



Evening Community Meeting: Clean Transportation Incentives

Public Workgroup Meeting
January 20, 2026

Meeting Agreements

- Be respectful
- Take space, make space
- Listen to understand
- Consider equity

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 priorities
- Brainstorm solutions for clean transportation needs
- Highlight important program information
- Foster ongoing communication between staff and the communities

Today's Agenda

Time	Session
5:00 - 5:10 p.m.	Introduction
5:10 - 5:30 p.m.	Drive Forward: Incentives Workshop Recap
5:30 - 5:50 p.m.	Drive Forward: Heavy-Duty Vehicle Workshop Recap
5:50 - 6:00 p.m.	Reflection: 2025 Evening Community Meetings
6:00 - 6:15 p.m.	Future Events, Wrap Up, and Next Steps



Drive Forward: Incentives

Mikayla Elder

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

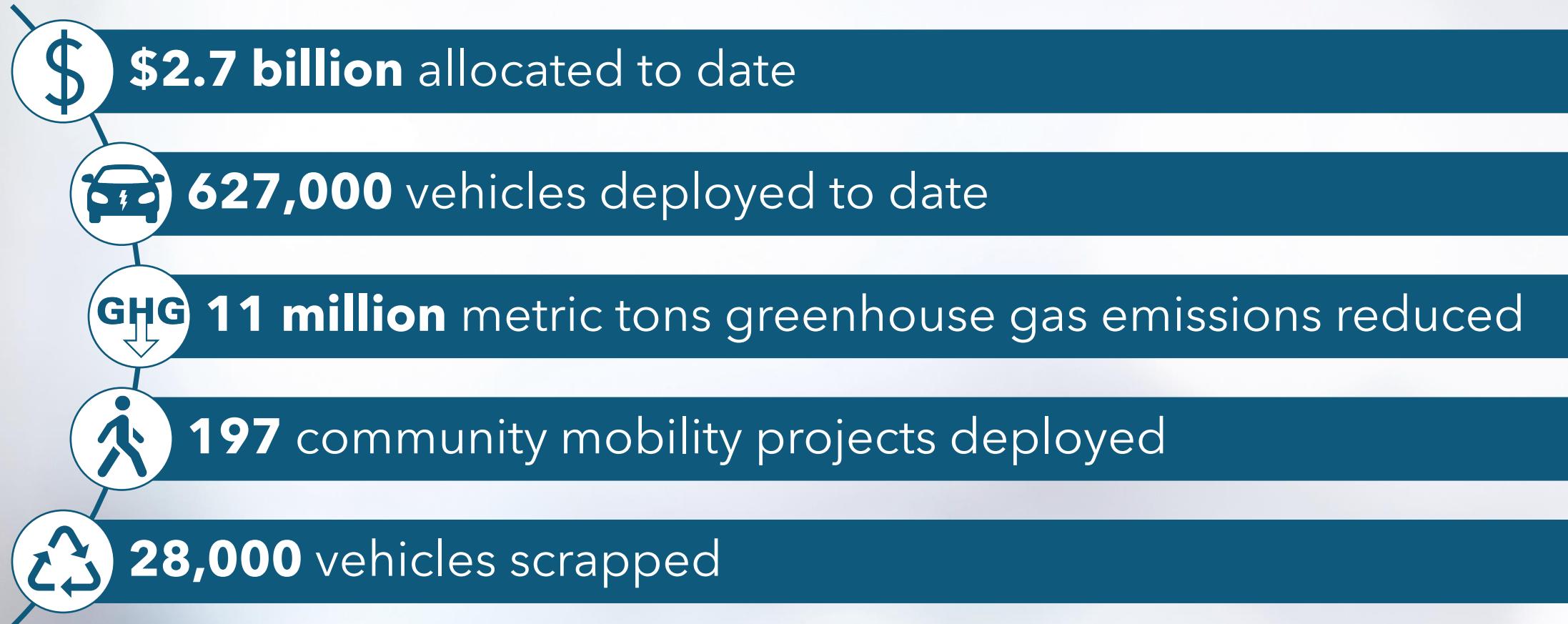
Drive Forward: Incentives Workshop Recap

Individual and Community Mobility Incentives

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 Enhanced Fleet Modernization 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

Progress to Date



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	10,850	68,100	47.76	2.59	9.71
Financing Assistance	\$150	11,950	101,900	7.39	4.39	1.48
Total	\$550	25,100	333,500	187.48	44.83	16.04

Individual and Community Mobility Incentives Session Feedback

- More and consistent funding is needed than what was presented and should be flexible to adjust to programs that need it the most
- Make it easier to buy or use clean vehicles and provide better loan options to help those most at need
- Provide more transportation options such as community shuttles, safe walking paths, biking, and shared rides
- Remove barriers like charging stations being hard to find or broken, high insurance costs for shared mobility, and lack of education and language support
- Interest in e-bikes, cord-free charging, and other clean fuels

Drive Forward: Incentives Workshop Recap

**Clean Trucks, Buses, and Off-Road Equipment
and Emerging Opportunities**

Annually Appropriated Medium- & Heavy-Duty Incentives

Innovative Small e-fleet Pilot Project

Increased vouchers and innovative mechanisms for small fleets - Clean Truck and Bus Voucher Project set-aside

Clean Truck and Bus Voucher Incentive Project (HVIP)

Heavy-duty zero-emission truck, transit bus, and school bus vouchers

Zero-Emission Truck Loan Pilot Project

Financing for heavy-duty zero-emission trucks

School Bus Projects

Local education agency school bus replacement grants and funding for public schools

Sustainable Heavy-Duty Initiatives for Future Technology (SHIFT)

Funding to accelerate pre-commercialized advanced technology vehicles, equipment, or emission controls

Clean Off-Road Equipment Voucher Incentive Project (CORE)

Vouchers for zero-emission off-road equipment

Funding Agricultural Replacement Measures for Emission Reductions (FARMER)

Provides funding for replacement vehicles and equipment used at agricultural operations

Medium- and Heavy-Duty Session Goals

- Present progress on medium- and heavy-duty incentive funding programs
- Collect feedback on projected funding needs for medium- and heavy-duty incentive programs
- Gather input on:
 - Whether the projected funding needs are reflective of the market
 - Technologies to focus on
 - Potential alternative funding streams
 - Ways that private sector can provide support

Projected Annual Funding Need

\$950 Million per year for 5 years

Program	Annual Funding Need (Million)
HVIP	\$450
FARMER	\$200
CORE	\$200
Emerging Opportunities	\$100
Total	\$950

Heavy-Duty Session Feedback

- More funding is needed than what was presented
- Ideas on areas to focus funding:
 - High impact corridors
 - Prepaid electric charging cards
 - Technology development
 - Off-road equipment
- Consistent funding streams needed
- Ideas on alternative funding sources included container fees, weight permits, CARB enforcement fees, etc.

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



Drive Forward Heavy-Duty Standards and Strategies Workshop Recap

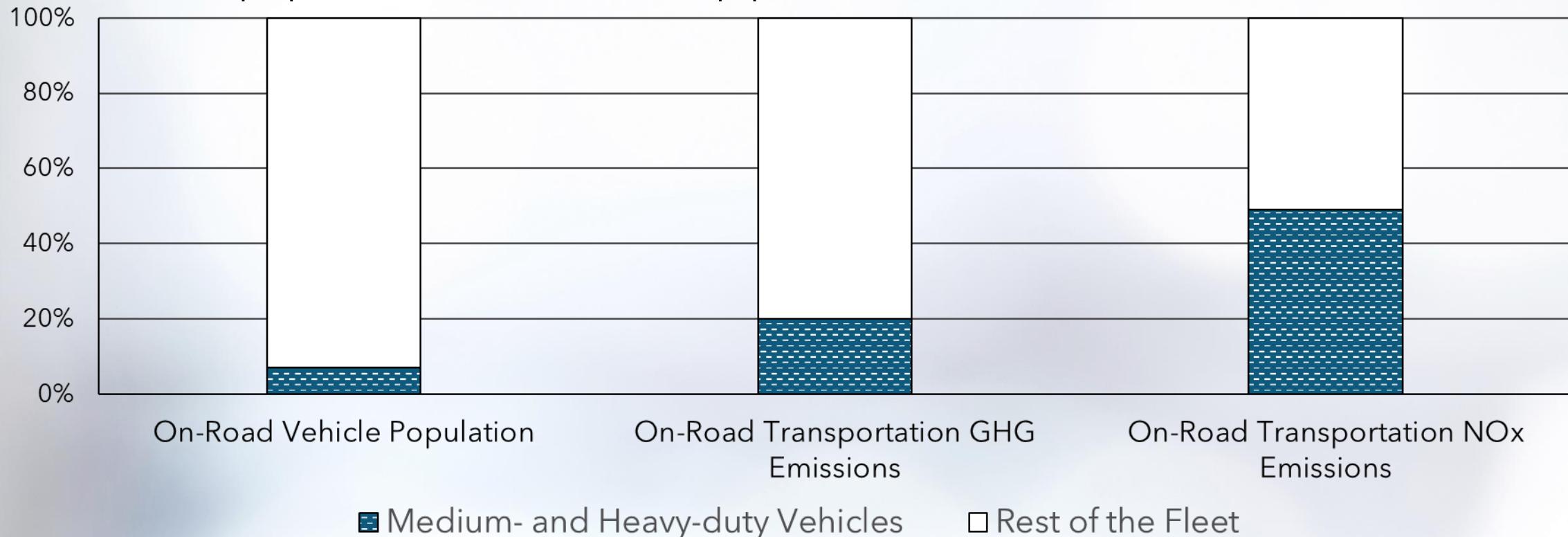
Albertina Ankomah

The Importance of Addressing Truck Emissions

Trucks only make up 7% of the state's vehicle population...

...but represent 20% of on-road transportation greenhouse gas (GHG) tailpipe emissions...

...and nearly half of on-road transportation nitrous oxides (NOx) emissions



■ Medium- and Heavy-duty Vehicles □ Rest of the Fleet

*Data from EMFAC2025v2.0.0 for 2025 calendar year

Drive Forward: Heavy-Duty Standards & Strategies

Background:

- The Governor's June Executive Order N-27-25 directs CARB to develop new regulations, consistent with state and federal law, to reduce greenhouse gases, criteria pollutants, and toxics.

Principles and Goals:

- Protect public health with a focus on overburdened communities
- Achieve reductions beyond existing measures
 - Cost-effective and technologically feasible
- Simple and streamlined compliance and enforcement
- Maintain a level playing field
- Incentivize early action
- Avoid unintended consequences for businesses and consumers



Manufacturer Concepts Discussed

- Replace Phase 1-2 GHG engine and vehicle standards?
- Reinforce ACT and Omnibus? Replace Phase 3 GHG standards?
- Revise engine standards to encourage ZEV deployment:
 - Include ZEVs in carbon dioxide (CO₂) averaging?
 - Include ZEVs in criteria pollutant (NOx) averaging?
- Revise vehicle standards to encourage ZEV deployment:
 - Include ZEVs in CO₂ averaging?
 - Consider criteria pollutant vehicle standards?
- Encourage early production of ZEVs

Fleet Owner Framework Concepts Discussed

- Retire and replace*
 - Retire vehicle at end of useful life and replace with best available control technology (BACT)
- Green zones*
 - Establish zones or regions that only cleaner vehicles can enter
- Clean Mile Standard for heavy duty*
 - Establish a percentage of miles that must be driven with cleaner vehicles
- Fleet emissions target
 - Meet a NOx or GHG emission target based on fleet average

*Ideas collected from public input at ZEV Forward Dialogue Sessions

Hiring Entity Concepts Discussed

- Hiring requirements*
 - Entities must hire fleets that meet existing fleet rule requirements
- Green contracting*
 - Entities hiring Class 7-8 tractors must hire green fleets (i.e. fleets that voluntarily exceed the minimum requirements)
- Could apply to shippers, third party logistics, other hiring entities

*Ideas collected from public input at ZEV Forward Dialogue Sessions

Overview of First Workshop Discussion

Seeking input on:

- How should CARB structure future manufacturer standards?
- How can CARB best ensure cleanest possible trailers?
- Reduction options that can be considered for regulatory or alternative measures
- Do manufacturers have any concerns regarding reporting zero-emission (ZE) sales to CARB?
- Are there other frameworks to be considered?

Overview of First Workshop Discussion - Continued

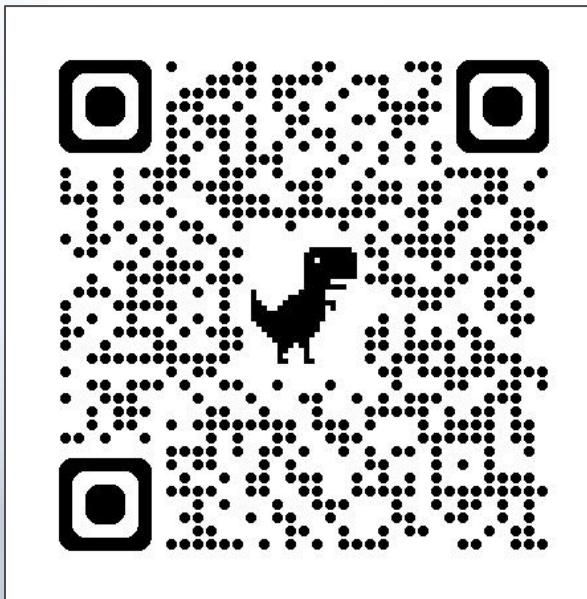
- How should BACT be defined?
- What entities should be included in each concept?
- How to address differences between large and small fleets?
- Should requirements differ by industry/by sector?
- Last mile urban delivery, regional/long haul shipping with dry or reefer vans, construction, other?
- What trucks are most amenable to ZE in the short term

Feedback Received So Far

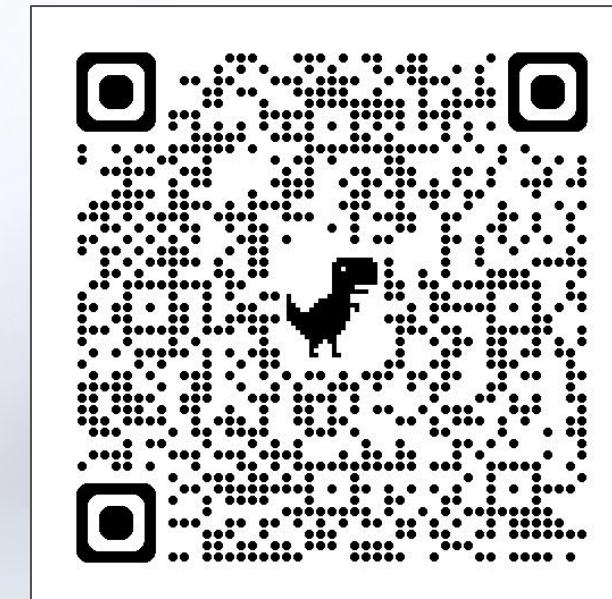
- More incentives and funding
- Concerns with ZEV technology
- Support for Green Zones and Clean Mile Standard
- Inclusion of other clean combustion pathways
- Support for retiring the oldest vehicles
- Equity and health outcomes

Contact and Next Steps

- Next workshops planned for 2nd quarter of 2026
- Reach out to us at driveforwardfleet@arb.ca.gov



[Drive Forward Fleet Program](#)



[Public Comment Docket](#)

Comments and Questions



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Reflection: 2025 Evening Community Meetings

Noemi Vitela

Reflection: 2025 Evening Community Meetings

- 11 Evening Community Meetings (no Nov. meeting)
- Recapped Low Carbon Transportation Incentives Plan workshops and workgroups
- Gathered feedback from communities to consider changes to programs and policies
- Held open dialogues for communities and answered questions and concerns

Reflection: Evening Community Meeting Changes

- Streamlined and simplified presentations
- Expanded outreach and formed new partnerships (Regional Outreach Coordinators)
- Increased community engagement (in-person and virtual)
- Increased ease of accessibility to meeting materials

Reflection: We would like to hear from you!

- Open Discussion
- [2025 ECM Survey](#)

Comments and Questions



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Community Planning & Capacity Building Grants: 2025 Request for Applications

- **Open Now:** Dec. 2, 2025 - Applications due Feb. 10, 2026
- **Funding:** Up to \$500,000 per project, \$7.3M total available
- **Who Can Apply:** Tribal Governments, Community-Based Organizations, Local Governments, Public Schools
- **Tribal Note:** Waiver of sovereign immunity **not required** based on Tribal feedback
- **Support:** Request free [Technical Assistance](#) by Jan. 23, 2026
- **Q&A Sessions:** Jan. 8 and Jan. 27 - the only time CARB can answer RFA-specific questions
- **More Info:** [Planning RFA](#)

Future Events, Wrap-Up, and Next Steps

Upcoming Meetings & Events

Events	Date
CARB Board Meeting	Jan. 22-23
Planning and Capacity Building RFA Question & Answer Session #2	Jan. 27
Drive Forward: Tribal Listening Session	Feb. 17
Evening Community Meeting	Feb. 17
Evening Community Meeting	Mar. 17

Contacts

Evening Community Meetings

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Funding Plan

[Engagement Opportunities](#)

Stephanie Parent - Funding Plan Lead

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