

California Environmental Protection Agency Tribal Advisory Committee Report

California Air Resources Board
Quarter Three, 2025 Report



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Report Format

This Quarter Three, 2025, report from the California Air Resources Board (CARB) to the California Environmental Protection Agency (CalEPA) Tribal Advisory Committee (TAC) provides an overview of background information and key updates that occurred from July through September.

I. Background

On August 17, 2010, the CalEPA TAC Charter was approved by CalEPA and Charter tribes. The purpose of the CalEPA TAC is to facilitate discussions on environmental issues between California tribes and CalEPA, including its Boards, Departments, and Office (BDOs).

CARB reaffirms its commitment to collaborating with California Native American Tribes through consultation on CARB rules, regulations, policies, and programs. This collaboration helps CARB make informed decisions that better protect California's air quality and climate. CARB recognizes the deep and parallel relationship we share with the communities we serve and values the traditional ecological knowledge (TEK) and historic expertise of tribes managing California's air and climate resources.

In the spirit of continued collaboration, CARB develops a TAC report to highlight the activities CARB staff have undertaken, as well as opportunities for further engagement with tribes.

Consultations

CARB works closely with tribes and holds consultations when requested. During this reporting period CARB participated in three consultations.

CARB also worked with tribes on various projects, grants, regulations, and inquiries, but those are captured in the Outreach Related updates section of this TAC Report.

As background, the following statutes are related to the requirements CARB follows to consult with tribes:

- Assembly Bill (AB) 52: (AB 52, Gatto, Stats. 2014, ch. 532) Requires public agencies consult with tribes when acting as the lead agency during the California Environmental Quality Act (CEQA) process and consider potential impacts to tribal cultural resources.
- Executive Order B-10-11: Encourages communication and consultation with tribes, confirms tribal opportunities to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect tribal communities.
- AB 923: (AB 923, Ramos, Stats. 2022, ch. 475, Gov. Code § 11019.81) Builds on Executive Order B-10-11 and encourages the State and its agencies to consult on a

government-to-government basis with tribes. It designates State officials authorized to represent the State in these consultations and requires training to support such consultations, which must occur annually after 2025.

II. Closed Action Items

The CalEPA TAC Meeting took place from June 11-12, 2025, and was hosted by TAC Member Sarah Ryan, Environmental Director for the Big Valley Band of Pomo Indians. No action items were assigned to CARB during this meeting.

Action items from past CalEPA TAC meetings and previous quarterly reporting can be found on CARB's Tribal Affairs webpage: [Tribal Affairs | Quarterly TAC Reports \(ca.gov\)](#)

III. CARB Tribal Liaison Updates

CARB remains committed to engaging with tribes, building relationships, and providing opportunities for them to stay informed on key issues, including grant funding opportunities, Board and meeting agendas, and updates on air quality and climate policies.

During Quarter Three, CARB's Tribal Team participated in several tribal-focused outreach events, as detailed in the *Outreach Related Updates* section of this report. These included the California Tribal Leaders Energy Summit & Expo and the 58th Annual California Native American Day. In addition to outreach efforts, the Tribal Team has been actively engaged in internal discussions regarding Limited Waivers of Sovereign Immunity, an issue raised by all tribes who participated in the San Diego County Clean Transportation Tribal and Rural Tour. In response, the team is developing a Best Practices document to educate CARB staff on the topic and provide clear guidance on when and how limited waiver requirements may be addressed when working with tribal governments.

CARB's Tribal Team provides support for divisions within CARB working on air quality and climate programs, participates in the CalEPA Tribal Liaison meetings, and closely coordinates with BDOs on tribal-related efforts. To ensure tribes stay informed, CARB's Tribal Team collaborates with division staff to distribute information through our email list, Tribal Listserv, and the Governor's Office Weekly California Tribal Nations Update. Additionally, the CARB Tribal Team uses its [Environmental Justice Blog](#) as a platform to share information. Critical updates, such as workshop invitations and time sensitive items, are sent directly to tribes via the CARB Tribal Contact List, which is continually updated by referencing existing resources such as the Native American Heritage Commission (NAHC) contact list, and CARB's list of contacts being built through ongoing outreach and engagement with tribes.

CARB's Tribal Relations [webpage](#) is another key resource for sharing information and gathering feedback from tribes. The webpage is regularly updated and provides tribes with direct access to relevant materials and for early participation in CARB's proposed programs and projects.

IV. Programmatic Updates

Progress continues toward engaging tribes in CARB's programmatic work. Consistent with CARB directives and TAC requests for greater transparency, this section highlights recent efforts to involve tribes in the development and implementation of CARB programs.

i. Regulatory Updates

Proposed Oil and Gas Methane Regulatory Amendments

At the request of the TAC, CARB's Industrial Strategies Division (ISD) provided an analysis and update concerning locations of oil and gas wells on tribal lands, as well as proposed regulatory amendments for the oil and gas sector. Using mapping software, CARB identified 17 plugged, permanently sealed wells and one possible idle well on tribal lands. Additionally, there are instances of oil and gas wells being located near tribal lands, and pollution from these sources could impact regional air quality, even if the sources are not directly adjacent to tribal lands.

Recent amendments to the regulation require oil and gas facilities to investigate and repair sources of emission plumes identified through satellite data. ISD staff is proposing further regulatory amendments later in 2025 to align with newly promulgated U.S. EPA oil and gas rules.

Zero-Emission Space and Water Heater Standards Development Process

CARB creates a State Implementation Plan (SIP) for attaining federal ozone standards under Clean Air Act, which aims to protect the public from the harmful effects of air pollution. CARB's 2022 SIP Strategy committed to exploring zero-emission space and water heating regulations, which could achieve a reduction of up to 13.5 tons-per-day NO_x by 2037. Zero-emission standards for space and water heaters also support the 2022 Scoping Plan, which calls for 80% zero-emission appliance sales by 2030 and 100% by 2035 for residential, and by 2045 for commercial applications¹. Direct emissions from space and water heating

¹ The Bay Area and South Coast Air Districts have been advancing complementary zero-NO_x rules for space and water heating in residential and commercial buildings. In 2023, the Bay Area adopted amendments to Rules 9-4 and 9-6, requiring zero-NO_x water heaters by 2027, and space heaters by 2029. An implementation working group investigates feasibility issues—including housing impacts, challenging installations, costs, workforce, grid reliability, and market readiness—reporting back two years before each deadline. The South Coast adopted Rule 1146.2 in 2023, requiring zero-NO_x large-capacity (greater than 200,000 British thermal unit [btu]) water heaters beginning in 2026. In June 2025, South Coast considered, and sent back for further work, amendments to Rules 1121 and 1111, which would have required manufacturers to ramp up sales of residential-sized zero-NO_x space and water heaters from 30% in 2027 to 90% by 2036.

equipment account for about 8% of California's greenhouse gas (GHG) emissions and 5% of nitrogen oxides (NOx) emissions, worsening climate change and harming public health.

In 2024, CARB staff presented a regulatory concept of 100% sales of zero-emission space and water heaters with phase-in dates staggered by equipment capacity. To gather input on this concept, staff held two public workshops and eleven listening sessions across California. Staff also held technical feedback meetings with public experts and solicited feedback on analysis methods.

In response to public engagement learnings, CARB staff are exploring alternative regulatory approaches to a 100% new sales requirement. These approaches include sales targets, credit programs, and registration requirements for emissive equipment. Staff are currently evaluating these approaches; for example, their potential to provide flexibility while addressing affordability, retrofit needs, rural concerns, and cold-climate performance, and to minimize burdens on households, small businesses, and other end users. CARB staff plan to introduce a revised regulatory concept for additional public feedback in late 2025 or early 2026.

In this reporting period, CARB continued to share information with the AB 32 Environmental Justice Advisory Committee (EJAC), as a follow-up from the May 15, 2025, EJAC meeting, including with the tribal representatives, to ensure that there is awareness of the work underway on the proposed standards. CARB also sent a *memo* to EJAC on August 29, 2025, in response to their Building Decarbonization recommendations which is publicly available on the EJAC *webpage*.

CARB staff would like to identify pathways for meaningful engagement with Tribes to understand Tribal perspectives on the regulatory proposal. They plan to hold a virtual Tribal-focused listening session, where they will gather feedback on updated regulatory concepts. Staff welcomes ideas and perspectives from the CalEPA TAC.

For more information on the proposed Zero-Emission Space and Water Heater Standards, please visit CARB's webpage at: [Zero-Emission Space and Water Heater Standards | California Air Resources Board](#).

If you'd like to stay informed, sign up for email updates at: https://public.govdelivery.com/accounts/CARB/subscriber/new?topic_id=bldg, and feel free to contact regulatory staff at: buildingdecarb@arb.ca.gov.

Senate Bill 596

Pursuant to *Senate Bill (SB) 596* (SB 596, Becker, Stats. 2022, ch. 475, Health & Safety, Code § 38561.2), CARB is developing a comprehensive strategy for cement use in California to achieve a GHG emissions intensity 40% below baseline levels by 2035 and net-zero GHG emissions by 2045. CARB released the draft SB 596 Strategy in March 2025. As a follow up to prior outreach, in September 2025, staff communicated with TAC member and

Environmental Air Lead for the San Manuel Band of Mission Indians to solicit feedback on the Draft Net-Zero GHG Emissions Strategy for the California Cement Sector to be considered as CARB Staff works to finalize the Strategy.

Ocean-Going Vessel In-Transit Regulation

CARB currently has two successful rules to reduce emissions from Ocean Going Vessels (OGVs) that have significantly reduced pollution impacts on the communities around ports. CARB is starting work on a new rule to reduce air pollution from large commercial ships sailing in California's waters. This effort—called the Ocean-Going Vessel (OGV) In-Transit Regulation—focuses on cutting harmful emissions, especially in communities near ports and the shoreline.

To support this work, CARB is partnering with researchers at the University of California, Irvine (UCI) to understand the potential for alternative fuels and technologies that ships could use to reduce emissions. The results of this study, referred to as the OGV Technology Assessment, will help CARB determine the most appropriate strategies to reduce ship pollution. The study is expected to be available on CARB's website once finalized.

CARB also plans to hold a public workshop in late 2025 or early 2026 to share the UCI study's draft findings and provide updates on the new regulation and future community outreach efforts. This workshop will be open to everyone, including tribal leaders and communities, and aims to encourage open conversation and collaboration.

If you'd like to stay informed, you can sign up for email updates here: [Marine Vessel Activities \(Commercial\)](#). CARB will send out more details through this email list once the workshop date is set.

Participation in Commercial Harbor Craft Technical Working Group

The Commercial Harbor Craft (CHC) Regulation aims to reduce emissions from CHC operating in California waters. The program sets in-use and new engine standards, operational requirements, and compliance timelines for all types of commercial harbor craft. On January 6, 2025, the U.S. EPA granted California Clean Air Authorization of most elements of its Commercial Harbor Craft (CHC) Regulation. In its action, the U.S. EPA did not take action on two elements of the CHC Regulation for in-use engines and vessels: a) the zero-emission and advanced technologies (ZEAT) standards for in-use short-run ferries, b) the emissions "standards for in-use engines and vessels (excluding commercial fishing vessels) that would apply after the expiration of the feasibility extensions" specifically for the Feasibility Extension E3. CARB has withdrawn its request for those two elements of the CHC Regulation and is evaluating next steps. CARB is not enforcing the portions of the CHC Regulation that were not granted authorization.

The program is important to tribes as it helps protect air quality in coastal communities - areas that have historically impacted tribes and indigenous communities. It also reduces public health risks from marine diesel emissions and promotes environmental stewardship within tribal territories.

On July 29, 2025, CHC staff posted a fact sheet on the CARB Commercial Harbor Craft Program website about the Partial Authorization - [CHC Partial Authorization FAQ](#). Although no direct meetings with tribal governments occurred during this reporting period, the fact sheet is publicly accessible. The fact sheet intends to provide more clarity about the compliance deadlines and the scope of the partial authorization. No new direct tribal feedback was received during Quarter 3 specific to the CHC Regulation.

For more information on the CHC Technical Working Group, please visit CARB's webpage at: [Technical Working Group | California Air Resources Board](#).

ii. Joint Programmatic Updates

Senate Bill 100 Joint Agency Report

Pursuant to [SB 100](#) (SB 100, De León, Stats. 2018, ch. 312, Public Utilities Code § 454.53), the California Energy Commission (CEC), California Public Utilities Commission (CPUC), and CARB are developing the 2025-edition of the joint agency report for the Legislature (2025 SB 100 Report). This report assesses various pathways to achieve the SB 100 policy, which requires that 100 percent of electricity retail sales and state loads come from renewable and zero-carbon resources by 2045.

The CEC is leading the assessment work for the 2025 SB 100 Report, with technical assistance and policy guidance from CARB. CARB's Tribal Team is advising on tribal coordination activities for the report, which is expected to include a tribal chapter, to ensure meaningful engagement with tribes throughout the process. CARB is actively involved in the SB 100 analyses and will continue to consult with tribes through CEC-led tribal working groups.

During this reporting period, CARB's Tribal Team engaged with Native American Environmental Protection Coalition (NAEPC) on the SB 100 process at the Fourth Annual Tribal Leaders Energy Summit August 5-6. In addition, CARB has been sharing information on SB 100 during all correspondence with tribes. Two Tribal Working Group meetings were held to discuss challenges and opportunities related to achieving SB 100 goals. The first meeting took place on June 11, and the second on August 13, 2025. Regularly scheduled meetings are planned for the remainder of the 2025 SB 100 Report development process. These meetings will align with the release of draft modeling results, public workshops, and other key milestones to ensure continued tribal engagement and inclusion of tribal perspectives in shaping the final report.

For more information on the joint agency SB 100 Joint Agency Report, please visit CEC's webpage at: [SB 100 Joint Agency Report](#).

Community Science Model Workgroup

CARB's Research Division, in collaboration with CalEPA and external experts, co-created a community science model available for CalEPA BDO projects. The model is widely applicable to any community interested in community science work and is inclusive of youth

engagement. The workgroup consists of working with external experts, providing an opportunity for State agencies to build trust, establish relationships, and collaborate with diverse communities that can validate and contribute to the development of a valuable, effective, and relevant community science model that is informed through their lived and on-the-ground experiences.

Three tribes - Big Pine Paiute tribe of the Owens Valley, Cahto Tribe, and Gabrieleño Band of Mission Indians - Kizh Nation - along with seven community-based organizations are participating in this effort, which is ongoing until Fall 2025.

Zero-Emission Vehicle Equity Task Force

The *Zero-Emission Vehicle (ZEV) Equity Task Force* brings together leaders in zero-emission transportation, such as environmental justice (EJ) advocates, automakers, State governments, and other key organizations, to develop strategies to expand communities' access to ZEVs and zero-emission mobility. The objective of this task force is to expedite the deployment of ZEVs and charging infrastructure in low-income, disadvantaged, and tribal communities throughout the State.

Participants of the ZEV Equity Task Force participated in the San Diego County Clean Transportation Tribal and Rural Tour, that is described in the *Outreach Related Updates* section of this TAC report and are taking those lessons into account as part of their future Task Force process. If any tribal community would like to hear more about the ZEV Equity Task Force, or participate in a future meeting, CARB staff are available to meet. Please email ZEVEquity@arb.ca.gov with your interest.

For more information on the ZEV Equity Task Force, visit CARB's webpage at: [Zero-Emission Vehicle Equity Task Force | California Air Resources Board](#)

Zero-Emission Vehicle Deployment

In response to federal actions threatening to overturn California's authority to cut vehicle pollution, Governor Gavin Newsom signed Executive Order [N-27-25](#) on June 12, 2025. This order strengthens the State's commitment to reduce harmful air pollution from transportation and protect public health.

It directs several state agencies – CARB, CEC, Governor's Office of Business and Economic Development (GO-Biz), California State Transportation Agency (CalSTA), and Department of Consumer Affairs (DCA) to recommend ways to expand the use of ZEVs across all vehicle types. The goal is to make clean transportation more affordable, reliable, and accessible.

This order builds on previous efforts including:

- [Executive Order N-79-20](#) (2020): Accelerates ZEV deployment to improve air quality and reduce GHG emissions.
- [AB 1279](#) (2022): Sets a goal for carbon neutrality by 2045.

Despite decades of progress, recent illegal federal efforts to revoke California's clean air waivers threaten the state's ability to meet clean air and climate goals. To keep momentum, state agencies held public sessions in July 2025 to help shape recommendations that support public health, climate action, and economic resilience, especially in communities most affected by pollution, within existing legal authorities.

In August 2025, CARB released its Report to the Governor in response to Executive Order N-27-25 on ZEV deployment, also known as *ZEV Forward*. The deadline for written public comments to be included in the report was August 1, 2025. While comments submitted after that date may not be reflected in the report or public comment docket, staff are continuing to review and consider feedback where possible. Staff are interested in hearing additional ideas to spur ZEV adoption in the State.

During the public comment period, CARB received input from community groups and tribal representatives and is currently exploring ways to meaningfully incorporate that feedback into ongoing ZEV-related efforts.

The ZEV Forward report can be accessed on CARB's webpage at: [August 2025 Report to the Governor in Response to Executive Order on ZEV Deployment FINAL_0.pdf](#)

iii. Outreach Related Updates

Cal Fleet Advisor Outreach to Tribes

CARB has heard from many tribes statewide that access to ZEVs and ongoing funding support for ZEVs are important priorities to reduce emissions in communities. Cal Fleet Advisor is a no-cost, one-on-one service that has helped over 967 companies in California with their transition to zero-emission trucks, buses, and vans. Fleets can get information about ZEVs, learn how they can save money, and find the best options for their fleet. Enrolling is easy; simply go to the Cal Fleet Advisor webpage and fill out the form. An advisor will be in contact within one-to-two business days.

During this reporting period, information about Cal Fleet Advisor as a critical Funding Opportunity continued to be shared as part of CARB's outreach and engagement with tribal partners, CalEPA TAC Members, and on CARB's Tribal Affairs [webpage](#).

San Diego County Clean Transportation Tribal and Rural Tour

For the Quarter 2 report, CARB staff indicated that the tribal tour would occur but did not provide specific information. This reporting period includes further details to allow for transparency of outcomes.

CARB, in partnership with Jill Sherman-Warne, Executive Director of NAEPC and Hoopa Tribal member, organized a two-day County Clean Transportation Tribal and Rural Tour (Tour) across San Diego County on June 24-25, 2025. The tour aimed to strengthen government-to-government relationships and gain firsthand insights into the transportation and environmental priorities of tribal communities. Participants, including representatives

from state agencies, nonprofits, and the private sector, visited eight tribes across Eastern and Northern San Diego County. Tribal leaders hosted discussions focused on energy reliability, transportation challenges, and infrastructure needs.

Key themes and challenges identified during the tour included:

- Unreliable Energy Access: Frequent power outages disrupt daily life and limit the ability of tribes to apply for state electrification grants. Many communities rely on costly and polluting backup generators.
- Clean Transportation Barriers: Rugged terrain and unstable power infrastructure make electric vehicle (EV) adoption impractical in many tribal areas.
- Grant Access Limitations: Inconsistent internet access, limited staff capacity, and burdensome application processes hinder tribes from securing funding.
- Sovereign Immunity Concerns: Many tribes cite requirements to waive sovereign immunity as a barrier to accessing state grant programs and are seeking alternative approaches that align with tribal governance.
- Infrastructure Disparities: Non-gaming tribes face significant gaps in clean energy infrastructure and resources compared to gaming-backed tribes.

During this reporting period, a debrief session was held on July 29, 2025, which allowed participants to reflect on the Tour and discuss systemic issues, such as the lack of utility involvement and the severe impacts of Public Safety Power Shutoffs on tribal communities – including food insecurity and health risks. Participants called for stronger state agency coordination and more inclusive, sovereignty-respecting engagement strategies. On July 15, 2025, during the July Evening Community Meeting, staff presented the details of the Tour.

A follow-up session is planned for early 2026 to assess how the Tour has influenced participants' actions and priorities. CARB also plans to organize future community tours in collaboration with local partners to continue building understanding and fostering partnerships with underserved tribal communities.

On September 16, CARB posted information publicly on the Tour to the EJ blog. This posting can be found at: [Clean Transportation Tribal and Rural Tour Recap](#)

American Indian Chamber Expo 2025

The American Indian Chamber of Commerce serves as a vital resource for tribally owned and aligned enterprises. Each year, the Chamber holds this expo with a strong focus on youth, tribal enterprises, and native businesses providing a space for connections, plenary sessions, and leader engagement.

On July 13, 2025, CARB participated as a sponsor of the Expo, held at the Agua Caliente Resort in Rancho Mirage. CARB staff engaged with attendees and Expo businesses to share information on available incentives, funding opportunities, and programs supporting clean transportation and sustainable business development.

Big Valley Rancheria Tule Boat Festival

The 22nd Annual Tule Boat Festival, themed *"Awakening Traditions for Our Youth,"* was held on July 25-26, 2025, in Lakeport, CA, and hosted by the Big Valley Band of Pomo Indians at Big Valley Rancheria. CARB staff attended the event to strengthen relationships with tribes, participate in the community celebration, and share information on available incentives and funding opportunities. Staff also engaged with attendees to discuss how tribes can partner with CARB, provide valuable feedback, and collaborate on overcoming barriers that limit access to clean transportation and climate-related funding.

California Tribal Leaders Energy Summit & Expo

The Fourth Annual Tribal Leaders Energy Summit (Summit) was held on August 5-6, 2025, at the Hard Rock Hotel & Casino in Wheatland and sponsored by the Estom Yumeka Maidu Tribe of the Enterprise Rancheria. The Summit facilitated information-sharing among tribes, utility providers (San Diego Gas & Electric, Southern California Edison, and Pacific Gas & Electric), federal and state agencies, including CARB, as well as corporate and community organizations across California. In addition to keynote presentations and panel discussions, the event featured a ride-and-drive showcasing medium- and heavy-duty ZEVs. CARB participated in the event and served as a sponsor, engaging with attendees to support tribal energy and transportation goals.

California Native American Day

The 58th Annual California Native American Day, themed *"Walking in Their Footsteps: Carrying Forward the Legacy of Strength and Sovereignty,"* was held on September 26, 2025, at the State Capitol and sponsored by Assemblymember James Ramos. It is a day dedicated to honoring and celebrating Native Americans, the Native American culture and the contribution that Native Americans have made in the past and still continue to make to their respective states and the United States as a whole.

CARB participated in an informational table alongside CalEPA BDOs, distributing a variety of educational materials, including information on current and upcoming funding opportunities and the California Climate Investments (CCI) Funding Workbook, to engage and inform attendees.

iv. Air Quality Monitoring

Monitoring and Laboratory Division Updates

CARB's Monitoring and Laboratory Division (MLD) continued to support tribes by providing air quality monitoring services, including lending and deploying equipment on behalf of tribes and air districts, certifying air monitoring instruments, conducting performance evaluations of ozone analyzers, and presenting on technical assistance and services provided by the Division.

The MLD Standards Laboratory Section provided ozone verification of the Teledyne T703 O₃ Calibrator for the Cabazon Band of Cahuilla Indians, including implementation of the new EPA ozone cross-section value. Additionally, the Standards Laboratory performed flow and temperature certifications for two Alicat FP-25 Flow Calibrators and one Alicat MWB-200-D Flow Meter for the Morongo Band of Mission Indians. The flow meter certification was completed on August 18, 2025, and the two FP-25 calibrators were completed on August 15, 2025. All equipment was picked up on September 11, 2025.

MLD's Quality Assurance Section supported the La Posta Band of Diegueño Mission Indians air monitoring program. Annually, QAS conducted performance evaluations of the Ozone analyzer at the La Posta air monitoring site. Performance evaluations started in 2023 and are conducted in the third quarter of each year.

MLD's Incident Air Monitoring Section is supporting the Hoopa Valley Tribe through the long-term loan of an Oceaneering EBAM Transmitter which is being used to transmit PM_{2.5} data during the Orlean's Complex fires.

On August 11, MLD's Tribal Coordinator presented to 13 tribes in Lake and Mendocino Counties regarding the service and technical assistance that the division can provide to tribes. The presentation was part of a webinar series by Tracking California in support of their collaboration with the 13 tribes on a pilot air monitoring program. Each of the tribes received has received three purple air monitors at sites of their choosing to explore pollution sources.

Statewide Mobile Monitoring Initiative

Funded by CCI, the Statewide Mobile Monitoring Initiative (SMMI) aims to monitor criteria pollutants, toxic air contaminants, and GHGs, provide public data access, and support community engagement. Aclima Inc., the contractor, is conducting mobile air monitoring near the Yuhaaviatam of San Manuel Nation and Torres Martinez Desert Cahuilla Indians, including along State Route 86 through Torres Martinez land and Marshall Blvd near Yuhaaviatam land.

SMMI offers paid participation opportunities and funding for community-based organizations. Tribes can use collected data to identify pollution sources, develop emission reduction plans, and raise awareness.

CARB approved the monitoring plans on June 30, 2025. Following a public comment period that closed on July 17, 2025, updated plans are being submitted and posted on CARB's website. CARB will report on tribal engagement in future TAC reports.

For more information on SMMI, visit CARB's webpage at: [Statewide Mobile Monitoring Initiative | California Air Resources Board](#)

v. Cap-and-Trade Compliance Offsets Program

The Compliance Offset Program is an important cost-containment element within the broader Cap-and-Trade Program. CARB Offset Credits may be issued to qualifying projects that reduce or sequester GHGs pursuant to six Board-approved Compliance Offset Protocols. CARB provides ongoing technical assistance to tribes regarding the Cap-and-Trade Program Compliance Offsets Program and related inquiries.

During this reporting period, CARB offsets staff met with the Warm Springs Tribe on August 14, 2025, to discuss project related questions.

For more information on the Cap-and-Trade Compliance Offsets Program, visit CARB's webpage at: [Cap-and-Trade Program | California Air Resources Board](#)

V. Funding Projects and Opportunities

i. Upcoming and Current Funding Opportunities

The information below highlights upcoming and current funding opportunities available for Quarter Three of 2025. Staff encourage the TAC to regularly check the program webpages for the most up-to-date information on funding availability, as funding is limited, and the status may change between the development of the TAC report and the next TAC meeting.

Supplemental Environmental Projects

The Supplemental Environmental Project (SEP) program funds community-based projects that aim to improve public health, reduce pollution, increase environmental compliance, and bring public awareness to disadvantaged neighborhoods most burdened by environmental harm. Violators (companies, or individuals that failed to follow CARB's rules and regulations) that receive a monetary penalty may voluntarily agree to fund a SEP with a portion of their penalty fees during the enforcement case settlement process. SEPs are not required by law but can make tangible improvements in communities impacted by environmental violations. Applicants can submit SEP proposals to CARB year-round and they are reviewed in two cycles. Tribes directly affected by air pollution are encouraged to think creatively and develop SEPs that could reduce emissions or exposures to air pollution. Examples of SEPs project types include air quality monitoring, community outreach and education, tree planting projects, electric equipment purchases, and air filtration projects.

Federally recognized and non-federally recognized California tribes are eligible to apply for SEP project funding. All applicants must meet the SEP proposal guidelines and SEP policies. SEPs can be funded at any time throughout the year as enforcement cases are settled with violators of CARB's air pollution regulations. The amount of funding available from each settlement varies, and violators choosing to fund a SEP will generally select a project that has pollutant or location similarities. If you are interested in applying for a SEP, please email the SEP team at SEP@arb.ca.gov.

No tribes applied for SEP funds in this reporting period, but CARB's Tribal Team has been sharing the SEP information with tribes more broadly such as on the June 2025 Tribal Tour, California Tribal Leaders Energy Summit & Expo, and the 58th Annual California Native American Day in hopes that there will be additional tribal projects in the future.

For more information on SEPs, visit CARB's webpage at: [Supplemental Environmental Projects \(SEP\) | California Air Resources Board](#)

Planning and Capacity Building

CARB has released the draft requirements for the Fiscal Year 2023-24 Planning and Capacity Building (Planning) Request for Applications (RFA). The draft is open for public and Tribal comment through August 29, 2025. The draft includes proposed scoring enhancement of two additional points for tribal government applicants, and CARB is actively seeking tribal feedback to ensure the solicitation reflects community needs and priorities.

The Statewide Planning and Capacity Building Administrator team is partnering with NAEPC to provide direct tribal outreach and technical assistance for tribes interested in applying. The Planning RFA is anticipated to open in Fall 2025.

The RFA will make available up to \$7.3 million for community-led planning projects. These projects aim to:

- Increase transportation equity in priority population communities by improving local understanding of transportation needs.
- Build organizational and community capacity so communities are prepared to plan for clean transportation solutions.
- Prepare communities to implement community-identified projects that fill transportation gaps and improve clean transportation access.

The Draft Planning RFA is available [here](#).

During this reporting period, CARB's Tribal Team shared information about this upcoming funding opportunity at the June 2025 Tour, California Tribal Leaders Energy Summit & Expo, and the 58th Annual California Native American Day to ensure tribes are aware and remain informed ahead of the RFA release.

As more information becomes available, CARB will post on the Planning and Capacity Building webpage at: [Planning and Capacity Building | California Air Resources Board](#)

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project

California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) is a key initiative in the State's efforts to promote the adoption of zero-emission and near-zero-emission technologies. Launched in 2009, HVIP is part of the broader CCI program. The project provides vouchers for the purchase of Class 2b through 8 zero-emission trucks and buses, including those used for transit, school, and shuttle services. Zero-emission technologies include both battery electric and fuel cells.

During this reporting period, CARB conducted outreach on Clean Truck & Bus Vouchers at the Annual Tribal Summit in Wheatland, CA, in August 2025.

As of September 9, 2025, HVIP applications reopened. For the most up-to-date information on funding availability, as well as details on how to apply, visit [Californiahvip.org](https://californiahvip.org).

Clean Off-Road Equipment Voucher Incentive Project

The Clean Off-Road Equipment Voucher Incentive Project (CORE) is committed to providing innovative and sustainable off-road equipment solutions that reduce emissions and support environmental stewardship. CORE offers incentives for zero-emission equipment across a variety of off-road industries, including construction, agriculture, cargo-handling, and transport refrigeration units.

In Fiscal Year 2024-25, CARB allocated \$13.9 million to support the CORE Project's Heavy-Duty Voucher program, which helps offset the higher costs of zero-emission off-road equipment. In addition to this new allocation, approximately \$22 million in unredeemed voucher funds from previous cycles will be reallocated to support upcoming funding opportunities. These combined funds will help expand access to cleaner technologies across industries and accelerate the transition to zero-emission equipment in California.

As of August 19, 2025, CORE applications reopened for the purchase of heavy-duty off-road equipment.

For the most up-to-date information on funding availability, visit [Ticker - Clean Off-Road Equipment Voucher Incentive Project](#)

ii. Past Funding Opportunities

The information below highlights funding opportunities that are no longer open to applications but provide updates on their status. We provide this information for California Native American tribes and tribal communities to help stay informed about future funding opportunities.

Assembly Bill 617 Community Air Grants

Authorized by [AB 617](#) (AB 617, C. Garcia, Stats. of 2017, ch. 136, Health and Safety Code §39607.1, 40920.6, 40920.8, 42400, 42402, 42411, 42705.5, and 44391.2), CARB established the Community Air Protection Program (CAPP) to develop and implement a statewide strategy to reduce emissions and exposures in communities heavily impacted by air pollution. AB 617 requires CARB to provide grants to community-based nonprofit 501(c)(3) organizations for technical assistance and to support participation in the community air protection process. CARB's Community Air Protection Program also provides Community Air Grants to California Native American tribes.

In early 2025, the California Air Resources Board (CARB) awarded nearly \$5 million in funding to 11 California Native American tribes and tribal organizations for Community Air

Grant (CAG) projects. Through Cycle 4 of the grant program, seven tribes are implementing nine projects aimed at improving air quality in their communities.

In Spring 2025, CARB awarded \$20.9 million in Community Air Grant funding to a record 51 projects across the state. These grants support nonprofit community-based organizations and California Native American tribes in implementing air quality improvement projects between June 2025 and December 2027. As part of Cycle 5, CARB awarded \$1.93 million specifically to California Native American tribal governments for proposals focused on reducing air emissions.

This summer, CARB awarded an additional grant under Cycle 5 to the La Posta Band of Diegueño Mission Indians, bringing the total to 42 nonprofit community organizations and five California Native American tribes funded through this cycle. The La Posta Band of Diegueño Mission Indians received \$370,872 for a technical project to develop a community air monitoring network. The project will include five custom-made air monitors and the creation of a public-facing community website to share real-time air quality data. The initiative aims to enhance tribal community awareness and understanding of health risks associated with air pollution exposure.

Funded by cap-and-trade dollars, these projects support air monitoring and pollution reduction in California's most impacted regions. Community Air Grants help build capacity and partnerships to reduce air pollution in California communities in most need.

For more information and to provide written public comments, visit CARB's webpage at: [Community Air Grants | California Air Resources Board](#).

California E-Bike Incentive Project

The California E-Bike Incentive Project is a statewide initiative that provides electric bicycle (e-bike) incentives to California residents with a household income at or below 300 percent of the Federal Poverty Level. Applicants can receive up to \$2,000 towards the purchase of an e-bike through participating retailers.

The project launched the first statewide application window in Quarter Four, 2024. The California E-Bike Incentive Project has redeemed 26 e-bike incentives to applicants with American Indian ethnicity from the 2024 Soft Launch and 2024 Statewide Window One launch. Window Two launched on May 29, 2025. Window Two included funding for community-based organizations (CBOs) to distribute incentives directly to their residents. During this reporting period, NAEPC participated as one of the CBOs and distributed 18 incentives to their residents. Additionally, CARB encourages applicants to sign up for the mailing list on the webpage for up-to-date announcements about the statewide launch.

Prospective applicants and retailers can learn more about the project through the [project webpage](#).

VI. Cap-and-Trade Forest Offset Projects

Since the inception of the program on January 1, 2012, CARB has issued a total of 220 million forest offset credits pursuant to the U.S. Forest Projects Protocol. This represents an increase of two million forest offset credits during the Quarter Three of 2025 reporting period. Of the total of forest offset credits issued to date, 90.6 million credits were issued to tribal entities and Alaska Native Corporations for improved forest management. As of the end of Quarter Three, the following tribes are Alaska Native Corporations are participating in CARB's Compliance Offsets program:

Tribe	Project Type
The Yurok Tribe (CA)	<ul style="list-style-type: none"> • Yurok Tribe/Forest Carbon Partners CKGG Improved Forest Management Project (CAFR5011) • Phase 1 (CAFR5090/CAFR0064) • Kepeel Creek Improved Forest Management Project (CAFR5377)
Round Valley Indian Tribes (CA)	Round Valley Indian Tribes Improved Forest Management Project (CAFR5028)
Passamaquoddy Joint Tribal Council (ME)	Finite Carbon - Passamaquoddy Tribe IFM (CAFR5195)
White Mountain Apache Tribe (AZ)	<ul style="list-style-type: none"> • White Mountain Apache Tribe Forest Carbon Project (CAFR5072) • White Mountain Apache Tribe Carbon Project II (CAFR5253)
Confederated Tribes of the Warm Springs Reservation of Oregon (OR)	Warm Springs Phase I (CAFR5214)
The Confederated Tribes of the Colville Reservation (WA)	Finite Carbon - Colville IFM (CAFR5225)
Mescalero Apache Tribe (NM)	Forest Carbon Partners - Mescalero Apache Tribe Improved Forest Management Project (CAFR5283)
Spokane Tribe of Indians (WA)	Finite Carbon - Spokane Tribe of Indians IFM (CAFR6314)

Tribe	Project Type
Ahtna Incorporated (AK)	Finite Carbon - Ahtna Native Alaskan IFM (CAFR5360)
Haida Corporation (AK)	Bluesource - Haida Improved Forest Management Project (CAFR5458)
Port Graham Corporation (AK)	Forest Carbon Partners - Port Graham Corporation Improved Forest Management Project (CAFR5361)
Chugach Alaska Corporation (AK)	Chugach Alaska Forest Carbon Project (CAFR5364)
Goldbelt, Inc. (AK)	Bluesource - Goldbelt Improved Forest Management Project (CAFR5425)
Huna Totem Corporation (AK)	Finite Carbon - Huna Totem Native Alaskan IFM (CAFR5428)
Sealaska Corporation (AK)	<ul style="list-style-type: none"> • Finite Carbon - Sealaska Native Alaskan IFM (CAFR5294) • Finite Carbon - Sealaska 2 Native Alaskan IFM (CAFR5420)
Seldovia Native Association, Inc. (AK)	Forest Carbon Partners - Seldovia Native Association Forest Carbon Project (CAFR5382)
The English Bay Corporation (AK)	Forest Carbon Partners - English Bay Corporation Forest Carbon Project (CAFR5384)
Beach People, LLC (AK)	Finite Carbon - Tyonek Native Alaskan IFM (CAFR5413)
Navajo Nation	Navajo Nation Improved Forest Management Project (CAFR5555)
Hoopa Valley Tribe (CA)	Pine Creek Improved Forest Management Project (CAFR6368)

When tribal questions fall outside CARB's purview, the agency connects tribes with the appropriate contacts. CARB remains committed to engaging with tribes on these matters

and is available to help identify opportunities within CARB-administered programs, recognizing the complexities of navigating State systems.

VII. Scoping Plan

Historical context on the development of the Climate Change Scoping Plan is provided in previous TAC reports on CARB's webpage at: [Tribal Affairs | Quarterly TAC Reports](#).

The Scoping Plan is updated every five years, with the next update scheduled for completion by the end of 2027. Tribes are vital to this process, and an opportunity to consult early in the process is anticipated. As CARB begins its planning for the Scoping Plan and associated processes, including outreach and engagement, CARB will be sure to inform the TAC in advance.

For more information once it becomes available, visit CARB's Scoping Plan webpage at: [AB 32 Climate Change Scoping Plan | California Air Resources Board](#)

VIII. Ongoing Engagement Opportunities

Assembly Bill 32 Environmental Justice Advisory Committee

CARB convenes an ongoing AB 32 EJAC, which includes representatives from communities in the State with the most significant exposure to air pollution, including a tribal representative. EJAC's role is to advise CARB's Board in implementing the Scoping Plan and on any other pertinent matters in implementing AB 32-related programs. EJAC discusses topics of mutual interest to the TAC, such as Natural and Working Lands and protection of cultural and historical resources as part of the Cap-and-Trade Program. EJAC meetings are open to the public and held in a hybrid format with virtual and in-person meeting attendance options.

During this reporting period, CARB convened both July and August 2025 Public Meetings and held a joint meeting with the CARB Board on September 11, 2025. EJAC developed recommendations on both the Cap-and-Trade Program and Building Decarbonization, including the proposed Zero-Emission Space and Water Heater Standards. Tribal concerns were raised in the context of both items. EJAC approved the Building Decarbonization and Cap-and-Trade Program Recommendations during the August 14, 2025, EJAC Public Meeting, and discussed them with the Board at the September 11, 2025, joint CARB/EJAC Board Meeting.

For more information on EJAC, visit CARB's webpage at: [Environmental Justice Advisory Committee | California Air Resources Board](#).

Clean Transportation Incentives Funding Plan

CARB is currently working to shape the annual Clean Transportation Incentives Funding Plan for Fiscal Year 2025-26 (Funding Plan). This comprehensive plan outlines how CARB allocates funds for Clean Transportation Incentive projects, with resources provided through the State Budget. The incentives cover a wide range of projects, from electric bicycles and public transit passes to community initiatives like needs assessments, charging/fueling hubs, and clean semi-trucks.

Tribal communities are significantly impacted by poor air quality, climate change, and pollution. Tribal participation and feedback are essential to ensure CARB staff remain informed about community needs and priorities related to zero-emission transportation. This helps improve air quality and health for tribal members. The Funding Plan is developed from June through November, with year-round outreach and engagement efforts.

Funding opportunities are available to tribes through our [Low Carbon Transportation Incentives and Air Quality Improvement Program webpages](#). These opportunities include incentives for Light-Duty Vehicle Purchases, Clean Mobility (Sustainable Community-Based Transportation Equity), and Medium- and Heavy-Duty On- and Off-Road Vehicles and Equipment projects. For assistance navigating funding options for Light-Duty Vehicles or Clean Mobility incentives, visit [Access Clean California](#). For more information on Medium- and Heavy-Duty On- and Off-Road Vehicles and Equipment funding, visit [Cal Fleet Advisor](#).

At the August 14, 2025, Funding Plan Workshop on Draft Allocations & Policy Changes - Fiscal Year 2025-26 Clean Transportation Incentives, CARB staff engaged directly with tribal representatives, addressing questions and discussing areas of interest. Following the workshop, CARB has continued conversations offline to provide guidance and support on accessing specific projects and funding opportunities aligned with tribal priorities.

Visit our [engagement opportunities webpage](#). To stay updated, sign up for our email list and select the Clean Transportation Incentives or specific sub-options that interest you.

For more information on the Clean Transportation Incentives Funding Plan, visit CARB's webpage at: [Funding Plan for Clean Transportation Incentives | California Air Resources Board](#).

Evening Community Meetings: Clean Transportation Incentives for a Cleaner California

To build awareness of the Funding Plan process and the incentives available through the Low Carbon Transportation Incentives (LCTI) and Air Quality Improvement Program (AQIP), CARB staff hosts monthly Evening Community Meetings which are held on the third Tuesday of each month. These sessions provide high-level summaries of recent workshops and workgroup discussions and are designed specifically for community members interested in learning about currently available incentives, proposed policy changes, and other topics of public interest.

For more information on workshops and workgroups please visit CARB's webpage: [LCTI and AQIP Meetings and Workshops | California Air Resources Board](#)

5-Year Strategic Research Planning

CARB's Research Division is currently developing the 5-Year Strategic Research Plan, which will inform the annual research planning processes between 2025 and 2030. The draft 5-Year Strategic Research Plan was released for a 30-day comment period on August 15, 2025, and was presented at the public Board hearing on September 25, 2025.

Tribes can engage with this process through several mechanisms. They can comment on the plan or email the Research Division to have conversations: research@arb.ca.gov. To receive email announcements about these events, please sign up for the [Research Activities listserv](#).

For more information on the 5-Year Strategic Research Planning, visit CARB's webpage at: [Research Planning | California Air Resources Board](#)

Clean Transportation Regional Outreach and Engagement Coordinators

CARB's Mobile Source Control Division (MSCD) has established the Clean Transportation Regional Outreach Coordinators (CT ROCs) as an internal initiative to enhance outreach and engagement. Three teams are dedicated to direct outreach and engagement on clean transportation incentives, programs, policies, and regulations, with a focus on targeted communities, including tribes. The team is organized into three regions—North, Central, and Southern—each staffed by two coordinators. These coordinators specialize in either heavy-duty or light-duty transportation incentives and regulations.

Tribal Engagement Strategy

CARB is in the process of developing a Tribal Engagement Strategy for agencies administering CCI programs. During this reporting period, CARB finalized a contract to develop this strategy. In the coming months, CARB will collaborate with state agencies to implement the strategy, which outlines best practices for engaging with tribes on incentive programs.

California Climate Risk and Adaptation Index

CARB is developing the California Climate Risk and Adaptation Index (CalCRAI) to help Californians assess future climate risks in their local areas and direct resources toward adaptation needs. The contract to develop the methodology has been completed, and CARB plans to turn it into a public tool later this year. Updates on its development will be provided to the TAC as the project progresses.

Ongoing Engagement with Cahto Tribe on Environmental Concerns

CalEPA and its BDOs, including CARB, are actively engaging with the Cahto Tribe to address longstanding environmental concerns raised by the Tribe. CalEPA is the lead agency, and CARB is assisting CalEPA in this effort. The Rancheria is located near a closed landfill. CARB will include additional information through our work with CalEPA in future reporting cycles.

IX. Priorities for 2025 and Beyond

1. Tribal Engagement and Outreach

- **Tribal Engagement Plan Development:** CARB is continuing to develop its internal Tribal Engagement and Outreach Plan. This plan is expected to guide the CARB staff in their approaches to tribal outreach, consultation, and engagement.
- **Outreach and Consultation:** CARB continues to maintain ongoing outreach to tribes to better understand their air quality needs, help build tribal air quality programs, and collaborate on regulations and plans that may be of interest for tribal input.
- **Funding Opportunities:** CARB regularly shares information about available funding opportunities with tribal members during outreach events and in all communications with tribes.

2. Expanding Tribal Engagement Opportunities

- **Collaborative Partnerships:** CARB is exploring additional ways to engage tribes, including close partnerships with divisions across CARB to provide unified messaging, particularly for CCI and clean transportation incentives. Information relevant to tribal interests will be disseminated via CARB's EJ Blog, webpage, and email list.
- **Leveraging the Governor's Office Update:** The Governor's Office sends out a Weekly Tribal Nations Update to a designated tribal contact list. CARB will continue utilizing this process for sharing job openings, funding opportunities, workshops, and other critical information to enhance tribal engagement.

3. Tribal Contacts and Relationship Building

- CARB will continue confirming and maintaining accurate tribal contacts, starting with the NAHC contact list and incorporating future updates, as well as building our internal CARB contact list as we foster new relationships from events and other engagements. CARB will work closely with CalEPA and other BDOs and their Tribal Liaisons in this process to allow for synergy and consistency in tribal relationship building.

4. Tribal Training and Support

- CARB will continue to collaborate with CalEPA and other BDOs on plans for tribal training to ensure meaningful engagement, such as cultural humility and sensitivity training. This will build upon existing resources, including the

Governor's Office of Tribal Affairs' training materials and California Department of Human Resources (CalHR) Consultations Training.

- CARB will continue to assess tribal training needs and gaps through our work with internal division tribal coordinators, sharing with CARB leadership, CalEPA, and BDO partners.

5. Waivers of Sovereign Immunity and Program Coordination

- CARB will continue working with CalEPA and other BDOs on best practices related to waivers of sovereign immunity and ensure close coordination as programs and requirements are being developed that could impact tribes.

X. Resources

Cal Fleet Advisor

Cal Fleet Advisor is a free, technical assistance program that was developed to assist California medium- and heavy-duty truck fleets and single truck owner/operators who are navigating the ins and outs of transitioning to ZEVs. Participants are paired with a dedicated advisor who will help navigate ZEV options, charging infrastructure, incentives, fuel savings, industry referrals, and more.

California Climate Investments Tribal Resources

CCI released the *Funding Workbook for All California Tribes* (Funding Workbook). The Funding Workbook is a resource designed to guide tribal leaders and staff through the funding opportunities available within CCI. The Funding Workbook helps assess which programs may fit your tribe's needs and priorities and identifies next steps your tribe can take to pursue funding. The Funding Workbook is available on the [CCI webpage](#). While the online version is available to download, the Funding Workbook is designed to be a physical resource. You are meant to hold it, write in it, and revisit it. CCI is offering to mail free copies to any tribe that requests them by filling out the [Requests and Suggestions Form](#).

Other Resources

- [CARB Tribal Relations Webpage](#)
- [Rulemakings](#)
- [CARB Board Meetings](#)
- [CARB Events Calendar](#)
- [California Climate Investments](#)
- [Air Quality Monitoring](#)
- [EJAC Meetings and Events](#)
- [AB 923: Government-to-Government Consultation Act](#)
- [The Environmental Justice Thriving Communities Technical Assistance Centers \(EJ TCTACs\) Program](#)

XI. Appendix

Historical Funding Program Information

Below are CARB programs that offer funding opportunities for tribes, supporting various projects such as funding for ZEVs, installing air quality monitors, and conducting air quality education and outreach, among others. This list will be included in all quarterly TAC reports to ensure TAC members have a consolidated reference in one place for easy access.

Funding Program	Description of Funding	Link
<p>AB 617 Community Air Grants (CAGs)</p>	<p>CARB provides CAGs to community-based nonprofit organizations and tribes to build local capacity, improve air quality, and support community participation in the Community Air Protection Program (CAP Program). Under Blueprint 2.0, the CAGs program is expanding to provide benefits to communities impacted by air pollution beyond the 19 initially selected for the CAP Program, aligning with CARB's commitment to EJ. The CAP Program includes:</p> <ul style="list-style-type: none"> • Community engagement and outreach related to AB 617 • Hiring consultants and/or technical experts • Travel and logistical support for AB 617-related meetings (e.g., room rental, meeting facilitation, transportation) • Support for community-operated air monitoring • Data collection and analysis, including community-based participatory research projects 	<p>Link</p>
<p>Low Carbon Transportation</p>	<p>Low Carbon Transportation Investments and the Air Quality Improvement Program provide mobile source incentives to reduce GHG, criteria pollutant, and toxic air contaminant emissions through the deployment of advanced technology and clean transportation solutions. These initiatives include, but are not limited to:</p> <ul style="list-style-type: none"> • Zero-emission drayage truck and infrastructure pilot project • Capture and control system for oil tanker projects • Planning and Capacity Building, CMIS, and STEP 	<p>Link</p>

Funding Program	Description of Funding	Link
	<ul style="list-style-type: none"> • Hybrid and zero-emission truck and bus voucher incentive projects • E-bike incentive projects 	
Incentives	<p>Financial incentives play a crucial role in California's efforts to promote cleaner cars, trucks, equipment, and facilities in our communities. These incentives drive the development and adoption of new, cleaner technologies, helping improve air quality. Some of the key programs include:</p> <ul style="list-style-type: none"> • Cap-and-Trade Program (CCI) • California E-Bike Incentive Project • Clean Vehicle Rebates • Hybrid and Zero-Emission Vehicle Incentive Program (HVIP) • Clean Cars 4 All • Carl Moyer Air Quality Attainment Program • Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program • Enhanced Fleet Modernization Program • Community Air Protection Incentives • Woodsmoke Reduction Program (for homeowners replacing old, polluting stoves) 	Link
Supplemental Environmental Projects (SEPs)	<p>SEPs allows community-based projects to be funded from a portion of the penalties received during settlement of enforcement actions. SEPs can improve public health, reduce pollution, increase environmental compliance, and bring public awareness to neighborhoods most burdened by environmental harm. SEPs can include:</p> <ul style="list-style-type: none"> • Community outreach and engagement • Pollution prevention or reduction (e.g., vegetative barriers, installation of air filtration systems) • Community monitoring • Trans-boundary projects 	Link
Regional Early Action Planning	\$30 million in competitive funding was awarded to tribal and rural entities for transformative planning and implementation activities aimed at achieving housing	Link

Funding Program	Description of Funding	Link
Grants of 2021 (REAP 2.0)	and equity goals while reducing vehicle miles traveled (VMT) per capita. The California Department of Housing and Community Development (HCD) administers REAP 2.0, with CARB serving as a collaborative State agency partner. CARB has provided support to HCD by addressing technical questions related to VMT reduction in rural and tribal areas.	

CARB's programs, including the Clean Mobility Options Voucher Pilot Program (CMO), AB 617, and SEPs have funded or are in the process of funding 32 tribal projects totaling \$10,811,022. These tribal projects are identified in the table below.

Program	Tribe	Project	Description	Amount
CMO	Big Pine Paiute Tribe of the Owens Valley	Community Transportation Needs	Engaged and outreached to community groups and members using a variety of data collection techniques, including one-on-one and group phone interviews, paper surveys, demonstration, and a phone-in hotline.	\$50,000
CMO	Twenty-Nine Palms Band of Mission Indians	On-Demand EV Service	Launched a carshare program with eight electric vehicles, four Level 2 charging stations and one Level 3 Direct Current (DC) Fast Charger.	\$993,300
CMO	Cahuilla Band of Indians	Clean Mobility Project	Implemented a zero-emission carsharing program, which will provide residents with six electric plug-in vehicles.	\$1,000,000
CMO	Paskenta Band of Nomlaki Indians	Community Transportation Needs Assessment	Engaged and outreached to community groups throughout the needs assessment process using a variety of data collection techniques, such as virtual	\$50,000

Program	Tribe	Project	Description	Amount
			surveys, telephonic interviews, and listening circles.	
CMO	NAEPC	Community Transportation Needs Assessment	Engaged and outreached to community groups and community members using a variety of culturally appropriate methods, such as community events, in-person or one-on-one interviews, and educational forums, and sessions with tribal leaders to collect information about travel needs.	\$50,000
CMO	Fernandeño Tataviam Band of Mission Indians (FTBMI)	Community Transportation Needs Assessment	Engaged with community members to understand their attitudes and perceptions of existing mobility options. The assessment identified travel patterns of FTBMI citizens, both with and without cars. Additionally, it examined the extent of local tribe involvement in the clean mobility market, including EV station businesses and workforce development within the FTBMI territory.	\$99,960
CMO	Rincon Band of Luiseño Indians	Community Transportation Needs Assessment	Engaged with community members to gather feedback for creating clean mobility solutions tailored to the Rincon Tribe and surrounding community. This assessment utilized a variety of culturally appropriate methods, such as online surveys, in-person and one-on-one interviews, and educational forums and sessions with tribe leadership, to collect	\$99,960

Program	Tribe	Project	Description	Amount
			information about travel needs and preferences.	
CMO	Big Pine Paiute Tribe of the Owens Valley (New)	Clean Mobility Project	Engaged with community members to gather feedback for creating clean mobility solutions aimed at filling gaps in existing public transportation services to local communities with vital amenities and health services. The project includes all-electric shuttles, two charging stations, and two permanent, specially designed bus stops. The shuttles operate during times that supplement the existing Eastern Sierra Transit Authority buses. This initiative promotes alternative modes of transportation that serve the greatest number of residents while reducing GHG emissions in Inyo County.	\$1,000,000
CMO	Bishop Paiute Tribe (New)	Clean Mobility Project	Engaged with community members to gather insights on increasing tribal access to clean mobility options. The fixed-route transit project is designed to safely transport children and elders between home, school, and tribal programs, including afterschool tutoring programs, preschools, and elder centers. The service focuses on short routes to ensure easy access for the community.	\$1,500,000
CMO	Hopland Band of Pomo Indians (New)	Clean Mobility Project	Engaged with community members to gather feedback on increasing tribal access to clean mobility options. This initiative includes the purchase of two	\$600,000

Program	Tribe	Project	Description	Amount
			electric shuttles equipped with wheelchair accessibility to transport tribal members in need to various appointments, classes, and other essential trips. Additionally, charging infrastructure for the vehicles has been installed to support the service.	
AB 617	Twenty-Nine Palms Band of Mission Indians	Technical	Develop a Tribal Air Quality Monitoring Program for data collection and reporting in partnership with Cabazon Band of Mission Indians.	\$205,051
AB 617	Viejas Band of Kumeyaay Indians	Technical	Install air pollution sensors and conduct technical training for tribal staff to increase local air monitoring capacity in partnership with the Pala Band of Mission Indians.	\$357,554
AB 617	Owens Valley Indian Water Commission	Technical	Establish a community-scale air quality monitoring network across the Owens Valley and collect air samples to evaluate health risks from exposure to air pollutants. Develop a community webpage to share data collected with Owens Valley Tribes (collectively Bishop Paiute Tribe, Lone Pine Paiute-Shoshone Tribe, and Big Pine Paiute Tribe).	\$498,961
AB 617	Muwekma Ohlone Tribe of the San Francisco Bay Area	Technical	Deploy 50 indoor and 50 outdoor PM2.5 sensors, as well as 50 indoor CO ₂ monitors across 400 homes, directly	\$495,568

Program	Tribe	Project	Description	Amount
			impacting approximately 800 community members.	
AB 617	La Posta Band of Diegueno Mission Indians	Technical	Develop an air monitoring network of five custom-made monitors for the La Posta Tribe. The Tribe will also develop a community website to share air quality data and promote an improved tribal community understanding of risk from pollutant exposure.	\$370, 872
AB 617	Morongo Band of Mission Indians	Technical	Enhanced and extended the Community Air Quality Monitoring Network, including additional air quality sampling for air toxics. Replaced gaining air monitors and equipment reaching end-of-life, upgraded community webpages, and extended the air monitoring network through 2026.	\$274,253
AB 617	Pala Band of Mission Indians	Targeted Local Community Emissions Reduction Plan	Reduced exposure in the Pala Tribal community by identifying, evaluating, and ultimately reducing air pollution and harmful emissions. This was achieved through conducting an emissions inventory, developing an emissions reduction plan, collecting weather data, sampling, evaluating pesticide exposure, promoting community engagement and participation, and monitoring harmful air emissions.	\$284,553

Program	Tribe	Project	Description	Amount
AB 617	Santa Ynez Band of Chumash Indians	Technical	Improved resiliency of the Chumash Tribe and surrounding community by detecting air pollutants and notifying the community when air quality reaches harmful levels. Collected baseline data to track air quality trends and supported the update and reactivation of an air monitoring network and webpage. Expanded community education and outreach efforts, trained tribal staff, and focused on capacity building initiatives.	\$300,000
AB 617	Soboba Band of Luiseño Indians	Targeted Local Community Emissions Reduction Plan	Supported the reduction of the harmful emissions' effects on the Soboba Tribal community by providing data, training, and knowledge on local air emissions to protect the health of the Reservation and the surrounding community. This was achieved through an emissions inventory, collaborating with the tribal community and stakeholders, and the development of a strategic plan aimed at reducing emissions both on and off the Soboba Reservation. The plan focused on addressing emissions from increasing wildfires, mobile sources, and industrial operations.	\$192,487
AB 617	Big Pine Paiute Tribe of the Owens Valley	Technical	Expanded the existing monitoring plan to address gaps in the local air monitoring networks, including both tribal	\$102,933

Program	Tribe	Project	Description	Amount
			and that of the Great Basin Unified Air Pollution Control District.	
AB 617	Pala Band of Mission Indians	Technical	Launched a community-scale air quality monitoring network to expand existing monitoring efforts by deploying six low-cost air quality sensors (Alphasense) to track Nitrogen Dioxide (NO ₂), Ozone (O ₃), and Particulate Matter (PM ₁₀ and PM _{2.5}) at the reservation or neighboring tribal reservations, in collaboration with those tribes.	\$281,189
AB 617	Twenty-Nine Palms Band of Mission Indians	Technical	Installed a new PM ₁₀ and PM _{2.5} air quality monitoring station at the Cabazon Tribal Government complex, ensuring surveillance coverage and accessibility for routine maintenance. The data collected from the station will be shared online, and the tribe will conduct quarterly community outreach to share air quality data collected, teach residents how to access it, and encourage sign-ups for alerts.	\$345,315
AB 617	Twenty-Nine Palms Band of Mission Indians	Technical	Continued the tribe's air monitoring efforts as the Quantification Settlement Agreement is implemented, with ongoing sharing of real-time air quality data with the community. This project will also continue to facilitate the acquisition of publicly available, regulatory-quality air data, which may be used to inform	\$203,362

Program	Tribe	Project	Description	Amount
			future community air management decisions and accurately assess the changes in air quality due to the receding Salton Sea.	
AB 617	Morongo Band of Mission Indians	Technical	Installed five low-cost air quality monitors in strategic locations on the reservation, primarily in undeveloped open spaces adjacent to the Morongo Community area. Given the remote nature of these monitoring sites, the sensors are configured with solar power to ensure continuous operation.	\$159,596
AB 617	Santa Ynez Band of Chumash Indians	Technical	Established a real-time monitoring network, conducted strategic air quality sampling, and focused on community engagement and education, alongside tribal capacity building efforts.	\$177,101
AB 617	Blue Lake Rancheria	Educational	Created an educational project to provide hands-on air quality monitoring and curriculum to tribal elementary schools, with a focus on AB 617 information, aimed at serving priority populations.	\$98,334
AB 617	Twenty-Nine Palms Band of Mission Indians	Technical	Collected regulatory air quality monitoring data and built capacity through additional training. Evaluated the effectiveness of air quality mitigation projects at the Salton Sea in protecting public health and provided data to the	\$216,105

Program	Tribe	Project	Description	Amount
			community in real-time, and in an easily accessible format that can be directly used to make informed personal health decisions.	
AB 617	Morong Band of Mission Indians	Educational	Enhanced the community air monitoring efforts conducted by the Tribe by extending monitoring activities and supplementing community outreach and education initiatives. This included additional Quality Assurance Project Planning, community engagement, data analysis, and support for air quality awareness through educational presentations and materials.	\$100,000
AB 617	Blue Lake Rancheria	Technical	Provided the community with a PM air monitoring network, educational materials on PM air quality, including during woodsmoke and wildland fire events, and extensive capacity building through training and resources on managing smoke events.	\$300,000
AB 617	Paskenta Band of Nomlaki Indians	Technical	Developed an air monitoring network for the tribal community to raise awareness of air quality issues from wildfires and other pollution sources. It deployed four air monitors to detect ozone, nitrogen dioxide, PM ₁₀ , and PM _{2.5} , with real-time data transmitted to a webpage accessible to both tribal	\$165,792

Program	Tribe	Project	Description	Amount
			community members and local non-tribal residents for sharing and awareness.	
AB 617	Soboba Band of Luiseño Indians	Technical	Built capacity for the tribe to monitor air quality on its Reservation by developing an air monitoring system using low-cost sensors that continuously detect pollutants affecting the tribal community. A webpage was created to display real-time air quality data with statistics and analytical tools to support the development of baseline air quality assessment. The project also included training workshops on technical and policy aspects of air quality monitoring, along with the creation of educational materials for the community.	\$197,776
SEP	La Jolla Band of Luiseño Indians	Technical	Purchased necessary equipment to report ozone and PM _{2.5} Air Quality Index (AQI) values to the tribal community in real-time. By notifying the tribal community "bad" air quality days due to PM _{2.5} and ozone, this initiative will help the community, particularly those with respiratory issues, by reducing their exposure to harmful air pollutants.	\$41,000