Chasten Gold Project Executive Summary

Applicant	Chasten Gold
Project Title	Equity in Motion! California Clean Fleet Equity Initiative (CCFEI)
The Scope and Objectives of the Project	The California Clean Fleet Equity Initiative (CCFEI) is a statewide initiative designed to support the California Air Resources Board (CARB) in implementing the Clean Truck and Bus Voucher Incentive Project (HVIP). The project aims to increase equitable access to zero-emission heavy-duty vehicles and supporting infrastructure throughout California, with a focus on disadvantaged and low-income communities identified through CalEnviroScreen. CCFEI will support outreach, technical assistance, stakeholder coordination, public education, workforce engagement, and activities that reduce barriers to HVIP participation.
Description of the Project	CCFEI will provide statewide implementation support services that help fleets, dealers, manufacturers, community organizations, and stakeholders participate in HVIP. The project includes multilingual outreach materials, technical assistance, public workshops, outreach campaigns, stakeholder engagement, reporting support, and regional partnerships. Special emphasis will be placed on supporting small business fleets and underserved communities that face barriers related to financing, infrastructure planning, and incentive navigation.
Methods to be Employed in Implementing the Project	Chasten Gold will implement the project through a phased statewide approach combining outreach, technical assistance, stakeholder engagement, and administrative coordination. The project will utilize regional outreach coordinators, technical assistance specialists, community-based organizations, multilingual outreach, and public education campaigns. Implementation methods include regional workshops, fleet and dealer education, community outreach campaigns, one-on-one technical assistance for small fleets, multilingual materials, public dashboards, workforce development activities, utility coordination support, and stakeholder engagement events. Reporting and expenditure tracking systems will support timely implementation and accountability.

Potential Benefits and Outcomes of the Project	Technologies while improving equitable access to HVIP funding opportunities. CCFEI will reduce barriers for small fleets and disadvantaged communities through technical assistance, public education, and culturally responsive outreach. Expected outcomes include increased HVIP participation, greater adoption of zero-emission vehicles in disadvantaged communities, expanded public awareness of clean transportation technologies, stronger stakeholder collaboration, improved technical assistance access, enhanced workforce awareness, and improved access to multilingual program information.
Major Participants	Major participants may include: California Air Resources Board, Chasten Gold, Community-based organizations throughout California, Fleet operators and small business fleets, Vehicle dealers and manufacturers, Workforce development organizations, Utility and infrastructure partners, Local air districts, and Public agencies and educational institutions.
Requested Funding	The requested funding amount is $24,951,508.00.

CSE Project Executive Summary

The Center for Sustainable Energy (CSE), with the Center for Transportation and the Environment (CTE), the North American Council for Freight Efficiency (NACFE), TRC, Tourmaline Advisors, and Central California Asthma Collaborative (CCAC) requests $18,329,817 to administer the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) for the California Air Resources Board (CARB). With 15+ years administering CARB programs, CSE will deliver HVIP with disciplined operations, transparent reporting, and equity-centered outreach to accelerate California's progress toward 100% zero-emission MD/HD vehicle sales by 2045.

Scope and objectives. CSE will administer HVIP across the standard program and four set-asides (Public Transit, Drayage, Public School Bus, Innovative Small E-Fleet) to maximize voucher uptake, ensure 50%+ of funding benefits AB 1550 disadvantaged and low-income communities, deliver GHG and air quality cobenefits, and maintain continuous transparency aligned with CARB's Funding Plan, CCIRTS, and California Climate Investments obligations.

Project flow. HVIP starts with a structured kick-off and quarterly governance informing Funding Plan and base voucher determinations. Voucher administration runs in Caret360, CSE's Salesforce-native platform supporting $500M+ in disbursements: intake, review, approval, redemption, QC, and bi-weekly disbursement through Deltek Costpoint. Outreach runs in parallel through dealer training, CBO engagement, and ZEV technology events. Data flows from Caret360 to AWS to Tableau public dashboards, CCIRTS, and CARB reporting.

Methods to address execution gaps. CSE mitigates prior-cycle constraints through (1) bi-weekly disbursements with automated QC and zero material audit findings; (2) eligibility tied to demonstrated production capacity, with 30+ specialists processing 18,000+ applications/month at 99% accuracy; (3) Caret360, AWS, and Tableau public dashboards showing voucher pipeline, AB 1550 deployment, set-aside performance, and returned funds; (4) recurring stakeholder engagement with documented review cycles; and (5) a standing Utility Working Group (SCE, PG&E, SDG&E, SMUD) pairing voucher notification with site feasibility screening and interim infrastructure planning; and (6) as a non-member organization, CSE’s administration of HVIP is independent of vehicle manufacturers and dealers.

Major participants. CTE ($3.9B portfolio; leads CTTC, ZEBRA, HFCBC) supports OEM roadmaps, the HeavyDuty Three-Year Plan, eligible vehicle list, dealer training/QC, and events. NACFE provides independent fleet operating intelligence through Run on Less and fleet listening sessions. TRC (ACT Expo producer; Volvo Trucks NA agency-of-record) leads outreach, multilingual materials, dealer engagement and

paid media. Tourmaline Advisors (SCE Charge Ready Transport; CARB ZANZEFF) leads the Utility Working Group and interim infrastructure planning.

Benefits and outcomes. GHG and criteria pollutant reductions in port, freight corridor, and transit communities; continuous AB 1550 tracking with expanded access for ISEF-eligible small fleets and DAC/LIC operators; energy cost savings and jobs supported; bi-weekly payments, public dashboard transparency, and audit-ready documentation.

CALSTART Project Executive Summary

CALSTART presents a comprehensive proposal to administer the Clean Truck and Bus Voucher Incentive Project (HVIP) on behalf of the California Air Resources Board (CARB). Our central objective is to ensure the efficient and accountable deployment of HVIP funds, resulting in real-world emissions reductions and vehicle deployments that benefit Californians as quickly as possible. The proposed scope encompasses end-to-end program administration, including stakeholder engagement, project eligibility and voucher processing, fiscal oversight, and performance tracking. Through this approach, CALSTART aims to deliver a scalable and equitable incentive program that accelerates California's transition to zero-emission trucks and buses while supporting long-term market transformation. CALSTART views HVIP not solely as an incentive program, but as a foundational market development mechanism that influences vehicle availability, financing models, dealer engagement, and long-term fleet adoption behavior across California's zero-emission transportation ecosystem.

As the administrator of HVIP, CALSTART will deliver the following:

Quick and seamless HVIP management | As the current HVIP administrator, CALSTART brings continuity, institutional knowledge, and proven systems that enable reliable and efficient voucher processing. By applying lessons learned and maintaining close coordination with CARB, CALSTART will ensure that HVIP-funded trucks and buses are deployed and operating on California roads as intended.

Maintain market momentum | Drawing on more than three decades of clean transportation experience, CALSTART will work in close partnership with CARB to sustain and strengthen momentum in the zero-emission truck and bus market. This includes advancing flexible pooled purchase strategies to increase deployment volumes and reduce costs, while improving program efficiency and lowering participation barriers for fleets.

Broad knowledge and proactive outreach | Beyond voucher processing, CALSTART provides deep technical, market, and policy expertise in zero-emission truck and bus deployment. This expertise supports proactive program design, informed decision-making, targeted stakeholder outreach, and continuous program improvement. As a result, HVIP is administered not only efficiently, but strategically, to maximize emissions benefits, equity outcomes, and long-term program success.

Multi-program efficiency | As the administrator of HVIP, CORE, EnergIIZE, and other complementary incentive programs, CALSTART leverages shared staff, internal coordination, and aligned processes to increase efficiency and reduce administrative overhead. This integrated approach enables faster deployment of funds, minimizes duplicative efforts, and improves stakeholder experience for fleets and dealers navigating multiple programs.

CALSTART's overarching objectives are to maximize the effectiveness of HVIP funding, accelerate the on-road truck and bus sector's transition to zero-emission vehicles, and support equitable participation across California's diverse fleet and manufacturer landscape. Through proactive stakeholder engagement, targeted technical assistance, and deployment-focused support, CALSTART seeks to streamline program access and enable the timely, successful deployment of zero-emission trucks and buses statewide.

To support implementation and achieve these objectives, CALSTART requests $27,313,622 in administrative funding over three fiscal years. These resources will enable responsive customer support, robust fiscal and compliance oversight, continuous program improvement, and clear accountability to CARB and the State throughout the duration of the program.

With CALSTART's demonstrated track record administering HVIP, established operational infrastructure, collaborative partnership with CARB, and its mission-driven commitment to advancing clean transportation, CALSTART is uniquely positioned to continue administering HVIP into its next phase of market growth. By combining efficient fund management, market and policy expertise, and deployment-focused support, and stakeholder coordination, CALSTART will ensure HVIP continues to accelerate zero-emission truck and bus adoption at the scale and pace necessary to achieve California's climate, air quality, and equity goals