



Meeting will begin at 9:30 am

La reunión comenzará a las 9:30 am

Welcome! ¡Bienvenidos!

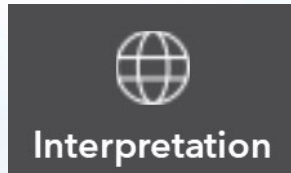
Interpretation Options

Selecting Languages

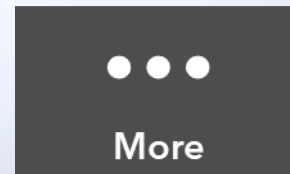
- Select the globe or more
- Select language interpretation
- Choose English or Spanish

Selección de idiomas

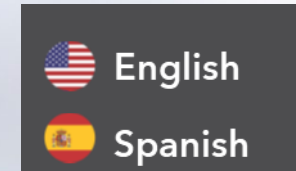
- Seleccione el globo o más
- Seleccione el idioma de interpretacion
- Elija inglés o español



globo o interpretacion



más



inglés o español



Drive Forward Incentives Public Workshop

November 13, 2025

Agenda

Time	Session
9:30 – 10:00 a.m.	Welcome, Introduction & Overview
10:00 – 12:00 p.m.	Individual & Community Mobility Input Session (includes a break)
12:00 – 1:30 p.m.	Break
1:30 – 3:30 p.m.	Clean Trucks, Buses & Off-Road Equipment Incentive Projects & Emerging Opportunities Input Session (includes a break)

Times are approximate.

Meeting Agreements

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

Introduction & Overview

Today's Landscape



The Path Forward

EO N-27-25

- Develop regulations to reduce greenhouse gas, criteria, and toxic pollutants
- Update state purchasing requirements
- Assess additional actions to advance zero-emission vehicle (ZEV) adoption

ZEV Forward

- Multi-agency effort to assess additional actions to advance ZEV adoption
- Published Report to Governor on Executive Order N-27-25 Zero Emission Vehicle Deployment

Drive Forward

- CARB initiative aim to continue State's commitment to protect public health
- Encompasses CARB regulatory efforts, ZEV market outreach and support, collaboration, and incentives

Drive Forward: Timeline

**Drive Forward: Light-Duty
Vehicle Standards Workshop**
October 21, 2025
Completed

**Drive Forward: Heavy-
Duty Vehicle Standards
and Strategies Workshop**
December 3, 2025

**Drive Forward:
Incentives Workshop**
November 13, 2025
Today's Workshop

**Continued Development on Vehicle
Standards, Strategies, and
Incentives Policy**
Q1 2026 and Beyond

Zero-Emission Vehicle Progress



**29% of New Cars
Sold are ZEVs**



**201,180
EV Chargers**



**#1 ZEV
Market**



**56 ZEV
Manufacturers**



**68
Hydrogen
Stations**



**28,000
Zero-Emission
Trucks & Buses**

Incentives Portfolio

Outcomes of CARB Incentive Programs



**Provide climate,
air quality, public
health, & economic
benefits**



**Accelerate
development of
clean technologies**



**Increase access
and affordability
of cleaner
transportation**



**Support/
complement
regulatory
programs**

Overarching Goals



Fulfill state goals, fight climate change, and protect public health



Support the State's continued commitment to deploying the cleanest technology available



Support equitable, community-driven clean transportation approaches

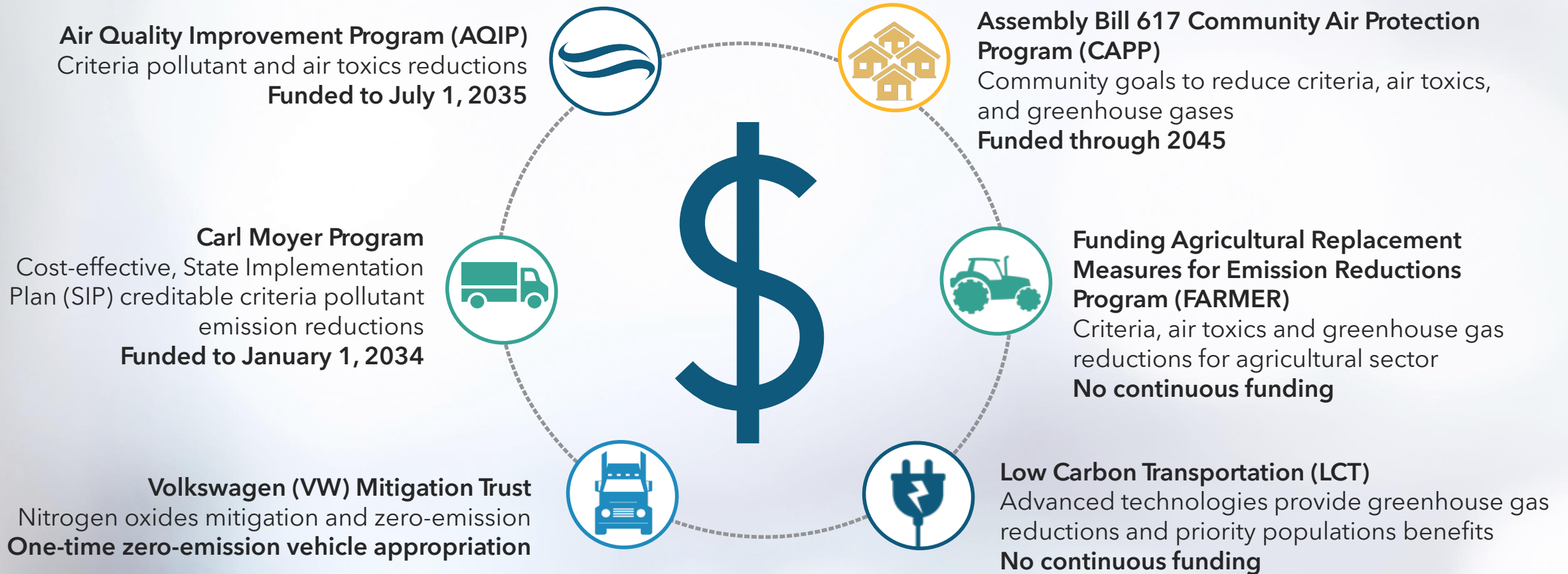


Promote economic growth, job training, and apprenticeship opportunities

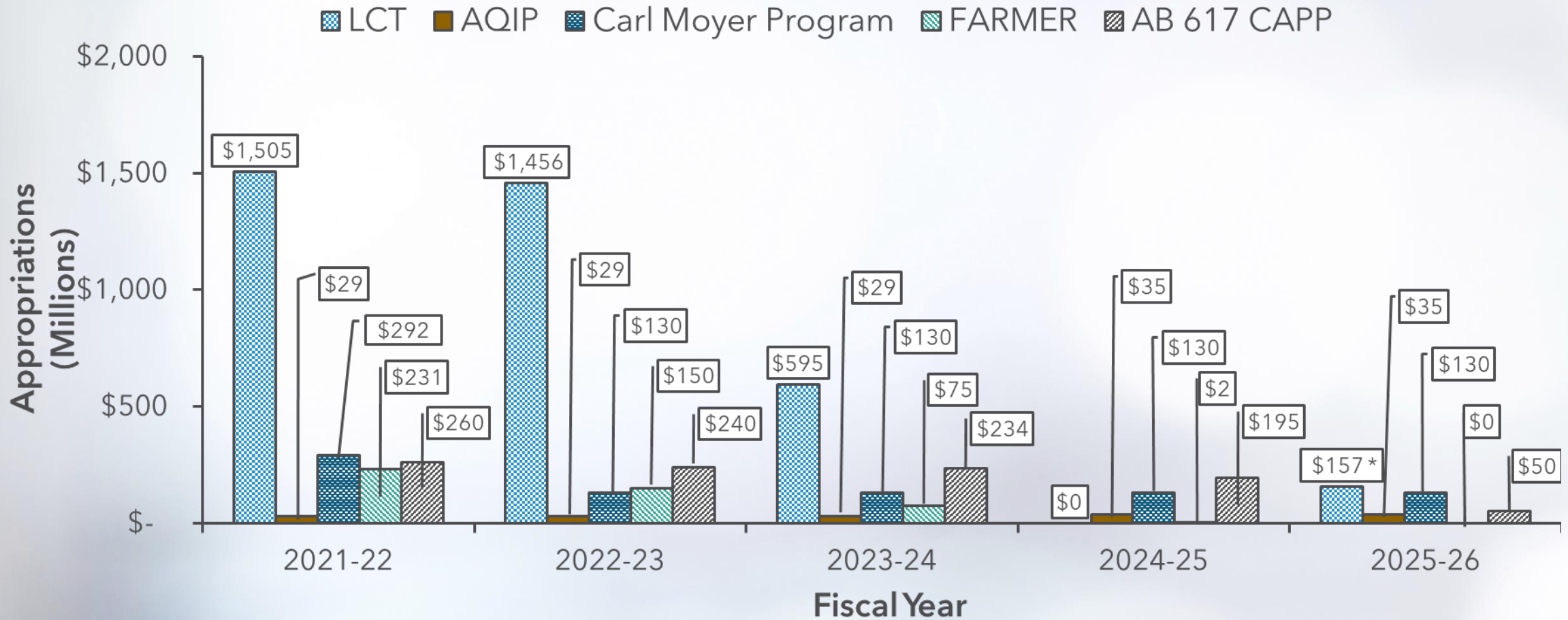


Build on successes of previous investments and incorporate lessons learned

CARB Incentives



Incentives Budget Snapshot



*~\$132 million is one-time funding from Hino settlement.

Individual & Community Mobility Input Session

Actions in Progress Based on Public Input

- **Clean Cars 4 All and Driving Clean Assistance Programs**
 - Align programs so it is easier for people to participate
 - Find more program funding (e.g., Carl Moyer and Bureau of Automotive Repair funds)
- **Clean Mobility Options**
 - Modify application selection process to a needs-based model, remove funding cap and extend agreement term
- **Clean Mobility in Schools**
 - Broaden eligibility requirements to reach greater network of underserved students

Individual & Community Mobility Incentives Overview

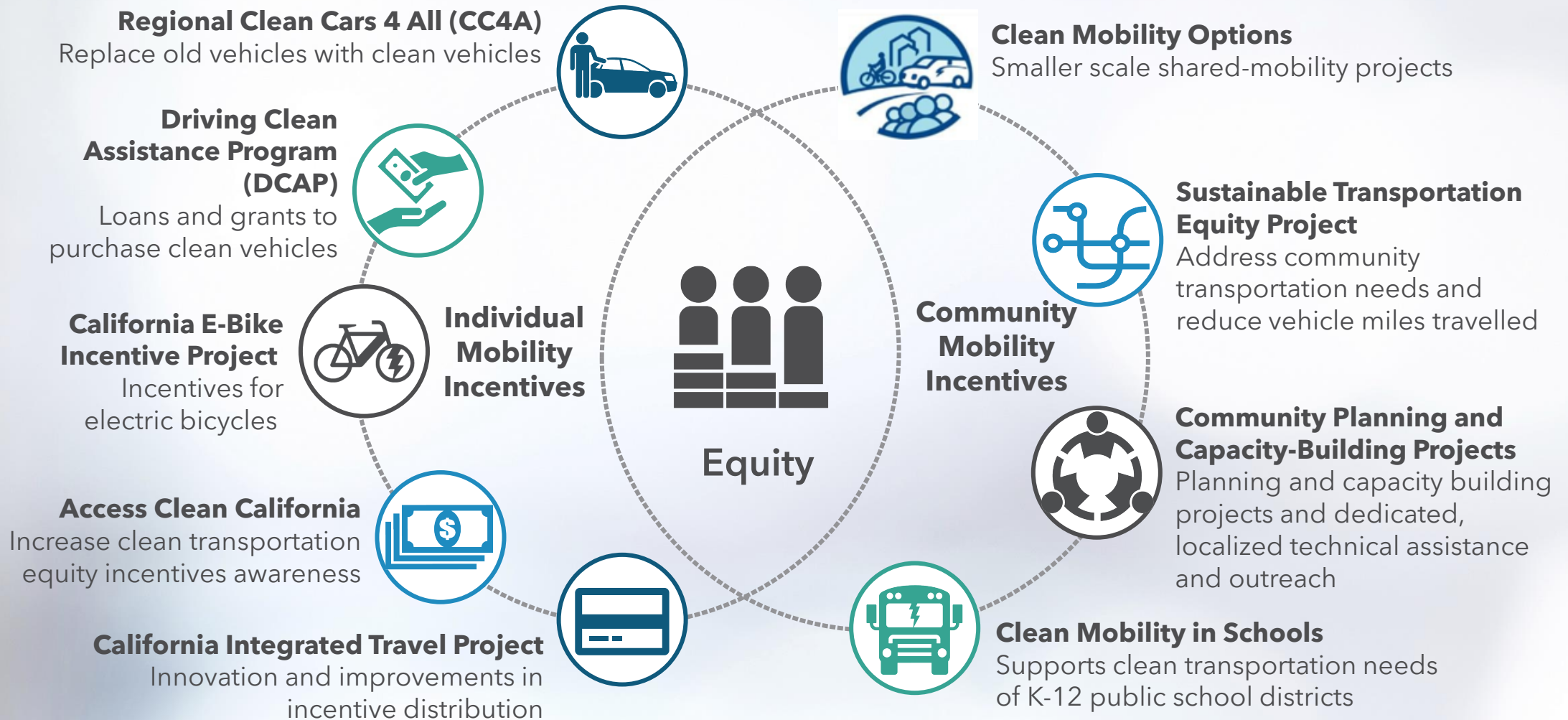
Light-Duty & Mobility Investments

- Light-duty vehicle purchase incentives
- Clean mobility investments

Investment Goals

- Accelerate zero-emission vehicle deployment
- For priority population areas:
 - Improve key destination access with increased options for active and shared mobility
 - Fund community-identified solutions
 - Alleviate environmental harms

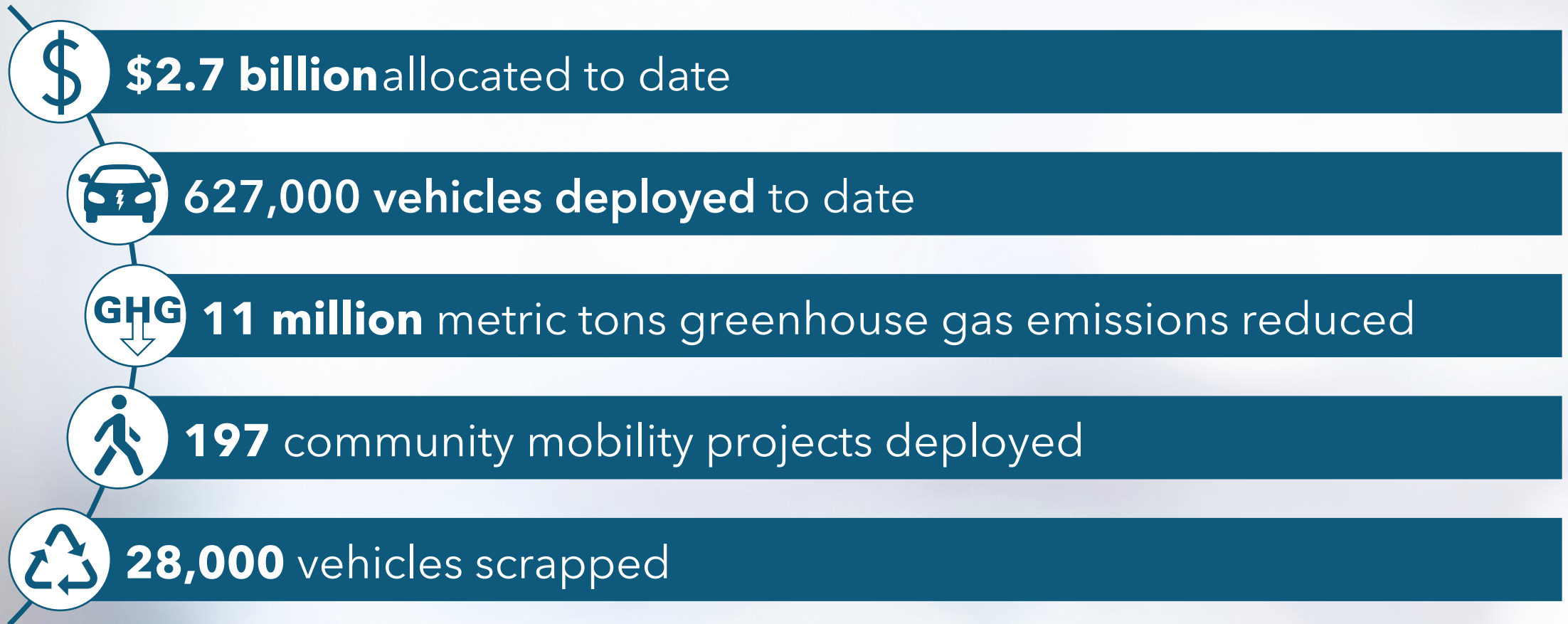
Individual & Community Mobility Incentives



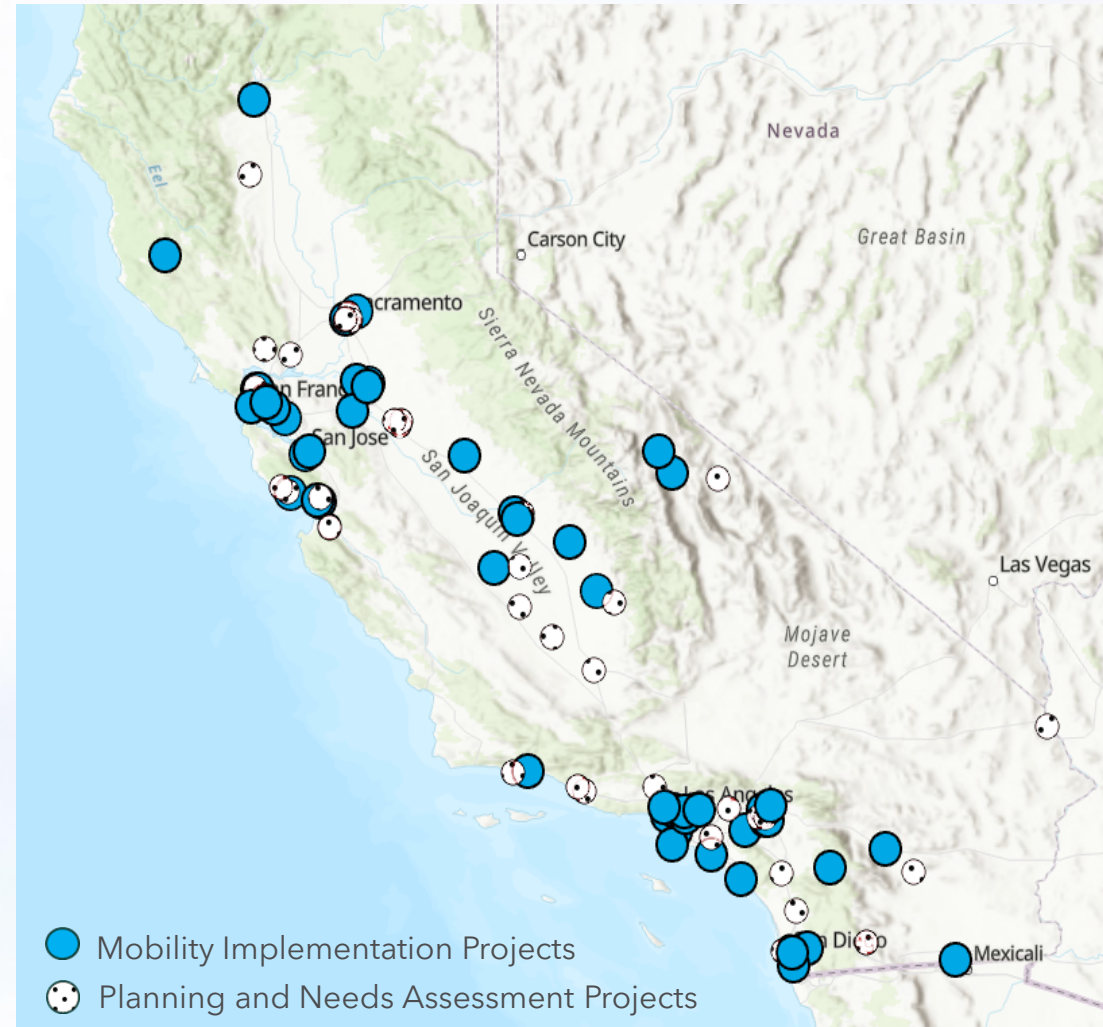
Mentimeter Question 1

- How familiar are you with current programs that support zero-emission vehicles and shared mobility?
 - Very familiar – I have applied to or supported one or more of CARB's programs in the past
 - Somewhat familiar – I am aware, but don't have direct experience with the programs
 - Heard of them but not sure of details
 - Not familiar at all

Progress to Date



Community Mobility Incentives Map



Community Mobility Impact



Yolanda Rodarte
Resident of Rancho San Pedro

Community Mobility Impact

"My husband has many medical appointments. He needs to go for dialysis appointments at least three times per week. Thanks to this program that has supported us...Plus, something else very important about these cars, they are electric! They don't pollute the environment. This program has been a great support for us. Thank you!"

– Green Raiteros
Rideshare User

"This is going to be a lot of help to many of us who don't own a car"

– National City
Shuttle User

"I love to use bikes. Since I don't know how to drive, basically that's my car. It allows me to do my exercise, to do my errands, plus go to the grocery store. I don't have to pay for gas, it's cheap, and it's eco-friendly."

– Good2Go
Bikeshare User

Individual Mobility Impact

"This program gave me the opportunity to receive a **reliable and sustainable vehicle for my children at a time in our lives when we needed it the most.**

For that I am forever grateful. Thank you!"

"It was really motivating for me to have a new car. **A stress was taken off my shoulders, and I was able to focus on the things that I needed to vs. having to run into random maintenance issues that were out of my control.** The company I work for now provides free electric charging. **Since I now own a PHEV, I pour my gas tank once a month vs. once a week with my prior vehicle.**"

"It's simple, clean, safe, functional, small and ideal as an urban California car for a small family. Having an EV here is amazing. **As a local/regional car this one works very well, and it was affordable enough to allow us to buy a new EV. We have never ever owned a new car!**"

Estimated Annual Funding & Outcomes

Projected Funding: \$550 million (M) per year for 5 years

Projected Outcomes

Program	Funding Need (M)	Vehicle/ Equipment Deployments	Greenhouse Gas (metric tons carbon dioxide equivalent)	Nitrogen Oxides (tons)	Reactive Organic Gases (tons)	Particulate Matter 2.5 (tons)
Clean Mobility Projects	\$200	2,300	163,500	132.33	9.06	33.64
Clean Cars 4 All	\$200	6,400	68,100	47.76	2.59	9.71
Financing Assistance	\$150	11,950	101,900	7.39	4.39	1.48
Total	\$550	20,650	333,500	187.48	44.83	16.04

Mentimeter Question 2

- To what extent do you agree with this statement?
 - The estimated annual funding amounts are right for each program, in the first year.
 - Strongly disagree
 - Strongly agree

Mentimeter Question 3

Please rank from 1 (higher priority) to 4 (lower priority)

- Don't think about specific programs. Assume you're responsible for **next year's budget**. How would you rank these high-level program themes for funding priority?
 - Purchase incentives (zero-emission vehicles (ZEV) and e-bikes)
 - Complimentary ZEV charging access (e.g., at-home and public)
 - Shared mobility community projects (e.g., schools, neighborhoods)
 - Planning and capacity-building, education and outreach

Mentimeter Question 4

Please rank from 1 (higher priority) to 4 (lower priority)

- Of the programs we've traditionally funded, assume more funding was available. In which areas would you increase funding to most advance fair (equitable) clean transportation?
 - Clean mobility projects (currently set at \$200 million/year)
 - Clean Cars 4 All (currently set at \$200 million/year)
 - Financing Assistance (Loans) (currently set at \$150 million/year)
 - Other

Mentimeter Question 5

- Should program funding allocations be adjustable over time?
 - Yes – if policy targets have been met
 - Yes – if program funds are not being spent
 - Yes – if there is minimal evidence of impact
 - No – program funds should remain fixed
 - Unsure – I don't know enough about this
 - Other

Mentimeter Question 6

Please rank from 1 (higher priority) to 5 (lower priority)

- Don't think about specific programs. If you were responsible for **next year's budget**, how would you rank these **outcomes in terms of importance**?
 - Expanding access to zero-emission vehicles and charging
 - Improving shared and community-based mobility options (e.g., transit, bike share, community carshare, school-based mobility services)
 - Supporting underserved and overburdened communities
 - Reducing greenhouse gas and air pollution emissions
 - Creating local jobs, training, and long-term economic benefits

Mentimeter Question 7

Your response to this question will generate a word cloud with other people's responses.

- Think about the current programs. What's missing? What barriers do you, your community, or communities face in accessing zero-emission transportation?

Mentimeter Question 8

Your response will be shown with other responses. You are allowed up to 200 characters, including spaces. We will turn on voting so you can vote for your favorite(s).

- What is one message you would like decision-makers to take away from today's discussion?

Comments, Questions, Suggestions

Individual & Community Mobility Input Session



In Room: show your name tent

Zoom: Raise hand in Zoom or dial #2 by phone



State your name & affiliation before questions or comments



Email questions to CleanTransportationIncentives@arb.ca.gov

Drive Forward: Incentives Timeline

Public Engagement	Date
Drive Forward: Heavy-duty Vehicle Standards and Strategies Workshop	December 3, 2025
Evening Community Meeting	December 16, 2025
Public Workgroups	January 2026 - August 2026
Carl Moyer Program Guideline Updates	December 2026

Break

Return at 1:30 p.m.

Meeting Agreements

- Be respectful to others
- Take space, make space
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Clean Trucks, Buses & Off-Road Equipment Incentive Projects & Emerging Opportunities Input Session

Recent Actions Based on Public Input

- Expanded eligibility for small and large fleets in the HVIP to accelerate zero-emission truck deployments
- Opened new HVIP funding round in September; anticipate opening with Hino Settlement funding late 2025
- Reduced match requirements for small businesses in SHIFT
- Allowed for purchases of clean used equipment for owners of small farms in FARMER
- Moyer and FARMER offered delayed scrappage of vehicles to allow early adopters more time to adapt to ZEV technology
- Provided additional ZE flexibilities in Moyer, including increased funding levels and a streamlined administrative process

Overview

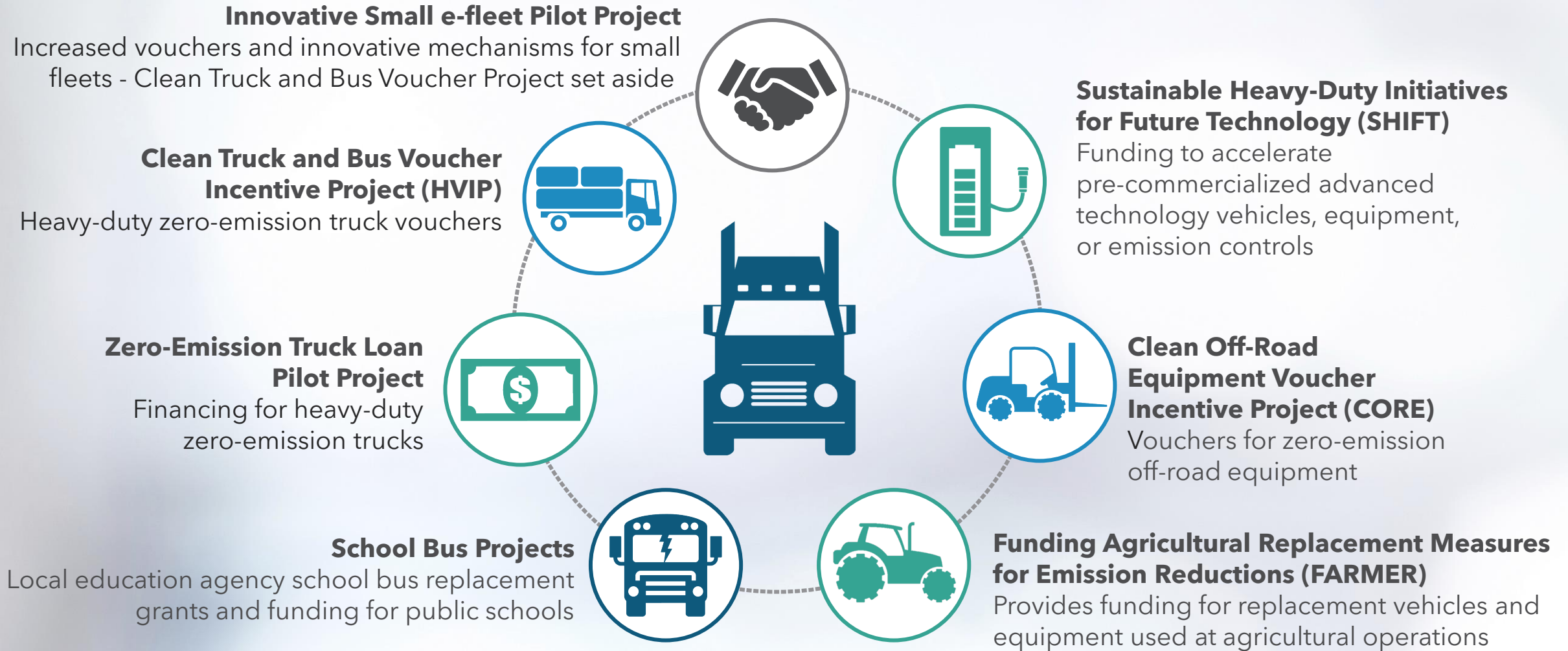
Medium- & Heavy-Duty Investments

- Truck and bus purchase incentives
- Off-road equipment purchase incentives
- Emerging technology demonstration projects

Investment Goals

- Maintain market momentum towards cleaner technologies
- Achieve emission reductions given setbacks in regulatory programs
- Ensure support for small fleets, small businesses, and projects benefitting priority populations
- Collaborate with other State, local, industry and community partners

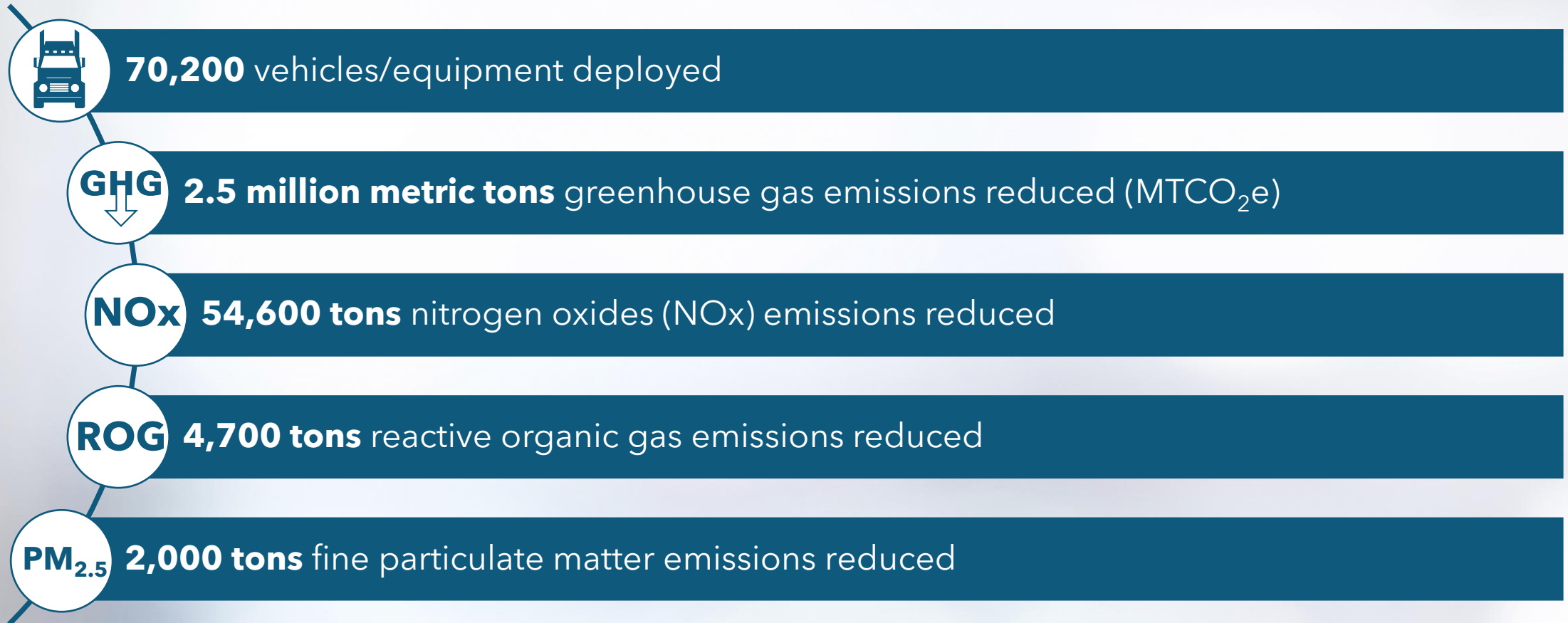
Annually Appropriated Medium- & Heavy-Duty Incentives



Mentimeter Question 9

- How familiar are you with current programs that support clean trucks, buses, and off-road equipment?
 - Very familiar – I have applied to or supported one or more of CARB's programs in the past
 - Somewhat familiar – I am aware, but don't have direct experience with the programs
 - Heard of them but not sure of details
 - Not familiar at all

Progress to Date from Annually Appropriated Medium- & Heavy-Duty Projects



Projected Annual Funding Need & Outcomes

\$950 million (M) per year for 5 years

- **HVIP \$450M:** Sept. 2025 HVIP reopened – Funding nearly exhausted in one week
- **FARMER \$200M:** Received \$2M over last two years – current demand over \$700M
- **CORE \$200M:** Reopened in Aug. 2025 with \$36M – \$80M in requests received within five days
- **SHIFT \$100M:** Last received funding in Fiscal Years 21-22 and 22-23 – program was \$262M oversubscribed

Program	Funding Need (Million)	Vehicle/ Equipment Deployments	Greenhouse Gases (metric tons carbon dioxide equivalent (MTCO ₂ e))	Nitrogen Oxides (tons)	Reactive Organic Gases (tons)	Particulate Matter 2.5 (tons)
Total	\$950	7,350	545,500	10,060	1,230	580

Mentimeter Question 10

- To what extent do you agree with this statement?
 - The projected annual funding needs are appropriate for each program, in the first year.
 - Strongly disagree
 - Strongly agree

Mentimeter Question 11

- Are projected funding needs reflective of the market?
 - Yes
 - No
 - Unsure

Mentimeter Question 12

Your response to this question will generate a word cloud with other people's responses.

- Are there pre-commercial technologies we need to focus on?

Mentimeter Question 13

Your response will be shown with other responses. You are allowed up to 200 characters, including spaces. We will turn on voting so you can vote for your favorite(s).

- What commercially-available technologies do we need to focus on?

Mentimeter Question 14

Your response will be shown with other responses. You are allowed up to 200 characters, including spaces. We will turn on voting so you can vote for your favorite(s).

- Are any medium- and heavy-duty funding needs missing?

Mentimeter Question 15

Your response will be shown with other responses. You are allowed up to 200 characters, including spaces. We will turn on voting so you can vote for your favorite(s).

- Should we consider other funding sources (e.g., what are some creative ways to generate more revenue streams?)

Mentimeter Question 16

Your response will be shown with other responses. You are allowed up to 200 characters, including spaces. We will turn on voting so you can vote for your favorite(s).

- How can private industry and investments further support the market?

Mentimeter Question 17

Your response will be shown with other responses. You are allowed up to 200 characters, including spaces. We will turn on voting so you can vote for your favorite(s).

- What is one message you would like decision-makers to take away from today's discussion?

Comments & Questions

Medium- & Heavy-Duty Input Session



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Next Steps

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Contact Us

Team Email: cleantransportationincentives@arb.ca.gov