

California Environmental Protection Agency Tribal Advisory Committee Report

California Air Resources Board
Quarter One and Two, 2025 Report



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Report Format

This Quarter One and Two, 2025, report from the California Air Resources Board (CARB) to the California Environmental Protection Agency (CalEPA) Tribal Advisory Committee (TAC) provides an overview of background information and key updates that occurred from January through June.

I. Background

On August 17, 2010, the CalEPA TAC Charter was approved by CalEPA and Charter tribes. The purpose of the CalEPA TAC is to facilitate discussions on environmental issues between California tribes and CalEPA, including its Boards, Departments, and Offices (BDOs).

CARB reaffirms its commitment to collaborating with California Native American Tribes through consultation on CARB rules, regulations, policies, and programs. This collaboration helps CARB make informed decisions that better protect California's air quality and climate. CARB recognizes the deep and parallel relationship we share with the communities we serve and values the traditional ecological knowledge (TEK) and historic expertise of tribes managing California's air and climate resources.

In the spirit of continued collaboration, CARB develops a TAC report to highlight the activities CARB staff have undertaken, as well as opportunities for further engagement with tribes.

Consultations

CARB works closely with tribes and holds consultations when requested. During this reporting period CARB participated in three consultations.

CARB also worked with tribes on various projects, grants, regulations, and inquiries, but those are captured in the Outreach Related updates section of this TAC Report.

As background, the following statutes are related to the requirements CARB follows to consult with tribes:

- Assembly Bill (AB) 52: (AB 52, Gatto, Stats. 2014, ch. 532) Requires public agencies consult with tribes when acting as the lead agency during the California Environmental Quality Act (CEQA) process and consider potential impacts to Tribal cultural resources.
- Executive Order B-10-11: Encourages communication and consultation with tribes, confirms Tribal opportunities to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect Tribal communities.
- AB 923: (AB 923, Ramos, Stats. 2022, ch. 475, Gov. Code § 11019.81) Builds on Executive Order B-10-11 and encourages the State and its agencies to consult on a

government-to-government basis with tribes. It designates State officials authorized to represent the State in these consultations and requires training to support such consultations, which must occur annually after 2025.

II. Closed Action Items

The following action items from the January 2025 CalEPA TAC Boards, Departments, and Office (BDO) Heads Meeting are now completed:

- Incentives:
 - Coordinate with CARB staff leading the E-Bikes Incentive Project to have a conversation on the incentive amount being insufficient for individuals with disabilities.
- Supplemental Environmental Projects (SEPs):
 - Meet with Enforcement staff working on SEPs to better understand the function and application of SEPs to tribal projects.
 - Include information on SEPs in the Quarter One and Two TAC Report.
- Include a summary of outreach efforts conducted to tribes impacted by the updated National Ambient Air Quality Standards (NAAQS), including the number of tribes reached, in the Quarter One and Two TAC Report.
- Remove all "to date" language related to funding opportunities in current and future CalEPA TAC reporting.

Staff have been actively addressing these action items. In response to tribal concerns about grant administration, CARB's Tribal Team met with division staff overseeing incentive programs to share TAC feedback on the challenges. We shared the desire for more administrative funding, where feasible, and the desire to look into other methods for reimbursement. CARB's Tribal Team also met with staff working on the Planning and Capacity Building Grant, which is expected to launch in 2025. Additionally, a capacity-building proposal was submitted to the Governor's Office Truth and Healing Council, focused on providing tribes with funding to enhance their internal grant administration. If selected, this proposal will be included in the September 2025 Truth and Healing Final Report.

Staff also received a presentation from CARB's Enforcement Division on SEPs, and the related information has been included in this TAC Report. Feedback on CARB's E-Bikes Incentive Project and the updated NAAQS was collected, and relevant updates have been incorporated into this report for TAC review. Additionally, all references to "to date" language have been removed from this report and will not be included in future TAC reports.

Action items from past CalEPA TAC meetings and previous quarterly reporting can be found on CARB's Tribal Affairs webpage: [Tribal Affairs / Quarterly TAC Reports \(ca.gov\)](https://www.ca.gov/tribal-affairs/quarterly-tac-reports)

III. CARB Tribal Liaison Updates

CARB remains committed to engaging with tribes, building relationships, and providing opportunities for them to stay informed on key issues, including grant funding opportunities, Board and meeting agendas, and updates on air quality and climate policies.

In March, CARB participated in the California Energy Commission's Tribal Energy Summit and the Governor's Office 2025 California Tribal Nations Summit, where information was shared on the California Climate Investment's (CCI) Funding Workbook and various clean transportation incentives offered within CARB's Mobile Source Control Division (MSCD).

CARB's Tribal Team provides support for divisions within CARB working on air quality and climate programs, participates in the CalEPA Tribal Liaison meetings, and closely coordinates with BDOs on tribal-related efforts. To ensure tribes stay informed, CARB's Tribal Team collaborates with division staff to distribute information through our email list, Tribal Listserv, and the Governor's Office Weekly California Tribal Nations Update. Additionally, the Tribal Team uses its [Environmental Justice Blog](#) as a platform to share information. Critical updates, such as workshop invitations and time sensitive items, are sent directly to tribes via the CARB Tribal Contact List, which is continually updated by referencing existing resources such as the Native American Heritage Commission (NAHC) contact list, and CARB's list of contacts being built through ongoing outreach and engagement with tribes.

CARB's Tribal Relations [webpage](#) is another key resource for sharing information and gathering feedback from tribes. The webpage is regularly updated and provides tribes with direct access to relevant materials and for early participation in CARB's proposed programs and projects.

IV. Programmatic Updates

Progress continues toward engaging tribes in CARB's programmatic work. Consistent with CARB directives and TAC requests for greater transparency, this section highlights recent efforts to involve tribes in the development and implementation of CARB programs.

Regulatory Updates

Senate Bill 310

Senate Bill (SB) 310, passed in September 2024, went into effect in January 2025. It authorized the California Natural Resources Agency (CNRA) and local air districts to enter into written agreements with federally recognized California Native American tribes to support tribal sovereignty in cultural burning practices within their ancestral territories. Cultural burns require close coordination among multiple organizations, including CalEPA, CNRA, California Department of Forestry and Fire Protection (CalFire), and local air districts. CARB's role is to support the CNRA, local air districts, and tribes as needed and to continue

discussions with CalEPA regarding this effort. Consultation with tribes may be necessary under SB 310. Agreements with tribes will need to be drafted, and CARB may be asked to review them. As part of this process, CARB will ensure that the agreements do not result in negative environmental impacts and will provide technical support to air districts as needed.

For more information on SB 310, please visit: [*Bill Text - SB-310 Prescribed fire: civil liability: cultural burns.*](#)

Assembly Bill 3017

AB 3017, passed in September 2024, went into effect in January 2025. Existing law authorizes specified state departments and authorities, upon determining that an advance payment is essential for the effective implementation of a program, to provide advance funds not exceeding 25% of the annual allocation to a community-based private nonprofit agency contracted for service delivery during the fiscal year. AB 3017 impacts tribes in several ways. First, it improves advanced payment practices for state grants and contracts with tribes. It also expands the definition of "recipient entity" to include federally recognized tribes and exempts them from the requirement to demonstrate good standing under federal tax law.

CARB is currently coordinating with its legal team on the steps necessary to implement the law. CARB is also participating in the California Strategic Growth Council's (SGC) interagency convenings around the topic of advance pay to discuss tribal challenges, needs, and gaps on February 27, 2025. SGC plans to hold quarterly meetings on this topic moving forward. The next convening is planned for May 20, 2025.

For more information on AB 3017, please visit: [*Bill Text - AB-3017 State-funded assistance grants and contracts: advance payments.*](#)

Joint Programmatic Updates

Participation in Commercial Harbor Craft Technical Working Group

Previous TAC discussions have highlighted concerns about offshore shipping vessel emissions, particularly in Southern California, which are detailed in CARB's Quarter One 2024 TAC Report. On January 6, 2025, the U.S. EPA granted California Clean Air Authorization of most elements of its Commercial Harbor Craft (CHC) Regulation. In its action, U.S. EPA did not take action on two elements of the CHC Regulation for in-use engines and vessels: a) the zero-emission and advanced technologies (ZEAT) standards for in-use short-run ferries b) the emissions "standards for in-use engines and vessels (excluding commercial fishing vessels) that would apply after the expiration of the feasibility extensions" specifically for the Feasibility Extension E3. CARB has withdrawn its request for those two elements of the CHC Regulation and is evaluating next steps. CARB is not enforcing the portions of the CHC Regulation that were not granted authorization. As CARB evaluates U.S. EPA action, any resulting implementation changes will be posted on the program webpage.

For more information on the CHC Technical Working Group, please visit CARB's webpage at: [Technical Working Group / California Air Resources Board](#).

Senate Bill 100 Joint Agency Report

Pursuant to [SB 100](#) (SB 100, De León, Stats. 2018, ch. 312, Public Utilities Code § 454.53), the California Energy Commission (CEC), California Public Utilities Commission (CPUC), and CARB are developing the 2025-edition of the joint agency report for the Legislature (2025 SB 100 Report). This report assesses various pathways to achieve the SB 100 policy, which requires that 100 percent of electricity retail sales and state loads come from renewable and zero-carbon resources by 2045.

The CEC is leading the assessment work for the 2025 SB 100 Report, with technical assistance and policy guidance from CARB. CARB's Tribal Team is working closely with the Industrial Strategies Division on tribal coordination activities for the report, assessing needs within the tribal chapter of the report, and ensuring meaningful engagement with tribes throughout the process. CARB is actively involved in the SB 100 analyses and will continue to consult with tribes through CEC-led tribal working groups.

Regularly scheduled tribal working group meetings are planned for the remainder of the 2025 SB 100 Report development process to coincide with the release of draft modeling results, public workshops, and other related topics to facilitate tribal engagement and perspectives in informing the final report.

For more information on the joint agency SB 100 Joint Agency Report, please visit CEC's webpage at: [SB 100 Joint Agency Report](#).

Community Science Model Workgroup

CARB's Research Division, in collaboration with CalEPA and external experts, co-created a community science model available for CalEPA BDO projects. The model is widely applicable to any community interested in community science work and is inclusive of youth engagement. The workgroup consists of working with external experts, providing an opportunity for State agencies to build trust, establish relationships, and collaborate with diverse communities that can validate and contribute to the development of a valuable, effective, and relevant community science model that is informed through their lived and on-the-ground experiences.

Three tribes – Big Pine Paiute tribe of the Owens Valley, Cahto Tribe, and Gabrieleño Band of Mission Indians – Kizh Nation – along with seven community-based organizations are participating in this effort, which is ongoing until Summer 2025.

Zero-Emission Vehicle Equity Task Force

The [Zero-Emission Vehicle \(ZEV\) Equity Task Force](#) brings together leaders in zero-emission transportation, such as Environmental Justice (EJ) advocates, automakers, State governments, and other key organizations, to develop strategies to expand communities' access to ZEVs and zero-emission mobility. The objective of this task force is to expedite the

deployment of ZEVs and charging infrastructure in low-income, disadvantaged, and tribal communities throughout the State.

During this reporting period, the ZEV Equity Task Force held one meeting on March 11, 2025. This meeting focused on maximizing the impact of clean transportation through targeted outreach, education, and awareness campaigns. Panelists included Jill Sherman-Warne, Executive Director of the Native American Environmental Protection Coalition (NAEPC), who shared insights on an upcoming tribal and rural community tour and discussed her study on barriers to electric vehicle adoption. CARB is planning to hold two additional task force meetings in 2025, along with monthly workgroups that will help move projects forward.

CARB staff are collaborating with Jill Sherman-Warne to organize a tribal and rural tour in Eastern San Diego County taking place on June 23-30, 2025. The tour will highlight clean transportation projects and provide a platform for tribal representatives to share challenges and opportunities related to clean transportation and infrastructure. The goal is to foster partnerships and identify resources to expand ZEV adoption in these communities.

If any tribal community would like to hear more about the upcoming tour, the ZEV Equity Task Force, or participate in a future meeting, CARB staff are available to meet. Please email ZEVEquity@arb.ca.gov with your interest.

For more information on the ZEV Equity Task Force, visit CARB's webpage at: [Zero-Emission Vehicle Equity Task Force / California Air Resources Board](#)

Outreach Related Updates

Access Clean California

Access Clean California is a statewide program administered by GRID Alternatives that streamlines access to CCI consumer-facing, equity focused clean transportation, and clean energy incentive projects. The program provides resources to help the public learn about, apply for, and participate in these projects. Access Clean California utilizes a statewide Outreach Partner Network to engage priority communities, connecting them to CARB's incentive programs and offering case management and wraparound support throughout the application process.

Tribal outreach through Access Clean California has been done in partnership with tribes including the La Jolla Band of Luiseño Indians, the Soboba Band of Luiseño Indians, the Lipay Nation of Santa Ysabel, the Pechanga Band of Indians, the Morongo Band of Mission Indians, the Tachi Yokut Tribe, the Sycuan Band of the Kumeyaay Nation, the Viejas Band of Kumeyaay Indians, the San Pasqual Band of Mission Indians, the Santa Rosa Band of Cahuilla Indians, and the Cahuilla Band of Indians.

During this reporting period, GRID Alternatives began a new funding cycle for Fiscal Year 2023-2024. Additionally, NAEPC attended partner outreach meetings, connected with CARB's Planning and Capacity Building Administrator, and attended public workgroups on

CARB funded programs to provide feedback on the program operations and explore opportunities for the Outreach Partner Network to deepen their engagement with tribes for the new funding cycle.

For more information on Access Clean California, visit GRID Alternatives' webpage at: <https://gridalternatives.org/>

Cal Fleet Advisor Outreach to Tribes

CARB has heard from many tribes statewide that access to ZEVs and ongoing funding support for ZEVs are important priorities to reduce emissions in communities. Cal Fleet Advisor is a no-cost, one-on-one service that has helped over 901 companies in California with their transition to zero-emission trucks, buses, and vans. Fleets can get information about ZEVs, learn how they can save money, and find the best options for their fleet. Enrolling is easy; simply go to the Cal Fleet Advisor webpage and fill out the form. An advisor will be in contact within 1-2 business days.

During this reporting period, information about Cal Fleet Advisor as a critical Funding Opportunity continued to be shared as part of CARB's outreach and engagement with tribal partners, CalEPA TAC Members, and on the Tribal Affairs [webpage](#).

Air Quality Monitoring

CARB's Monitoring and Laboratory Division (MLD) continued to support tribes by providing air quality monitoring services, including lending and deploying equipment on behalf of tribes and air districts, certifying air monitoring instruments, conducting performance evaluations of ozone analyzers, and through the Statewide Mobile Monitoring Initiative.

MLD's Standards Laboratory Section provided Ozone certification of the Teledyne T400 O₃ Analyzer for the Salt River Pima-Maricopa Indian Community, Fort McDowell Yavapai Nation, and Gila River Indian Community. The Standards Laboratory provided Ozone certification for the Thermo 491 PS O₃ Analyzer and the Thermo 49C O₃ Analyzer for the Morongo Band of Mission Indians.

MLD's Quality Assurance Section supported the La Posta Band of Diegueño Mission Indians air monitoring program. Annually, QAS conducted performance evaluations of the Ozone analyzer at the La Posta air monitoring site. Performance evaluations started in 2023 and are conducted in the third quarter of each year.

Cap-and-Trade Compliance Offsets Program

The Compliance Offset Program is an important cost-containment element within the broader Cap-and-Trade Program. CARB issues CARB Offset Credits to qualifying projects that reduce or sequester greenhouse gases (GHG) pursuant to six Board-approved Compliance Offset Protocols. CARB provides ongoing technical assistance to tribes regarding the Cap-and-Trade Program Compliance Offsets Program and related inquiries.

When issues fall outside CARB's purview, the agency connects tribes with the appropriate contacts. CARB remains committed to engaging with tribes on these matters and is available to help identify opportunities within CARB-administered programs, recognizing the complexities of navigating State systems.

During this reporting period, CARB visited the Hoopa Tribe on January 14th, 2025, and met with Yurok Tribe representatives on February 5th, 2025, to explore how the program can support additional California tribes in acquiring ancestral lands. CARB also addressed questions and concerns related to ancestral lands and participation in the Compliance Offsets Program.

For more information on the Cap-and-Trade Compliance Offsets Program, visit CARB's webpage at: [Cap-and-Trade Program / California Air Resources Board](#)

National Ambient Air Quality Standards and State Implementation Plans for Fine Particulate Matter

On February 7, 2024, the U.S. EPA strengthened the NAAQS for fine particle pollution (PM_{2.5}) by revising the annual health-based PM_{2.5} standard from 12 micrograms per cubic meter (µg/m³) to 9.0 µg/m³. As a result, several areas across the State are expected to be in non-attainment of the revised NAAQS, which will require updated boundaries. One of these areas newly in non-attainment is Mendocino County where there are multiple tribal lands. CARB worked with local air districts to finalize the boundaries for non-attainment areas and presented their proposed boundaries to the public during a public workshop on December 5, 2024. More information on the workshop can be found on CARB's webpage at [State Implementation Plan \(SIP\) for the 9 µg/m³ PM_{2.5} Standard / California Air Resources Board](#). Staff presented the proposed boundaries to the CARB Board on January 23, 2025. The Staff Report on the designations can be [found here](#), and the slideshow presented to the Board can be [found here](#).

The CARB Tribal Team has been conducting outreach to tribes on the updated PM_{2.5} standards. Outreach efforts included emailing, calling, and meeting with tribes interested in learning more about the updated standards. Staff held one consultation in January 2025. Additionally, staff provided updates on the process via email to all 37 tribes as the standards were presented to the Board in January 2025 and outlined the process of moving from the state to the U.S. EPA.

The State sent recommendations to the U.S. EPA on January 29, 2025, ahead of the February 7th, 2025, deadline. Before October 9, 2025, the U.S. EPA will notify states and tribes of any modifications to the recommended boundaries, followed by a public comment period in mid-October 2025.

For more information on the NAAQS and State Implementation Plans for Fine Particulate Matter, visit CARB's webpage at: [National Ambient Air Quality Standards / California Air Resources Board](#)

Tribal Cultural Burning

During Quarter One and Two, CARB's Tribal Team helped coordinate tribal participation in prescribed fire smoke management trainings, which were held both virtually and in-person in Monterey and Redding in February, April, and May 2025. These trainings were designed to be accessible to all federal, state, local, and tribal partners involved in fire, smoke management, and air quality. The sessions aimed to provide comprehensive coverage on the latest research, program updates, challenges, and successes in the field, while also offering valuable overviews for new staff and stakeholders. The training sessions addressed a range of critical topics, including the science of fire smoke, health impacts, regulatory frameworks, and the roles various agencies play in managing prescribed smoke. They focused on emerging trends, tools, and technologies for monitoring air quality during wildfire events and prescribed fires. Presenters include experts from the California Air Pollution Control Officers Association (CAPCOA), CalFire, U.S. EPA, United States Forest Service (USFS), State Parks, Tribal Groups, and CARB's Public Outreach, Meteorology, and Monitoring Divisions. These collaborations provided a diverse array of perspectives and expertise to support the development of more effective, collaborative approaches to managing wildfire smoke and protection of public health.

Additionally, Deputy Executive Officer (DEO) Chanell Fletcher spoke at the Advancing Cultural Fire Workshop, held at the CNRA headquarters in Sacramento on April 3, 2025. During her panel, titled "What is Beneficial Fire? What is Cultural Fire? How Does It Relate to California Policy?", Chanell provided an overview of the local air districts' prescribed fire permitting process. She also highlighted opportunities for tribes to collaborate with CARB and local air districts to advance cultural fire practices. Chanell offered valuable insights into the cultural fire process and its connection to both tribal interests and California policy.

Climate Pollution Reduction Grants Program

California is participating in the U.S. EPA's Climate Pollution Reduction Grants (CPRG) Program in the shared fight against the climate crisis. Through the CPRG Program, CARB has committed to creating three climate plans over four years, the first of which was submitted to the U.S. EPA in March 2024. As part of this ongoing process, CARB has contracted with the Foundation for California Community Colleges (FCCC) to engage with tribes, gather feedback on their climate concerns, and explore how we can collaborate to address them. Any feedback on how CARB can improve processes to more meaningfully engage tribes in CARB's climate planning and implementation will be shared with relevant teams at CARB and incorporated into efforts beyond CPRG.

A total of four listening sessions were held; three in-person sessions at various locations across the state and one virtual session:

- February 7, 2025, at Santa Rosa Community College in Santa Rosa
- February 13, 2025, at Shasta Community College in Redding
- February 21, 2025, at College of the Desert in Palm Desert

- March 6, 2025, via Zoom

10 tribes participated in the listening sessions, including: Chumash Tribe, Habematolel Pomo of Upper Lake, Hopland Band of Pomo Indians, Kletzel Dehe Wintun Nation, Manzanita Band of the Kumeyaay Nation, Middletown Rancheria, Morongo Band of Miwok Indians, Pinoleville Pomo Nation, Scotts Valley Band of Pomo Indians, and Shingle Springs Band of Miwok Indians.

The current process is informal outreach and engagement, facilitated by FCCC and CARB, with the possibility of informal consultations if tribes' express interest or concerns.

For more information on CPRG, visit CARB's webpage at: [U.S. EPA's Climate Pollution Reduction Grants Program / California Air Resources Board](#)

Tribal Energy Summit - March 18, 2025

CARB's Tribal Team and clean transportation incentives program staff participated in the CEC's in-person Tribal Energy Summit on March 18, 2025, at the CNRA building in Sacramento. The purpose of the Tribal Energy Summit was to uplift tribal voices in the energy space and highlight current approaches to state partnerships with California Native American tribes and other entities on clean energy policies, planning, and project development. All California Native American tribes were invited to attend. Panel discussions included tribal energy funding; examples of utility partnerships, including tribal utilities, with California Native American tribes; tribal cultural resource protection and energy development; clean energy policy and planning with California Native American tribes; and engagement and partnership opportunities.

For more information on this event, visit the CEC's webpage at: [Tribal Energy Summit](#)

Tribal Nations Summit - March 24, 2025

DEO Chanell Fletcher, along with CARB's Tribal Team and clean transportation incentive program staff, participated in the California Governor's Office of Tribal Affairs Tribal Nations Summit, held in person on March 24, 2025, at CNRA headquarters in Sacramento. DEO Fletcher delivered remarks at the summit, emphasizing the importance of maintaining strong relationships with California's tribes. She provided updates on current and upcoming initiatives, as well as opportunities for tribal nations. Her remarks emphasized the value of strengthening government-to-government relationships and the benefits of market-based programs. In addition, CARB's Tribal Team and clean transportation incentive program staff hosted a table at the event, where they distributed resources relevant to tribes, including the Funding Workbook for all California tribes and information about CARB's clean transportation incentive programs.

Clean Transportation Equity Incentives Symposium - April 10, 2025

The 2025 Clean Transportation Equity Incentives Symposium was hosted by CARB and facilitated by MSCD, on April 10, 2025, in Downtown Los Angeles. The symposium brought together project administrators, outreach partners, community groups—including tribal members—and other key stakeholders to reflect on and provide transparency into CARB's equity-focused light-duty and mobility incentive programs. This full-day event featured a keynote address, panel discussions, breakout sessions, networking opportunities, and more.

V. Funding Projects and Opportunities

Upcoming and Current Funding Opportunities

The information below highlights upcoming and current funding opportunities available for Quarter One and Two of 2025. Staff encourage the TAC to regularly check the program webpages for the most up-to-date information on funding availability, as funding is limited, and the status may change between the development of the TAC report and the next TAC meeting.

Supplemental Environmental Projects

The SEP program funds community-based projects that aim to improve public health, reduce pollution, increase environmental compliance, and bring public awareness to disadvantaged neighborhoods most burdened by environmental harm. Violators (companies, or individuals that failed to follow CARB's rules and regulations) that receive a monetary penalty may voluntarily agree to fund a SEP with a portion of their penalty fees during the enforcement case settlement process. SEPs are not required by law but can make tangible improvements in communities impacted by environmental violations. Applicants can submit SEP proposals to CARB year-round and they are reviewed in two cycles. Tribes directly affected by air pollution are encouraged to think creatively and develop SEPs that could reduce emissions or exposures to air pollution. Examples of SEPs project types include air quality monitoring, community outreach and education, tree planting projects, electric equipment purchases, and air filtration projects.

Federally recognized and non-federally recognized California tribes are eligible to apply for SEP project funding. All applicants must meet the SEP proposal guidelines and SEP policies. SEPs can be funded at any time throughout the year as enforcement cases are settled with violators of CARB's air pollution regulations. The amount of funding available from each settlement varies, and violators choosing to fund a SEP will generally select a project that has pollutant or location similarities. If you are interested in applying for a SEP, please email the SEP team at SEP@arb.ca.gov.

For more information on SEPs, visit CARB's webpage at: [Supplemental Environmental Projects \(SEP\) | California Air Resources Board](#)

Planning and Capacity Building

CARB is preparing to release draft eligibility information for the Fiscal Year 2023-24 Planning and Capacity Building Request for Applications (RFA) in 2025. The draft eligibility will consist of a comment period to get suggestions for refinements that will increase access to the funding opportunity for tribes and other eligible priority populations. CARB will also work with the Statewide Planning and Capacity Building Administrator team on coordinated, intentional tribal community outreach as well as designing direct application assistance that will accompany the RFA.

The upcoming RFA will include up to \$7.3M for community-led Planning and Capacity Building projects. These projects are intended to increase transportation equity in priority population communities by improving the local understanding of transportation needs, helping develop organizational and community capacity-building so communities are ready to plan for clean transportation solutions, and preparing communities to implement community-identified projects that fill transportation gaps and improve clean transportation access.

As more information becomes available, CARB will post on the Planning and Capacity Building webpage at: [Planning and Capacity Building | California Air Resources Board](#)

Joint Statewide Clean Cars 4 All and Financing Assistance Program

In June 2023, the Community Housing Development Corporation (CHDC), a community-based organization offering supportive services such as financial and credit counseling and community outreach, was selected through a competitive solicitation process to administer the Driving Clean Assistance Program (DCAP). This program offers two incentive pathways: Clean Cars 4 All (CC4A) and Financing Assistance (FA). CHDC continues to build partnerships with stakeholders, air districts, tribes, and community-based organizations as it works toward the program's full launch.

Since the program's launch in September 2024, CHDC has expanded DCAP to all regions of the state that do not have an Air Quality Management District (AQMD) or Air Pollution Control District (APCD) with an existing Clean Cars 4 All program. As of March 25, 2025, the Financing Assistance pathway is available statewide, including in regions that currently have a CC4A program, such as the South Coast AQMD, San Joaquin Valley APCD, Bay Area AQMD, Sacramento Metropolitan AQMD, and San Diego APCD. Participants in these air districts' CC4A programs can now access the capped-interest rate loans offered by DCAP.

CHDC has extended the program to air districts with an active CC4A program as of March 25, 2025, and it is available to all tribal community members, regardless of region. CHDC is also eager to collaborate with members of Native American and Indigenous communities.

The CC4A pathway allows income-qualified individuals to scrap a vehicle from Model Year 2010 or older and receive a voucher of up to \$12,000 toward the purchase or lease of an eligible vehicle. The FA option provides income-qualified individuals who are unable to provide a vehicle with an incentive of up to \$7,500 and access to a loan with an interest rate

capped at 8%. Both pathways also offer an additional \$2,000 incentive, which can be used toward a charge card or home charging solution. Participants in the CC4A pathway will also have access to capped interest rate loans.

For additional information on how to collaborate with CHDC, please contact Adrian Gomez at agomez@CommunityHDC.org.

The Hopland Tribal Council reached out to CARB for information on vehicle purchase incentives and invited CARB to present at an upcoming tribal community meeting. In response, CARB staff attended the meeting on February 3, 2025, to provide details and address questions about the DCAP and CC4A incentive programs.

For the most up-to-date information about DCAP, its incentives, and eligibility, please visit: [Driving Clean Assistance Program / Empowering Communities](#)

Clean Off-Road Equipment Voucher Incentive Project

The Clean Off-Road Equipment Voucher Incentive Project (CORE) is committed to providing innovative and sustainable off-road equipment solutions that reduce emissions and support environmental stewardship. CORE offers incentives for zero-emission equipment across a variety of off-road industries, including construction, agriculture, cargo-handling, and transport refrigeration units.

The application period for the program closed on February 13, 2025, however the program will reopen in August 2025. Eligible equipment is listed in the [Equipment Catalog](#), available on the CORE webpage. Potential buyers and sellers are invited to view the [Implementation Manual](#) and the [Heavy-Duty Participants](#) page for more details on how to purchase or sell off-road equipment through the CORE program.

During this reporting period, CALSTART, CORE's administrator, attended the Reservation Economic Summit (RES) 2025 Summit, which took place from March 10 through 13, 2025, to share information about the benefits and opportunities presented to tribes through the CORE program.

Past Funding Opportunities

The information below highlights funding opportunities that are no longer open to applications but provide updates on their status. We provide this information for California Native American tribes and tribal communities to help stay informed about future funding opportunities.

Assembly Bill 617 Community Air Grants

Authorized by AB 617 (C. Garcia, Chapter 136, Statutes of 2017), CARB established the Community Air Protection Program (CAPP) to develop and implement a statewide strategy to reduce emissions and exposures in communities heavily impacted by air pollution. AB 617 requires CARB to provide grants to community-based nonprofit 501(c)(3) organizations

for technical assistance and to support participation in the community air protection process. CARB's Community Air Protection Program also provides Community Air Grants to California Native American tribes.

Since 2020, CARB has awarded nearly five million to 11 California Native American tribes and tribal organization for community air grant projects. Seven tribes are implementing nine Community Air Grant projects through the Cycle 4 grant cycle. In Cycle 5, CARB awarded a record *\$20.9 million from the Community Air Grants program* to 43 nonprofit community groups and four California Native American tribes to carry out a total of 51 projects from June 2025 through December 2027. Cycle 5 tribal recipients include the following:

- **Muwekma Ohlone Tribe of the San Francisco Bay Area** (Santa Clara County) will deploy 50 indoor and 50 outdoor PM_{2.5} sensors, as well as 50 indoor CO₂ monitors across 400 homes, directly impacting approximately 800 community members.
- **Twenty-Nine Palms Band of Mission Indians** (Coachella Valley) will work in partnership with the Cabazon Band of Mission Indians, to develop a Tribal Air Quality Monitoring Program for data collection and reporting.
- **Viejas Band of Kumeyaay Indians** (San Diego County) will partner with the Pala Band of Mission Indians to install air pollution sensors and conduct technical training for Tribal staff to increase local air monitoring capacity.
- **Owens Valley Indian Water Commission** (Owens Valley, Inyo County) will establish a community-scale air quality monitoring network across the Owens Valley and collect air samples to evaluate health risks from exposure to air pollutants. Owens Valley Indian Water Commission will develop a community webpage to share data collected with Owens Valley Tribes (collectively Bishop Paiute Tribe, Lone Pine Paiute-Shoshone Tribe, and Big Pine Paiute Tribe).
- **Quechan Indian Tribe** (Winterhaven, Imperial County) included as a project partner in the Greenaction CAG project. Four new particulate matter stationary air monitors will be installed on the Quechan Tribe's reservation to identify air pollution hotspots.

Funded by cap-and-trade dollars, these projects support air monitoring and pollution reduction in California's most impacted regions. Community Air Grants help build capacity and partnerships to reduce air pollution in California communities in most need. For more information and to provide written public comments, visit CARB's webpage at: [Community Air Grants | California Air Resources Board](#).

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project

California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) is a key initiative in the State's efforts to promote the adoption of zero-emission and near-zero-emission technologies. Launched in 2009, HVIP is part of the broader CCI program. The project provides vouchers for the purchase of Class 2b through 8 zero-emission trucks and buses, including those used for transit, school, and shuttle services. Zero-emission technologies include both battery electric and fuel cells. Additionally, funding is also

available for eligible electric power take-off (ePTO) systems. Vouchers range from \$7,500 up to \$400,000 per vehicle, depending on the type and model of the truck or bus.

During this reporting period, CARB conducted outreach on Clean Truck & Bus Vouchers at the RES 2025 Summit, held from March 10 to 13, 2025, in Las Vegas, Nevada. Staff attended the event and participated in listening sessions to better understand how the agency can support Tribal Nations in transitioning to clean energy solutions. The insights gathered will inform the development of future outreach and engagement strategies for tribal communities. In addition, CARB will be conducting outreach at the Annual Tribal Summit in Wheatland, CA, in August 2025.

As of March 2025, funding has been fully subscribed for the HVIP program. For the most up-to-date information on funding availability, as well as details on how to apply, visit

[Californiahvip.org](https://californiahvip.org).

Electrify America

Electrify America, an electric infrastructure network company, is investing \$800 million over 10 years to support the increased adoption of ZEV technology in California. Electrify America's fourth and final Cycle 4 Plan will focus on infrastructure, education and awareness, and access. Electrify America will invest five million dollars to help boost ZEV adoption through education, access, and awareness campaigns, three million of which will be dedicated to its new ZEV Equitable Access Program (ZEAP). Electrify America released their RFP in the late summer 2024 and selected their partners in January 2025. Electrify America will be working with Breathe Southern California, Valley Clean Air Now, Ecology Act, Ignited Education, and the Los Angeles Cleantech Incubator. If you are interested in getting a copy of the RFP or want to learn more about this funding opportunity, please email us at zevequity@arb.ca.gov.

For more information on Electrify America's planned Cycle 4 investments, including ZEAP, visit CARB's webpage at: [Electrify America Cycle 4 Plan](#).

California E-Bike Incentive Project

The California E-Bike Incentive Project is a statewide initiative that provides electric bicycle (e-bike) incentives to California residents with a household income at or below 300 percent of the Federal Poverty Level. Applicants can receive up to \$2,000 towards the purchase of an e-bike through participating retailers.

The project launched the first statewide application window in Quarter Four, 2024. The California E-Bike Incentive Project has redeemed 26 e-bike incentives to applicants with American Indian ethnicity from the 2024 Soft Launch and 2024 Statewide Window One launch. Window Two is planned to launch at the end of Quarter Two, 2025. Additionally, CARB encourages applicants to sign up for the mailing list on the webpage for up-to-date announcements about the statewide launch.

CARB staff held a public workgroup on March 5, 2025, to solicit feedback on program improvements. NAEPC attended and advocated program improvements that address

applicants with disabilities. Staff are currently strategizing ideas to accommodate applicants with disabilities, such as e-bike modifications or increasing the incentive caps.

Prospective applicants and retailers can learn more about the project through the [project webpage](#).

Statewide Mobile Monitoring Initiative

The Statewide Mobile Monitoring Initiative (SMMI), funded by CCI, aims to collect data on criteria pollutants, toxic air contaminants, and GHGs, create a public data portal, and engage communities to address concerns. Aclima Inc., the contractor for the program, is monitoring areas near the Yuhaaviatam of San Manuel Nation and the Torres Martinez Desert Cahuilla Indians. The contractor has offered an overview of the project, paid participation opportunities, and answers to related questions.

If monitoring areas cover tribal land, tribes can use the data to identify pollution sources, develop emission reduction plans, and build community awareness. SMMI also offers funding for community-based organizations to conduct engagement. The application period ended on March 4, 2025, and contracts have been established. CARB will report on any tribal engagement conducted in future TAC reports.

For more information on SSMI, visit CARB’s webpage at: [Statewide Mobile Monitoring Initiative / California Air Resources Board](#)

VI. Cap-and-Trade Forest Offset Projects

Since the inception of the program on January 1, 2012, CARB has issued a total of 218 million forest offset credits pursuant to the U.S. Forest Projects Protocol. This represents an increase of 4 million forest offset credits during the Quarter one 2025 reporting period. Of the total of forest offset credits issued to date, 90.6 million credits were issued to tribal entities and Alaska Native Corporations for improved forest management. So far in Quarter One and Two of 2025, 134,415 credits were issued to the Passamaquoddy Tribe for improved forest management.

As of Quarter One and Two, the following tribes and Alaska Native Corporations are participating in CARB’s Compliance Offsets program.

Tribe	Project Type
The Yurok Tribe (CA)	<ul style="list-style-type: none">• Yurok Tribe/Forest Carbon Partners CKGG Improved Forest Management Project (CAFR5011)• Phase 1 (CAFR5090/CAFR0064)• Kepel Creek Improved Forest Management Project (CAFR5377)

Tribe	Project Type
Round Valley Indian Tribes (CA)	Round Valley Indian Tribes Improved Forest Management Project (CAFR5028)
Passamaquoddy Joint Tribal Council (ME)	Finite Carbon - Passamaquoddy Tribe IFM (CAFR5195)
White Mountain Apache Tribe (AZ)	<ul style="list-style-type: none"> • White Mountain Apache Tribe Forest Carbon Project (CAFR5072) • White Mountain Apache Tribe Carbon Project II (CAFR5253)
Confederated Tribes of the Warm Springs Reservation of Oregon (OR)	Warm Springs Phase I (CAFR5214)
The Confederated Tribes of the Colville Reservation (WA)	Finite Carbon - Colville IFM (CAFR5225)
Mescalero Apache Tribe (NM)	Forest Carbon Partners - Mescalero Apache Tribe Improved Forest Management Project (CAFR5283)
Spokane Tribe of Indians (WA)	Finite Carbon - Spokane Tribe of Indians IFM (CAFR6314)
Ahtna Incorporated (AK)	Finite Carbon - Ahtna Native Alaskan IFM (CAFR5360)
Haida Corporation (AK)	Bluesource - Haida Improved Forest Management Project (CAFR5458)
Port Graham Corporation (AK)	Forest Carbon Partners - Port Graham Corporation Improved Forest Management Project (CAFR5361)
Chugach Alaska Corporation (AK)	Chugach Alaska Forest Carbon Project (CAFR5364)
Goldbelt, Inc. (AK)	Bluesource - Goldbelt Improved Forest Management Project (CAFR5425)

Tribe	Project Type
Huna Totem Corporation (AK)	Finite Carbon - Huna Totem Native Alaskan IFM (CAFR5428)
Sealaska Corporation (AK)	<ul style="list-style-type: none"> Finite Carbon - Sealaska Native Alaskan IFM (CAFR5294) Finite Carbon - Sealaska 2 Native Alaskan IFM (CAFR5420)
Seldovia Native Association, Inc. (AK)	Forest Carbon Partners - Seldovia Native Association Forest Carbon Project (CAFR5382)
The English Bay Corporation (AK)	Forest Carbon Partners - English Bay Corporation Forest Carbon Project (CAFR5384)
Beach People, LLC (AK)	Finite Carbon - Tyonek Native Alaskan IFM (CAFR5413)
Navajo Nation	TBA Pending listing
Hoopla Valley Tribe (CA)	Pine Creek Improved Forest Management Project (CAFR6368)

VII. Scoping Plan

Historical context on the development of the Climate Change Scoping Plan is provided in previous TAC reports on CARB's webpage at: [Tribal Affairs / Quarterly TAC Reports](#).

The Scoping Plan is updated every five years, with the next update scheduled for completion by the end of 2027. Tribes are vital to this process, and an opportunity to consult early in the process is anticipated. As CARB begins its planning for the Scoping Plan and associated processes, including outreach and engagement, CARB will be sure to inform the TAC in advance. For more information once it becomes available, visit CARB's Scoping Plan webpage at: [AB 32 Climate Change Scoping Plan / California Air Resources Board](#)

VIII. Ongoing Engagement Opportunities

Assembly Bill 32 Environmental Justice Advisory Committee

CARB convenes an ongoing AB 32 Environmental Justice Advisory Committee (EJAC), which includes representatives from communities in the State with the most significant

exposure to air pollution, including a tribal representative. EJAC's role is to advise CARB's Board on pertinent matters in implementing AB 32-related programs. EJAC discusses topics of mutual interest to the TAC, such as Natural and Working Lands and protection of cultural and historical resources as part of the Cap-and-Trade Offsets Program. EJAC meetings are open to the public and held in a hybrid format with virtual and in-person meeting attendance options. For more information on EJAC, visit CARB's webpage at: [Environmental Justice Advisory Committee / California Air Resources Board](#).

Clean Transportation Incentives Funding Plan

CARB is currently working to shape the annual Clean Transportation Incentives Funding Plan for Fiscal Year 2025-2026 (Funding Plan). This comprehensive plan outlines how CARB allocates funds for Clean Transportation Incentive projects, with resources provided through the State Budget. The incentives cover a wide range of projects, from electric bicycles and public transit passes to community initiatives like needs assessments, charging/fueling hubs, and clean semi-trucks.

Tribal communities are significantly impacted by poor air quality, climate change, and pollution. Tribal participation and feedback are essential to ensure CARB staff remain informed about community needs and priorities related to zero-emission transportation. This helps improve air quality and health for tribal members. The Funding Plan is developed from June through November, with year-round outreach and engagement efforts.

Funding opportunities are available to tribes through our [Low Carbon Transportation Incentives and Air Quality Improvement Program webpages](#). These opportunities include incentives for Light-Duty Vehicle Purchases, Clean Mobility (Sustainable Community-Based Transportation Equity), and Medium- and Heavy-Duty On- and Off-Road Vehicles and Equipment projects. For assistance navigating funding options for Light-Duty Vehicles or Clean Mobility incentives, visit [Access Clean California](#). For more information on Medium- and Heavy-Duty On- and Off-Road Vehicles and Equipment funding, visit [Cal Fleet Advisor](#).

Visit our [engagement opportunities webpage](#). To stay updated, sign up for our email list and select the Clean Transportation Incentives or specific sub-options that interest you. For personalized assistance, please contact Adalina Paez, Tribal Coordinator for the Mobile Source Control Division, at adalina.paez@arb.ca.gov or (279) 216-0301.

For more information on the Clean Transportation Incentives Funding Plan, visit CARB's webpage at: [Funding Plan for Clean Transportation Incentives / California Air Resources Board](#).

5-Year Strategic Research Planning

CARB's Research Division is currently developing the 5-Year Strategic Research Plan, which will inform the annual research planning processes between 2025 and 2030. Tribes can engage with this process through several mechanisms. They can attend an online meeting

to provide feedback or email the Research Division to have individual conversations: research@arb.ca.gov.

The draft 5-Year Strategic Research Plan will be released for a 30-day comment period in August. The Plan will be presented at a public CARB Board hearing in September 2025. To receive email announcements about these events, please sign up for the [Research Activities listserv](#).

For more information on the 5-Year Strategic Research Planning, visit CARB's webpage at: [Research Planning / California Air Resources Board](#)

Clean Transportation Regional Outreach and Engagement Coordinators

CARB's MSCD has established the Clean Transportation Regional Outreach Coordinators (CT ROCs) as an internal initiative to enhance outreach and engagement, including Evening Community Meetings in 2025. Three teams are dedicated to direct outreach and engagement on clean transportation incentives, programs, policies, and regulations, with a focus on targeted communities, including tribes. The team is organized into three regions—North, Central, and Southern—each staffed by two coordinators. These coordinators specialize in either heavy-duty or light-duty transportation incentives and regulations.

During this reporting period, MSCD staff participated in the One-Stop Truck Workshop in Fortuna on April 18. This event included a panel session titled "Heavy-Duty Zero-Emission Transportation: Engagement." Among the panelists was Heidi Moore-Guynup, Director of Tribal and Government Affairs for the Blue Lake Rancheria, who contributed insights on tribal engagement in the transition to zero-emission transportation.

Additionally, CT ROCs participated in the EV Ride and Drive Ribbon Cutting Event on March 22, 2025, at the Eagle Feather Trading Post in Porterville. The event was hosted by the Native Star Foundation, Tule River Economic Development, and the Native Energy Services Company. This event provided an important opportunity for tribes to connect with CARB staff, engage in discussions about clean technologies, and have their questions addressed.

Tribal Engagement Strategy

CARB is in the process of developing a Tribal Engagement Strategy for agencies administering CCI programs. During this reporting period, CARB finalized a contract to develop this strategy. In the coming months, CARB will collaborate with state agencies to implement the strategy, which outlines best practices for engaging with tribes on incentive programs. Staff plan to present the complete strategy to the TAC in the fall and will include a detailed discussion of the strategy in the next TAC report.

California Climate Risk and Adaptation Index

CARB is developing the California Climate Risk and Adaptation Index (CalCRAI) to help Californians assess future climate risks in their local areas and direct resources toward adaptation needs. The contract to develop the methodology has been completed, and CARB plans to turn it into a public tool later this year. Updates on its development will be provided to the TAC as the project progresses.

IX. Priorities for 2025 and Beyond

1. Tribal Engagement and Outreach

- **Tribal Engagement Plan Development:** CARB will continue to develop its internal Tribal Engagement and Outreach Plan. This plan is expected to guide the CARB staff in their approaches to tribal outreach, consultation, and engagement.
- **Outreach and Consultation:** CARB will maintain ongoing outreach to tribes to better understand their air quality needs, help build tribal air quality programs and collaborate on regulations and plans that may be of interest for tribal input.

2. Expanding Tribal Engagement Opportunities

- **Collaborative Partnerships:** CARB will explore additional ways to engage tribes, including close partnerships with divisions across CARB to provide unified messaging, particularly for CCI and clean transportation incentives. Information relevant to tribal interests will be disseminated via CARB's EJ Blog, webpage, and email list.
- **Leveraging the Governor's Office Update:** The Governor's Office sends out a Weekly Tribal Nations Update to a designated tribal contact list. CARB will further utilize this process for sharing job openings, funding opportunities, workshops, and other critical information to enhance tribal engagement.
- **Key Engagement Events for 2025:** In the remaining year, CARB will prioritize various engagement opportunities to strengthen collaboration with tribes, such as:
 - California Native American Day in September 2025.
 - U.S. EPA Region 9 Tribal Conference
 - Other conferences, trainings, and community gatherings aimed at fostering open discussions on CARB programs and addressing tribal challenges and opportunities.

3. Tribal Contact and Relationship Building

- CARB will focus on confirming and maintaining accurate tribal contacts, starting with the NAHC contact list and incorporating future updates, as well as building our contact list as a result of new relationships from events and other engagements. CARB will work closely with CalEPA and other BDOs and their Tribal Liaisons in this process to allow for synergy and consistency in tribal relationship building.

4. Tribal Training and Support

- CARB will collaborate with CalEPA and other BDOs on plans for tribal training to ensure meaningful engagement, such as cultural humility and sensitivity training. This will build upon existing resources, including the Governor's Office of Tribal Affairs' training materials and California Department of Human Resources (CalHR) Consultations Training.
- CARB will continue to assess tribal training needs and gaps through our work with internal division tribal coordinators, sharing with CARB leadership, CalEPA, and BDO partners.

5. Waivers of Sovereign Immunity and Program Coordination

- CARB will continue to work with CalEPA and other BDOs on best practices related to waivers of sovereign immunity and ensure close coordination as programs and requirements are being developed that could impact tribes.

X. Resources

Cal Fleet Advisor

Cal Fleet Advisor is a free, technical assistance program that was developed to assist California medium- and heavy-duty truck fleets and single truck owner/operators who are navigating the ins and outs of transitioning to ZEVs. Participants are paired with a dedicated advisor who will help navigate ZEV options, charging infrastructure, incentives, fuel savings, industry referrals, and more.

California Climate Investments Tribal Resources

CCI released the *Funding Workbook for All California Tribes* (Funding Workbook). The Funding Workbook is a resource designed to guide tribal leaders and staff through the funding opportunities available within CCI. The Funding Workbook helps assess which programs may fit your tribe's needs and priorities and identifies next steps your tribe can take to pursue funding. The Funding Workbook is available on the *CCI webpage*. While the online version is available to download, the Funding Workbook is designed to be a physical resource. You are meant to hold it, write in it, and revisit it. CCI is offering to mail free copies to any tribe that requests them by filling out the *Requests and Suggestions Form*.

Other Resources

- *CARB Tribal Relations Webpage*
- *Rulemakings*
- *CARB Board Meetings*
- *CARB Events Calendar*
- *California Climate Investments*
- *Air Quality Monitoring*
- *Environmental Justice Advisory Committee Meetings and Events*

- *AB 923: Government-to-Government Consultation Act*
- *The Environmental Justice Thriving Communities Technical Assistance Centers (EJ TCTACs) Program*

XI. Appendix

Historical Funding Program Information

Below are CARB programs that offer funding opportunities for tribes, supporting various projects such as funding for ZEVs, installing air quality monitors, and conducting air quality education and outreach, among others. This list will be included in all quarterly TAC reports to ensure TAC members have a consolidated reference in one place for easy access.

Funding Program	Description of Funding	Link
AB 617 Community Air Grants	<ul style="list-style-type: none"> • Community engagement and outreach related to AB 617 • Hiring consultants and/or technical experts • Travel and logistical support for AB 617-related meetings (e.g., room rental, meeting facilitation, transportation) • Support for community-operated air monitoring • Data collection and analysis, including community-based participatory research projects 	Link
Low Carbon Transportation	<p>Low Carbon Transportation Investments and the Air Quality Improvement Program provide mobile source incentives to reduce GHG, criteria pollutant, and toxic air contaminant emissions through the deployment of advanced technology and clean transportation solutions. These initiatives include, but are not limited to:</p> <ul style="list-style-type: none"> • Zero-emission drayage truck and infrastructure pilot project • Capture and control system for oil tanker projects • Planning and Capacity Building, CMIS, and STEP • Hybrid and zero-emission truck and bus voucher incentive projects • E-bike incentive projects 	Link
Incentives	<p>Financial incentives play a crucial role in California's efforts to promote cleaner cars, trucks, equipment, and facilities in our communities. These incentives drive the development and adoption of new, cleaner technologies, helping improve air quality. Some of the key programs include:</p>	Link

Funding Program	Description of Funding	Link
	<ul style="list-style-type: none"> • Cap-and-Trade Program (CCI) • California E-Bike Incentive Project • Clean Vehicle Rebates • Hybrid and Zero-Emission Vehicle Incentive Program (HVIP) • Clean Cars 4 All • Carl Moyer Air Quality Attainment Program • Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program • Enhanced Fleet Modernization Program • Community Air Protection Incentives • Woodsmoke Reduction Program (for homeowners replacing old, polluting stoves) 	
Supplemental Environmental Projects (SEPs)	<ul style="list-style-type: none"> • Community outreach and engagement • Pollution prevention or reduction (e.g., vegetative barriers, installation of air filtration systems) • Community monitoring • Trans-boundary projects 	Link
Regional Early Action Planning Grants of 2021 (REAP 2.0)	<p>\$30 million in competitive funding was awarded to tribal and rural entities for transformative planning and implementation activities aimed at achieving housing and equity goals while reducing vehicle miles traveled (VMT) per capita. The California Department of Housing and Community Development (HCD) administers REAP 2.0, with CARB serving as a collaborative State agency partner. CARB has provided support to HCD by addressing technical questions related to VMT reduction in rural and tribal areas.</p>	Link

CARB's programs, including the Clean Mobility Options Voucher Pilot Program (CMO), AB 617, and SEPs have funded or are in the process of funding, 31 tribal projects, totaling \$10,440,150. These tribal projects are identified in the table below.

Program	Tribe	Project	Description	Amount
CMO	Big Pine Paiute Tribe of the Owens Valley	Community Transportation Needs	Engaged and outreached to community groups and members using a variety of data collection techniques, including one-on-one and group phone interviews, paper surveys, demonstration, and a phone-in hotline.	\$50,000
CMO	Twenty-Nine Palms Band of Mission Indians	On-Demand Electric Vehicle Service	Launched a carshare program with eight electric vehicles, four Level 2 charging stations and one Level 3 Direct Current (DC) Fast Charger.	\$993,300
CMO	Cahuilla Band of Indians	Clean Mobility Project	Implemented a zero-emission carsharing program, which will provide residents with six electric plug-in vehicles.	\$1,000,000
CMO	Paskenta Band of Nomlaki Indians	Community Transportation Needs Assessment	Engaged and outreached to community groups throughout the needs assessment process using a variety of data collection techniques, such as virtual surveys, telephonic interviews, and listening circles.	\$50,000
CMO	Native American Environmental Protection Coalition (NAEPC)	Community Transportation Needs Assessment	Engaged and outreached to community groups and community members using a variety of culturally appropriate methods, such as community events, in-person or one-on-one interviews, and educational forums, and sessions with tribal leaders to collect information about travel needs.	\$50,000
CMO	Fernandeño Tataviam Band	Community Transportation	Engaged with community members to understand their	\$99,960

Program	Tribe	Project	Description	Amount
	of Mission Indians (FTBMI)	Needs Assessment	attitudes and perceptions of existing mobility options. The assessment identified travel patterns of FTBMI citizens, both with and without cars. Additionally, it examined the extent of local tribe involvement in the clean mobility market, including electrical vehicle (EV) station businesses and workforce development within the FTBMI territory.	
CMO	Rincon Band of Luiseño Indians	Community Transportation Needs Assessment	Engaged with community members to gather feedback for creating clean mobility solutions tailored to the Rincon Tribe and surrounding community. This assessment utilized a variety of culturally appropriate methods, such as online surveys, in-person and one-on-one interviews, and educational forums and sessions with tribe leadership, to collect information about travel needs and preferences.	\$99,960
CMO	Big Pine Paiute Tribe of the Owens Valley (New)	Clean Mobility Project	Engaged with community members to gather feedback for creating clean mobility solutions aimed at filling gaps in existing public transportation services to local communities with vital amenities and health services. The project includes all-electric shuttles, two charging stations, and two permanent, specially designed bus stops. The shuttles operate during times that supplement the existing Eastern Sierra Transit Authority	\$1,000,000

Program	Tribe	Project	Description	Amount
			buses. This initiative promotes alternative modes of transportation that serve the greatest number of residents while reducing GHG emissions in Inyo County.	
CMO	Bishop Paiute Tribe (New)	Clean Mobility Project	Engaged with community members to gather insights on increasing tribal access to clean mobility options. The fixed-route transit project is designed to safely transport children and elders between home, school, and tribal programs, including afterschool tutoring programs, preschools, and elder centers. The service focuses on short routes to ensure easy access for the community.	\$1,500,000
CMO	Hopland Band of Pomo Indians (New)	Clean Mobility Project	Engaged with community members to gather feedback on increasing tribal access to clean mobility options. This initiative includes the purchase of two electric shuttles equipped with wheelchair accessibility to transport tribal members in need to various appointments, classes, and other essential trips. Additionally, charging infrastructure for the vehicles has been installed to support the service.	\$600,000
AB 617	Twenty-Nine Palms Band of Mission Indians	Technical	Develop a Tribal Air Quality Monitoring Program for data collection and reporting in partnership with Cabazon Band of Mission Indians.	\$205,051

Program	Tribe	Project	Description	Amount
AB 617	Viejas Band of Kumeyaay Indians	Technical	Install air pollution sensors and conduct technical training for Tribal staff to increase local air monitoring capacity in partnership with the Pala Band of Mission Indians.	\$357,554
AB 617	Owens Valley Indian Water Commission	Technical	Establish a community-scale air quality monitoring network across the Owens Valley and collect air samples to evaluate health risks from exposure to air pollutants. Develop a community webpage to share data collected with Owens Valley Tribes (collectively Bishop Paiute Tribe, Lone Pine Paiute-Shoshone Tribe, and Big Pine Paiute Tribe).	\$498,961
AB 617	Muwekma Ohlone Tribe of the San Francisco Bay Area	Technical	Deploy 50 indoor and 50 outdoor PM2.5 sensors, as well as 50 indoor CO ₂ monitors across 400 homes, directly impacting approximately 800 community members.	\$495,568
AB 617	Morongo Band of Mission Indians	Technical	Enhanced and extended the Community Air Quality Monitoring Network, including additional air quality sampling for air toxics. Replaced gaining air monitors and equipment reaching end-of-life, upgraded community webpages, and extended the air monitoring network through 2026.	\$274,253

Program	Tribe	Project	Description	Amount
AB 617	Pala Band of Mission Indians	Targeted Local Community Emissions Reduction Plan	Reduced exposure in the Pala Tribal community by identifying, evaluating, and ultimately reducing air pollution and harmful emissions. This was achieved through conducting an emissions inventory, developing an emissions reduction plan, collecting weather data, sampling, evaluating pesticide exposure, promoting community engagement and participation, and monitoring harmful air emissions.	\$284,553
AB 617	Santa Ynez Band of Chumash Indians	Technical	Improved resiliency of the Chumash Tribe and surrounding community by detecting air pollutants and notifying the community when air quality reaches harmful levels. Collected baseline data to track air quality trends and supported the update and reactivation of an air monitoring network and webpage. Expanded community education and outreach efforts, trained tribal staff, and focused on capacity building initiatives.	\$300,000
AB 617	Soboba Band of Luiseño Indians	Targeted Local Community Emissions Reduction Plan	Supported the reduction of the harmful emissions' effects on the Soboba Tribal community by providing data, training, and knowledge on local air emissions to protect the health of the Reservation and the surrounding community. This was achieved through an	\$192,487

Program	Tribe	Project	Description	Amount
			emissions inventory, collaborating with the tribal community and stakeholders, and the developing of a strategic plan aimed at reducing emissions both on and off the Soboba Reservation. The plan focused on addressing emissions from increasing wildfires, mobile sources, and industrial operations.	
AB 617	Big Pine Paiute Tribe of the Owens Valley	Technical	Expanded the existing monitoring plan to address gaps in the local air monitoring networks, including both tribal and that of the Great Basin Unified Air Pollution Control District.	\$102,933
AB 617	Pala Band of Mission Indians	Technical	Launched a community-scale air quality monitoring network to expand existing monitoring efforts by deploying six low-cost air quality sensors (Alphasense) to track Nitrogen Dioxide (NO ₂), Ozone (O ₃), and Particulate Matter (PM ₁₀ and PM _{2.5}) at the reservation or neighboring tribal reservations, in collaboration with those tribes.	\$281,189
AB 617	Twenty-Nine Palms Band of Mission Indians	Technical	A new PM ₁₀ and PM _{2.5} air quality monitoring station was installed at the Cabazon Tribal Government complex, ensuring surveillance coverage and accessibility for routine maintenance. The data collected from the station will be shared online, and the tribe will	\$345,315

Program	Tribe	Project	Description	Amount
			conduct quarterly community outreach to share air quality data collected, teach residents how to access it, and encourage sign-ups for alerts.	
AB 617	Twenty-Nine Palms Band of Mission Indians	Technical	Continued the tribe's air monitoring efforts as the Quantification Settlement Agreement is implemented, with ongoing sharing of real-time air quality data with the community. This project will also continue to facilitate the acquisition of publicly available, regulatory-quality air data, which may be used to inform future community air management decisions and accurately assess the changes in air quality due to the receding Salton Sea.	\$203,362
AB 617	Morongo Band of Mission Indians	Technical	Five low-cost air quality monitors were installed in strategic locations on the reservation, primarily in undeveloped open spaces adjacent to the Morongo Community area. Given the remote nature of these monitoring sites, the sensors are configured with solar power to ensure continuous operation.	\$159,596
AB 617	Santa Ynez Band of Chumash Indians	Technical	Established a real-time monitoring network, conducted strategic air quality sampling, and focused on community engagement and education,	\$177,101

Program	Tribe	Project	Description	Amount
			alongside tribal capacity building efforts.	
AB 617	Blue Lake Rancheria	Educational	Created an educational project to provide hands-on air quality monitoring and curriculum to tribal elementary schools, with a focus on AB 617 information, aimed at serving priority populations.	\$98,334
AB 617	Twenty-Nine Palms Band of Mission Indians	Technical	Collected regulatory air quality monitoring data and built capacity through additional training. Evaluated the effectiveness of air quality mitigation projects at the Salton Sea in protecting public health and provided data to the community in real-time, and in an easily accessible format that can be directly used to make informed personal health decisions.	\$216,105
AB 617	Morongo Band of Mission Indians	Educational	Enhanced the community air monitoring efforts conducted by the Tribe by extending monitoring activities and supplementing community outreach and education initiatives. This included additional Quality Assurance Project Planning, community engagement, data analysis, and support for air quality awareness through educational presentations and materials.	\$100,000
AB 617	Blue Lake Rancheria	Technical	The project provided the community with a PM air	\$300,000

Program	Tribe	Project	Description	Amount
			monitoring network, educational materials on PM air quality, including during woodsmoke and wildland fire events, and extensive capacity building through training and resources on managing smoke events.	
AB 617	Paskenta Band of Nomlaki Indians	Technical	This project developed an air monitoring network for the tribal community to raise awareness of air quality issues from wildfires and other pollution sources. It deployed four air monitors to detect ozone, nitrogen dioxide, PM ₁₀ , and PM _{2.5} , with real-time data transmitted to a webpage accessible to both tribal community members and local non-tribal residents for sharing and awareness.	\$165,792
AB 617	Soboba Band of Luiseño Indians	Technical	Built capacity for the tribe to monitor air quality on its Reservation by developing an air monitoring system using low-cost sensors that continuously detect pollutants affecting the tribal community. A webpage was created to display real-time air quality data with statistics and analytical tools to support the development of baseline air quality assessment. The project also included training workshops on technical and policy aspects of air quality monitoring, along with the	\$197,776

Program	Tribe	Project	Description	Amount
			creation of educational materials for the community.	
SEP	La Jolla Band of Luiseño Indians	Technical	Purchased necessary equipment to report ozone and PM _{2.5} Air Quality Index (AQI) values to the tribal community in real-time. By notifying the tribal community "bad" air quality days due to PM _{2.5} and ozone, this initiative will help the community, particularly those with respiratory issues, by reducing their exposure to harmful air pollutants.	\$41,000