Replacement).

These updates clarify and expand funding opportunities for zero-emission (ZE) projects, align the Carl Moyer Program Guidelines with recent CARB regulatory developments, support ongoing commitments under Executive Order N-27-25, and address feedback received from the air districts and stakeholders.

Consistent with the Carl Moyer Program statutory requirements for program oversight and transparency under HSC § 44291, CARB issued a public notice of the proposed revisions and opened a 45-day public comment period from January 2 through February 16, 2026. A public meeting was held on January 14, 2026 to present the proposed changes and receive stakeholder input. Based on the comments received through this process, and under authority delegated to the Executive Officer by *Board Resolution 24-13* , CARB staff are now releasing the targeted updates to the Carl Moyer Program Guidelines.

Summary of Chapters Updates

Chapter 5: Off-Road Equipment

- Adds a definition for “Voluntary Action” to clarify eligibility for projects undertaken prior to the effective date of a regulation or without a U.S. EPA waiver/authorization. This definition recognizes that a fleet or entity may proactively align with a regulation at its own discretion and without conferring any regulatory compliance status.
- Expands funding opportunities for fleets taking voluntary early action toward CARB ZE regulations and programs, including an optional cost-share plus-up of up to 15%.
- Provides districts flexibility to fund ZE projects that take voluntary action for the ZE Forklift regulation, including funding up to the maximum project life and the maximum eligible incentive amount.
- Expands flexibility for funding ZE projects that take voluntary action for the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and facilities where TRUs operate by removing the phase-in compliance schedule for ZE truck TRU fleets and allowing funding up to the maximum project life and maximum eligible incentive amount.
- Supports replacement of combustion-powered equipment with ZE equipment to accelerate adoption of cleaner technologies.

Chapter 6: Locomotives

- Reflects repeal of the In-Use Locomotive Regulation (Board Resolution 25-4) by removing in-use operational requirements, thereby creating additional funding opportunities with project lives up to the maximum 15-year project life (maintaining a minimum one-year project life).
- Eliminates partial-year project lives, simplifying program administration.
- Reinstates the requirement that locomotive replacement projects with an aggregate engine power rating of 1,006 horsepower (750 kW) or greater must be certified by the U.S. EPA and verified by CARB as meeting Tier 4 locomotive emission standards.
- Retains existing requirements for ZE locomotives to have CARB verification or approval.

Chapter 7: Marine Vessels

- Expands funding eligibility for Tier 4 Final short-run ferries and ZE replacement projects.

- Promotes ZE technology by allowing districts to waive cost-share requirements of up to 15% for fleets voluntarily transitioning to ZE vessels.

Chapter 9: Lawn & Garden Equipment Replacement

- Broadens eligibility by allowing districts to determine acceptable verification documents for commercial lawn and garden businesses, addressing concerns that strict business license requirements may exclude informal landscaping companies.

- Clarifies that the bulk purchase option is limited to commercial businesses and public agencies and requires purchases to be made via agreements between districts and equipment manufacturers or dealers.

Availability of Updated Documents

Updates to the individual chapters are now available on the *Carl Moyer Program Guidelines website* or through the following links:

- Chapter 5: Off-Road Equipment
- Chapter 6: Locomotives
- Chapter 7: Marine Vessels
- Chapter 9: Lawn and Garden Equipment Replacement

Background

Since 1998, the Carl Moyer Program has funded cleaner than-required technologies to reduce 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 Carl 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 Carl 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.

More Information