

Welcome! ¡Bienvenidos!

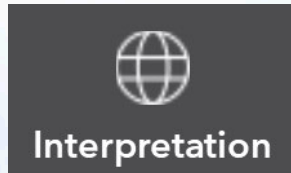
Interpretation Options

Selecting Languages

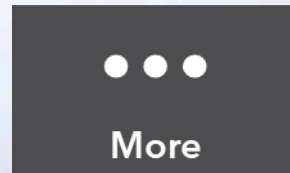
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- Select language interpretation
- Choose English or Spanish

Selección de idiomas

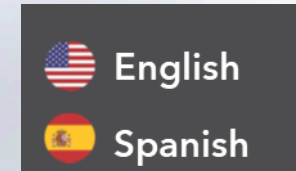
- Seleccione el globo o más
- Seleccione el idioma de interpretacion
- Elija inglés o español



globo o interpretacion



más



inglés o español



Evening Community Meeting: Clean Transportation Incentives – Fiscal Year 2025-26 Funding Plan Budget Update and Workgroup Summaries

Public Workgroup Meeting
September 16, 2025

Meeting Agreements

- Be respectful
- Take space, make space
- Listen to understand
- Strive to follow an equitable approach when helping to strategize solutions for our clean transportation incentive programs
 - Equity recognizes that advantages and barriers exist, and that, as a result, we do not all start from the same place

Evening Community Meetings

Monthly community meetings provide a space for community members across the state to engage with California Air Resources Board staff.

Community Meeting Goals

- Hold a platform for community voices and their priorities
- Brainstorm solutions for clean transportation needs
- Highlight the most important information for communities
- Continuous two-way communication between staff and communities

Today's Agenda

Time	Session
5:00 – 5:10 p.m.	Introduction
5:10 – 5:20 p.m.	Funding Plan Budget Update
5:20 – 5:40 p.m.	Policy Workgroup: Clean Truck and Bus Voucher Incentive Project (HVIP) (meeting held <i>September 9, 2025</i>)
5:40 – 6:00 p.m.	Clean Mobility Investments and Long-Term Plan Workgroup #2 (meeting held <i>July 31, 2025</i>)
6:00 – 6:05 p.m.	Wrap Up and Next Steps

Funding Plan Budget Update

Fiscal Year 2025-26 Budget: Overview

Medium- & Heavy-Duty Zero-Emission Projects	Amount (millions)
Air Quality Improvement Program ¹	\$35
Air Pollution Control Fund ²	\$132
Greenhouse Gas Reduction Fund	\$25
Total Funding	\$192

¹Only for medium- & heavy-duty projects (CA Health & Safety Code, Section 44274.(a)).

²Only the Clean Truck and Bus Voucher Incentive Project (HVIP) per a legal settlement.

Fiscal Year 2025-26 Budget: Projects

Project Category/ Funding Source	Air Quality Improvement Fund	Air Pollution Control Fund (APCF) ¹	Greenhouse Gas Reduction Fund ¹	Draft Approx. Total (millions)
Regional Clean Cars 4 All	-	-	\$25	\$25
Medium- & Heavy-Duty Zero-Emission Projects	-	-	-	-
Clean Off-Road Equipment	\$33	-	-	\$33
Sustainable Heavy-Duty Initiatives for Future Technology	\$2	-	-	\$2
Clean Truck & Bus (HVIP) – Standard	-	\$100	-	\$100
HVIP – Transit Buses	-	\$26	-	\$26
Innovative Small e-Fleets	-	\$5	-	\$5
Total Funding	\$35	\$132	\$25	\$192

¹5% of funds reserved for CARB administration; APCF = approx. \$7 million; GGRF = approx. \$1 million

Comments and Questions



Use the raised hand function (#2 if calling in by phone)



Please state your name and affiliation, if any, before asking a question or making a comment



You may also email questions to
cleantransportationincentives@arb.ca.gov



Policy Workgroup: Clean Truck and Bus Voucher Incentive Project (HVIP)

About HVIP

The California Air Resources Board (CARB) launched the **Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)** in 2009 to accelerate the adoption of cleaner, more-efficient trucks and buses.

Vouchers are applied directly to dealers at time of purchase to lower cost paid by fleets.

14,800+

**Clean Vehicles
Funded**

2,000+

Fleets Participating

~\$875M+

**Redeemed
Vouchers**

Responding to Truck Cost Concerns

- Board direction for cost control mechanism
- CARB report on Class 8 truck prices in United States vs Europe
- Align incentive amounts to support market adoption of clean ZEV technologies
- Proposed policy pathway:
 - Phase-down of voucher incentive amounts

Proposed Phase-down of Voucher Incentive Amounts

- Recommended policy option: voucher amounts phased-down over time
- Current voucher amount goal: cost parity with diesel based on 3-year total cost of ownership
- Proposed voucher reduction: 5% per year for 3 years
- Sends signal that truck pricing should decline as the market matures

MSRP Cap Considerations

- Passenger cars have Manufacturer Suggested Retail Price (MSRP); most trucks do not
- Wide variety of truck types and prices within weight classes make setting a price cap challenging
- Price cap could limit eligible truck models; reducing options for fleets
- Stakeholders have raised concerns about current market volatility

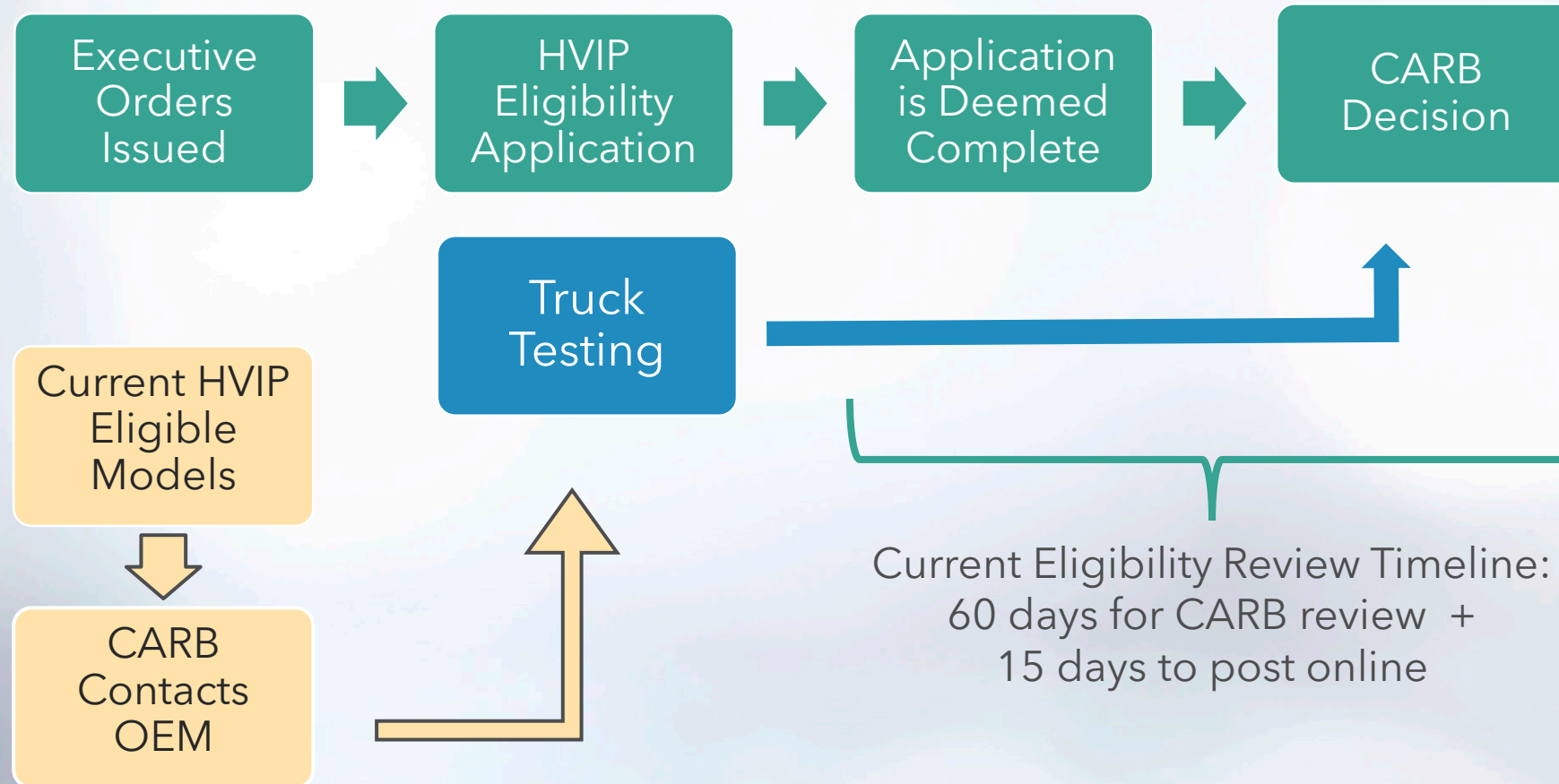
Additional Stakeholder Requests

- Incentives for renewable natural gas trucks
- Incentives for Class 2b zero-emission work pickup trucks
- Graduate all Class 2b and 3 zero-emission vehicles
- Increased incentives for zero-emission transit buses
- Strengthen manufacturer eligibility criteria
- Reduce voucher processing timeline
- Continue to monitor compliance with Implementation Manual

HVIP Truck Testing Proposal

- Implementation start date: early 2026
- Leverage existing testing methods
 - SAE J1634; Short Multi-Cycle Range and Energy Consumption Test plus Steady State (SMCT+)
- Phase-in approach until all HVIP eligible vehicles are tested
 - 1st: Class 4-6
 - 2nd: Add Class 7-8
 - 3rd: All vehicle classes (e.g., Class 2b-8)
- Testing will be performed at the CARB Riverside facility by CARB staff
- Truck must be provided and delivered by manufacturer at their cost

HVIP Truck Testing Process



HVIP Truck Testing Next Steps

- Requesting informal written feedback by September 26, 2025:
 - Proposed vehicle testing methods, phase-in approach, and implementation timeline
- Proposed funding plan released for public comment on October 10, 2025
- Board consideration of proposed funding plan November 2025
- Staff will consider an additional workgroup before implementing testing procedures in early 2026

Contact Us

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HVIP Eligibility Application Submissions
& General Inquiries
HVIP@arb.ca.gov

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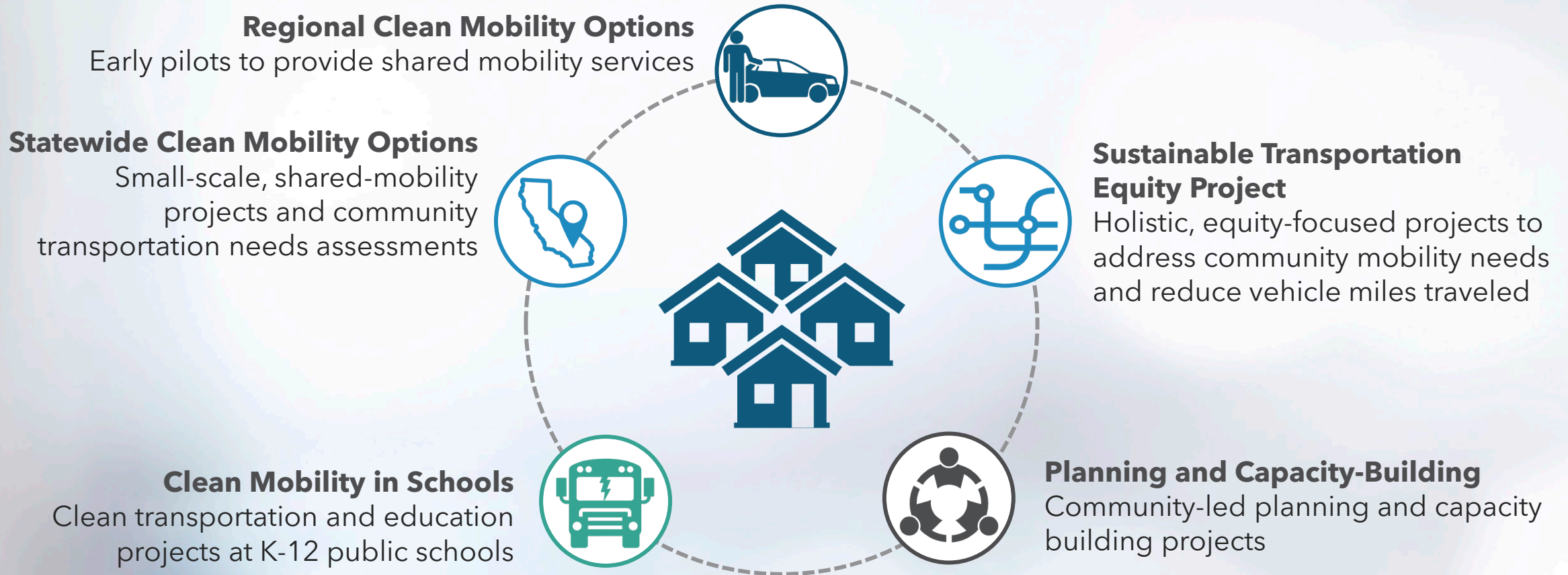


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Fiscal Year 2025-26 Clean Mobility Investments Workgroup #2

*Clean Mobility Options, Clean Mobility in Schools, Sustainable
Transportation Equity Project, Planning and Capacity Building
Program*

Sustainable Community-Based Transportation Equity Incentive Projects



Overview of Current Technical Assistance

Pre-and Post Application

- Guide applicants to develop applications
- Post-application technical assistance for unawarded applicants

Executing Agreement and Compliance

- Onboarding sessions to train grantees on program requirements
- Support grantees on insurance compliance
- Templates and toolkits

Project Implementation

- Implementation toolkits and guides
- Technical expert network
- Community support teams
- Online grantee hubs
- Hotline and case management system
- On-site visits

Overview of Clean Mobility Equity Alliance (CMEA)

- CMEA is a peer-learning, knowledge sharing network that convenes clean mobility project implementers and partners.
- From 2020-2025, CMEA has hosted **66 meetings** and has had **300+ participants** for **28 meetings/working groups** held in 2024.



Overview of Annual Clean Mobility Forum

- The Clean Mobility Forum is an annual event that brings clean mobility project implementers and partners together.
- The Forum's goals are to:
 - Provide **capacity-building learning opportunities**
 - Provide opportunities for **networking, relationship building, and partnership development.**



Clean Transportation Equity Incentives Symposium

- An **annual event** hosted by CARB to bring community members, grantees, and program administrators together for a birds-eye view of the clean transportation equity incentive programs.
- **Three** hybrid symposiums held to date in Oakland, Sacramento, and Los Angeles
- Symposium goals:
 - Reflect on **community mobility incentive programs**
 - **Networking** and **partnership** building
 - Facilitate **information sharing**



Clean Mobility Research and Evaluation Efforts

Report Title and Link	Researcher	Funding	Focus Area
Clean Mobility Options (CMO) Needs Assessments Window 1 Evaluation	Shared-Use Mobility Center	\$28,000	Planning
CMO Mobility Projects 2023 Evaluation	Shared-Use Mobility Center	\$35,000	Implementation
Advancing Equitable Community-Based Transportation Planning	Othering & Belonging Institute (UC Berkeley)	\$1.2M	Planning
Sustainable Financing Strategies for Mobility Solutions (White Paper)	Steer	\$100,000	Implementation
Metrics and Evaluation Methodologies for Clean Mobility and Sustainable Transportation Equity Projects (STEP)	Transportation Sustainability Research Center (UC Berkeley)	\$1.5M	Implementation
Activity- and Accessibility-Based Framework for Mobility Equity Evaluation	UC Irvine	\$150,000	Planning & Implementation
Planning, Clean Mobility in Schools (CMIS), and STEP Request for Applications Technical Assistance	Institute for Local Government	\$472,478	Planning & Implementation

Clean Mobility Research and Evaluation | California Air Resources Board

Financial Challenges Faced by Mobility Service Providers

- Shared mobility services in underserved communities will likely continue requiring some degree of public investments to remain operational.
- Challenges vary across service types due to different infrastructure needs, operations, and user demand.



Financial Sustainability Challenges

Financial Sustainability Challenges	Potential Solution Strategies
<ul style="list-style-type: none">• Significant upfront investment and costly maintenance and insurance• High theft and vandalism risk• Affordable pricing structure can limit revenue generation• Complex software/platform expenses add financial strain• Seasonal demand fluctuations	<ul style="list-style-type: none">• Ongoing public subsidies and grants• Partnerships with affordable housing developments, universities, health providers, or community organizations to ensure baseline ridership and shared costs• Innovative revenue streams and encouraging more usage (e.g., advertising, corporate sponsorships)• Integration with local transit agencies to support active transportation and advocate it as essential public infrastructure

Pathways to Long-Term Sustainability (Cont.)

How else can CARB support your sustainability efforts?

- Connect grantees to other funding sources and local partners.
- Explore options and communicate the need to extend grants' encumbrance and liquidation deadlines.
- Provide State funding to existing projects with measurable impact and success.
- Prioritize investments in active transportation infrastructure.
- Provide grantees with legislative outreach resources and trainings through the Marketing Plan.



Overview of the Marketing Plan

- Purposes:
 - Increase awareness of the mobility projects
 - Communicate the importance of securing funding to maintain these projects' capacity and their long-term sustainability
- Various target audiences that include government, community-based organizations, grantees, Tribes, and the public.

Strategies Include:

Speaking
Engagements

Amplifying Social
Media Content

Legislative
Outreach
Resources/Training

Project
Press/Launch
Events

Improving How We Identify and Prioritize Funding Based on Community Needs

Question: As a state agency, we have implemented various approaches and used equity-focused criteria in our grant selection process. How can CARB further refine these to better **prioritize communities with severe unmet needs**?



Examples of Equity-Focused/Needs-Based Criteria

STEP/CMIS/PCB

- 50% of the project area must be in disadvantaged or low-income census tracts.
- Bonus points for areas outside MPOs or 2020 census urbanized zones.
- Must address transportation needs identified through equitable community engagement.
- Should advance transportation equity and address diverse resident needs, including workforce, resiliency, and economic opportunity.
- Bonus points for tribal-led projects or partnerships with at least two CBOs.
- Must improve access to key destinations for residents with diverse transportation needs.
- Bonus points for serving “hard-to-reach” residents and connecting them to multiple destinations.

Examples of Equity-Focused/Needs-Based Criteria (Cont.)

CMO

- Mobility services and infrastructure should be mostly located inside the disadvantaged or low-income designated communities or tribal lands.
- Set-aside funds for tribal governments.
- Requiring community transportation needs assessment.
- Substitute match requirement with non-monetary community resource contributions.
- Set-aside funds for previous needs assessment grantees.
- Requiring a letter of support from a project-related community-based organization.

Contact Us

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[One-on-One Meeting Request Form](#)

Comments and Questions



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Wrap-Up and Next Steps

Upcoming Meetings

Meeting/Item	Date
Proposed Funding Plan Released - Open Comment Period Starts	Oct. 10
Evening Community Meeting	Oct. 21
Proposed Funding Plan - Comment Period Closes	Nov. 10
CARB Board Meeting	Nov. 20
Evening Community Meeting	Dec. 16

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Funding Plan - [Engagement Opportunities](#)