



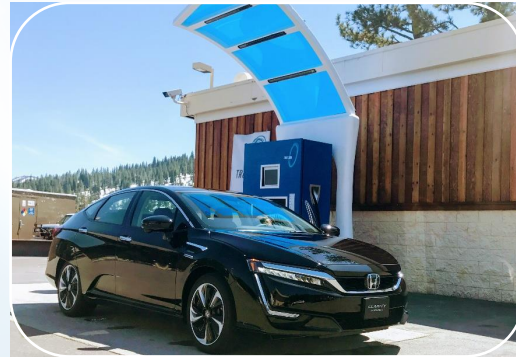
Panel: The Next Generation of Clean Transportation Incentives

April 24, 2026

Role of CARB Incentive Programs



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



**Accelerate
development of
clean technologies**



**Increase access
and affordability
for cleaner
transportation**



**Support/
complement
regulatory
programs**

Overarching Goals



Protect public health, support achieving federal air quality standards, fight climate change



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 Incentive Portfolio

Air Quality Improvement Program (AQIP)
Criteria pollutant and air toxics reductions
Funded to July 1, 2035



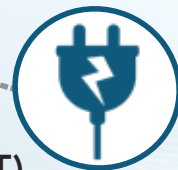
Carl Moyer Program
Cost-effective, State Implementation Plan (SIP) creditable criteria pollutant emission reductions
Funded to January 1, 2034



Mitigation Fund Programs
Criteria pollutant reductions and zero-emission vehicle deployment
One-time appropriations



Low Carbon Transportation (LCT)
Advanced technologies provide GHG reductions and benefits to overburdened communities
No continuous funding



Community Air Protection (CAP) Incentives Program
Puts advanced technologies to work for cleaner air in the communities that are impacted by disproportionate levels of air pollution
Funded through 2045



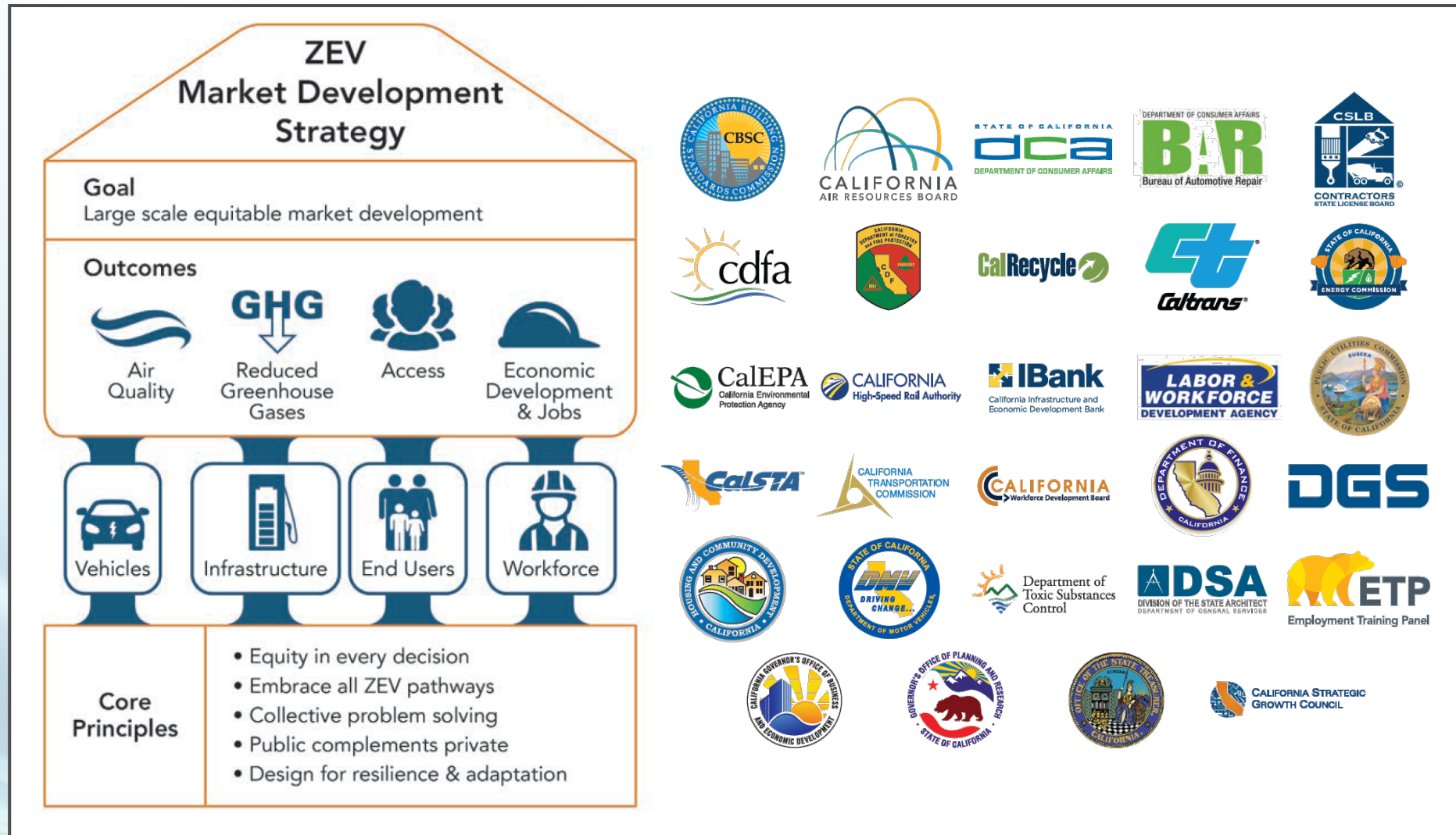
California Clean Fuel Rewards (CCFR)
Criteria pollutant and GHG reductions from funding commercial medium- and heavy-duty electric vehicles
Funded from Low Carbon Fuel Standard (LCFS) Proceeds



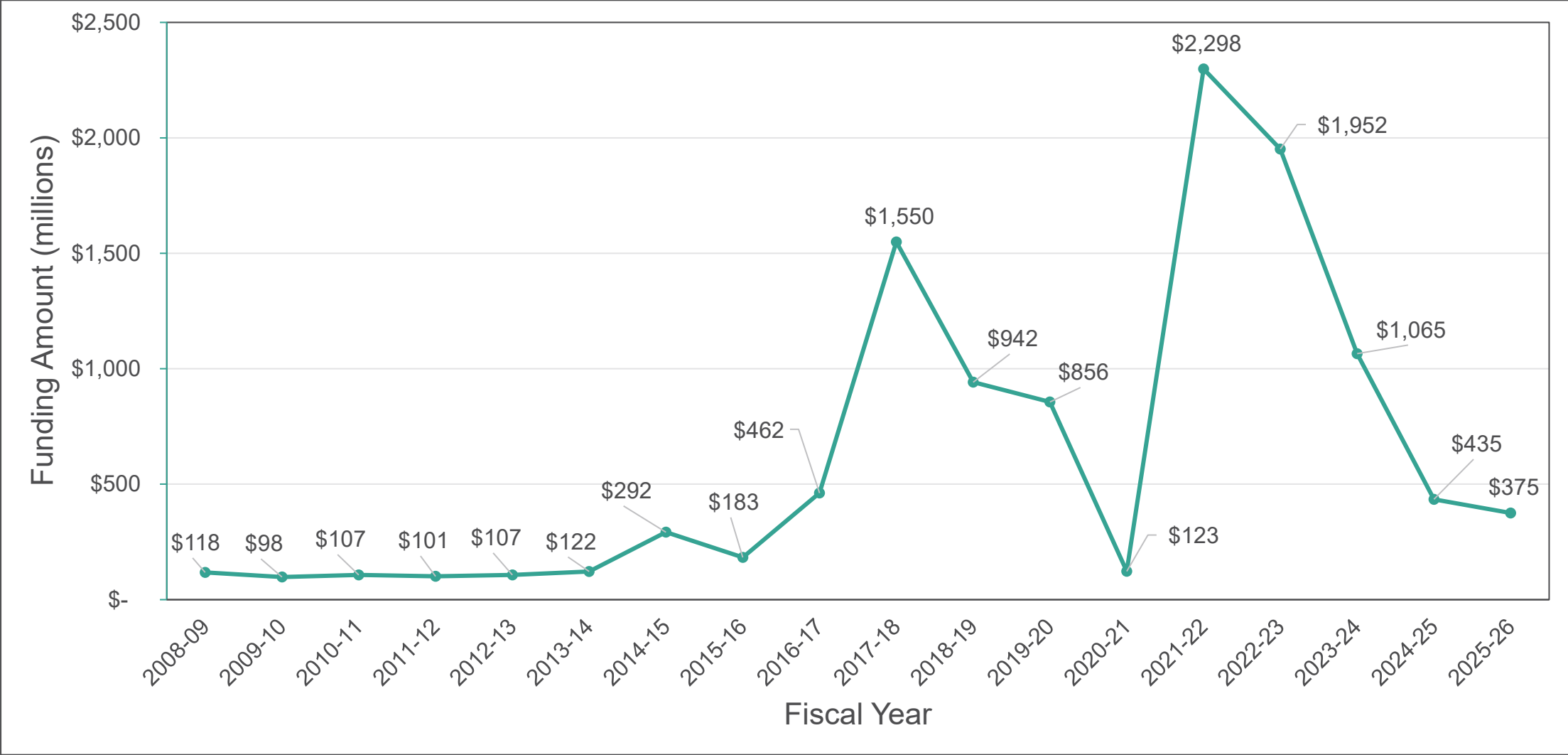
Funding Agricultural Replacement Measures for Emission Reductions Program (FARMER)
Criteria pollutant, air toxics, and GHG reductions for agricultural sector
No continuous funding



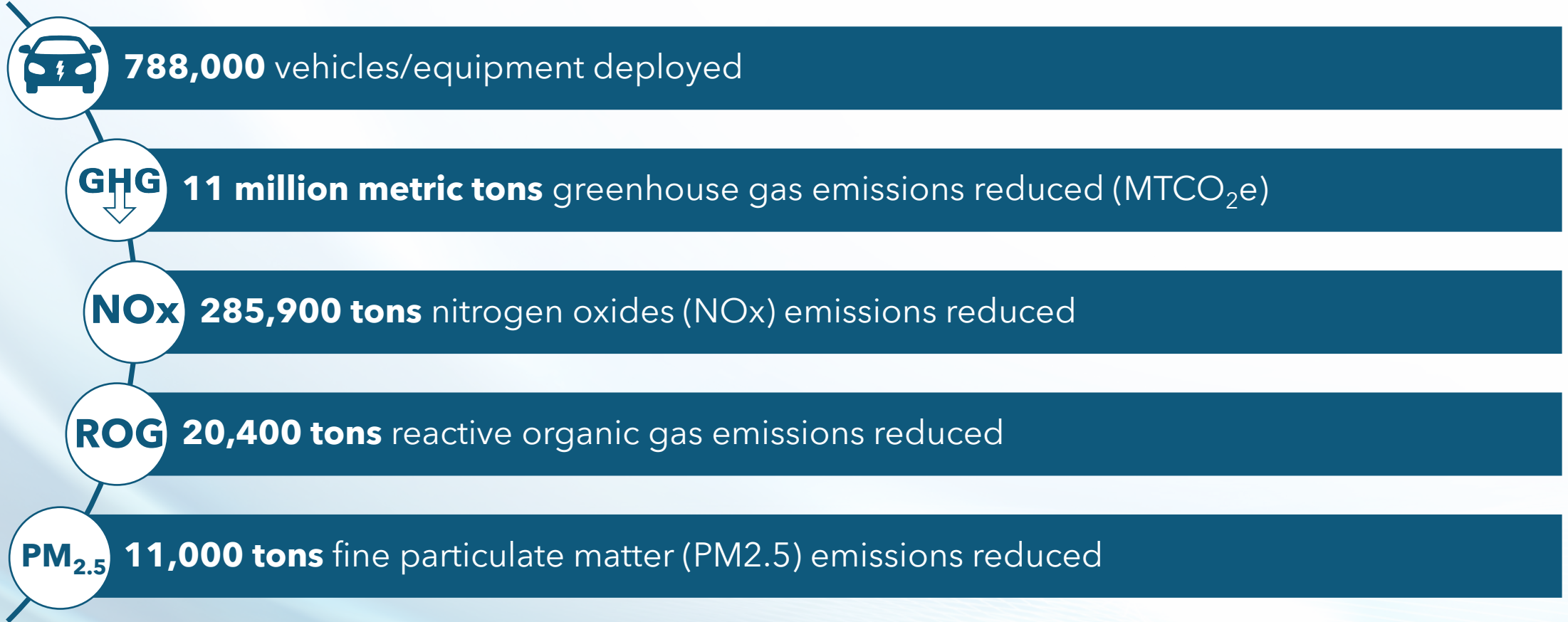
California's Whole-of-Government Approach



Annual Funding Appropriations



Progress to Date from Incentives



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 ZEV adoption
- ZEV Forward Initiative Published Report to Governor on ZEV Deployment

Drive
Forward

- Initiative that aims to continue California's commitment to protect public health
- Includes the next generation of vehicle standards and incentives policies
- Identifies incentives as a core priority to continue the State's ZEV momentum

Budget
Landscape

- Annual appropriations from the Legislature for most programs
- Programs with continuous appropriations include the Carl Moyer Program, AQIP, and CAPP

FY 2026-27
Proposal

- \$200 million for New ZEV Incentive Program
- ~\$35 million for AQIP
- \$130 million for Carl Moyer
- \$177 million for CAPP

Panelists for Today's Discussion



Jill Sherman-Warne,
Executive Director
Native American
Environmental Protection
Coalition

Tom Swenson,
**Director–Global
Regulatory Affairs**
Cummins Inc.



Gil Tal, Ph.D.,
Director
EV Research Center;
Professor of Environmental
Science and Policy, UC
Davis

Alycia Gilde,
**Chief Strategy Officer
for Climate Action
Partnerships**
LA County Internal
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