

# **California Environmental Protection Agency Tribal Advisory Committee Report**

California Air Resources Board  
Quarter Four, 2025 Report



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## Report Format

This Quarter Four, 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 October through December.

### 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, which are captured in the Outreach Related updates section of this TAC Report.

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

- [\*Executive Order B-10-11\*](#) (Sept. 19, 2011): Encourages state agencies to communicate and consult with tribes and directs state agencies to give tribes opportunities to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect tribal communities.
- [\*Assembly Bill \(AB\) 52\*](#) (Gatto, Statutes of 2014, Chapter 532): Requires public agencies, when acting as the lead agency during the California Environmental Quality Act (CEQA) process, to consult with tribes and consider potential impacts to tribal cultural resources.

- [\*Executive Order N-15-19\*](#) (June 18, 2019): A formal apology from the State of California for its historic mistreatment of California Native Americans and reaffirms Executive Order B-10-11's commitments to tribes.
- [\*AB 275\*](#) (Ramos, Statutes of 2020, Chapter 167): Requires agencies with significant tribal interactions to designate liaisons for tribal consultation.
- [\*AB 923\*](#) (Ramos, Statutes of 2022, Chapter 475): 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 December 16-17, 2025, at the CalEPA Headquarters in Sacramento. 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 Four, the Tribal Team actively engaged in internal discussions regarding limited waivers of sovereign immunity, an issue raised by all tribes that participated in the San Diego County Clean Transportation Tribal and Rural Tour during the previous reporting period. The team finalized an internal best practices document to educate CARB staff on this topic and to provide clear guidance on when and how limited waiver requirements may be appropriately addressed when working with tribes. In addition, the Tribal Team collaborated internally with Planning and Capacity Building program staff and legal counsel and successfully removed the waivers of sovereign immunity requirement from the Planning and Capacity Building grant as a pilot approach, consistent with direction from CARB leadership. More information on this update is included in the *Upcoming and Current Funding Opportunities* section of this report.

CARB's Tribal Liaison also engaged with tribes during Quarter Four to discuss experiences with obtaining cultural burning permits, with a focus on both successes and challenges. Additionally, the Tribal Liaison collaborated with the California Air Pollution Control Officers Association (CAPCOA) to secure tribal presenters for the 2026 Prescribed Fire Smoke Management Trainings. More information on this effort will be included in the Quarter One 2026 TAC report.

The 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, the Tribal Team collaborates with division staff to distribute information through the Tribal Team email list, Tribal Listserv, and the Governor's Office Weekly California Tribal Nations Update. Additionally, the Tribal Team uses the CARB [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 the Native American Heritage Commission (NAHC) contact list and other existing resources, 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**

#### **Ocean-Going Vessel In-Transit Regulation**

CARB is in the early days of developing a new rulemaking to reduce harmful air pollution from large ships sailing in California waters, referred to as the Ocean-Going Vessel (OGV) In-Transit Regulation. CARB is hosting a public [workshop](#) on February 4, 2026, to share updates on the OGV In-Transit rulemaking and community engagement efforts. We're especially interested in hearing from tribes and local community members about how they would like to be involved in shaping this regulation. The workshop will include polling questions focused on community engagement to help guide our approach. The workshop will also feature a presentation by the University of California, Irvine, highlighting the findings from the OGV emission control technology assessment they are conducting on behalf of CARB.

Tribes, community members, industry, and other stakeholders are encouraged to attend the workshop to learn more about CARB's efforts to reduce emissions from ships that are impacting California's port and coastal communities. More information on the OGV In-Transit rulemaking can be found on CARB's webpage here: [Potential Ocean-Going Vessel \(OGV\) In-Transit Regulation](#).

Additionally, interested parties can sign up to receive more information about the OGV In-Transit rulemaking and upcoming workshop notices by subscribing to [CARB's Marine Vessel Activities \(Commercial\) updates](#).

## **Statewide Clean Aviation Initiative**

The Statewide Clean Aviation Initiative rulemaking (SCAI or proposed amendments) is intended to provide the emissions reductions necessary to attain federal air quality standards, lower health risks to airport workers and nearby communities, and reduce greenhouse gas emissions from airport operations.

The primary objective of the SCAI rulemaking is to achieve statewide reductions in nitrogen oxides (NO<sub>x</sub>) – a key precursor to ozone (O<sub>3</sub>) formation – as well as particulate matter (PM), in order to meet federal air quality standards and protect public health. California's SCAI has identified four key approaches to achieve these emissions reductions:

1. Controlling emissions from aircraft auxiliary power units for the duration of visit;
2. Reducing emissions from airport ground support equipment;
3. Reducing emissions from aircraft taxiing at the airport; and,
4. Reducing emissions from aircraft take-offs and landings.

CARB is the lead agency for the SCAI rulemaking under the California Environmental Quality Act (CEQA). During this reporting period, CARB issued a Notice of Preparation (NOP) for the proposed amendments to SCAI to several tribes that have requested notification of this effort. As part of CARB's CEQA certified regulatory program, CARB circulates NOPs to public agencies and tribes for public review and comment about the scope and content of environmental information CARB may need to consider when analyzing the proposed amendments.

CARB is holding its second public workshop to discuss regulatory concepts for SCAI on Thursday, January 15, 2026. Additional information about this workshop and other SCAI-related events is available here: [Conferences & Workshops | California Air Resources Board](#)

More information on SCAI can be found on CARB's webpage here: [Statewide Clean Aviation Initiative \(SCAI\) | California Air Resources Board](#)

## **ii. Joint Programmatic Updates**

### **Senate Bill 100 Joint Agency Report**

Pursuant to [Senate Bill \(SB\) 100](#) (De León, Statutes of 2018, Chapter 312), 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 2025 SB 100 Report modeled scenarios also incorporate insights from the 2022 Scoping Plan Update and new statutory requirements, including AB

1279's 85 percent reduction in anthropogenic greenhouse gas (GHG) emissions from 1990 levels by 2045.

The CEC is leading the assessment work for the 2025 SB 100 Report, with technical assistance and policy guidance from CARB. The Tribal Team is advising CARB's technical team 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, one SB 100 Tribal Working Group meeting was held to approve prior meeting summaries so that the summaries can be added to the SB 100 Report docket on CEC's website. This meeting took place on October 28. Meetings were planned for the remainder of the 2025 SB 100 Report development process to align with a public workshop on the modeling results 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 Guide Workgroup**

CARB's Research Division, in collaboration with CalEPA and external experts, co-created two community science guides available for staff managing CalEPA BDO projects and tribes, community-based organizations, or others interested in designing and implementing a community science project. The guides are widely applicable to any community interested in community science work and is inclusive of youth engagement.

The workgroup consists of 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. The workgroup finalized the guides and training materials in Fall 2025 and the materials are undergoing final CalEPA review. The workgroup anticipates releasing the guides and trainings before Summer 2026.

## **Drive Forward**

Drive Forward is part of CARB's new and ongoing efforts to advance zero-emission transportation, building on work most recently discussed through Zero-Emission Vehicles (ZEVs) Forward. Drive Forward will further this effort through the development of light-, medium-, and heavy-duty vehicle regulations; incentive programs; outreach and education; and complementary programs and policies that support clean vehicle deployment. This initiative builds on existing tools and resources that are essential to accelerating the adoption of clean technologies.

To date, CARB has held four public workshops as part of the Drive Forward effort, with additional workshops planned for 2026:

- October 21, 2025: [Drive Forward Light-duty Program](#)

- November 13, 2025: [Drive Forward Incentives](#)
- December 3, 2025: [Drive Forward Heavy-Duty Vehicle Standards and Strategies](#)
- December 8, 2025: [Drive Forward Truck Forum - ZEV Infrastructure Meeting](#)
- Quarter One, 2026: CARB staff are currently planning a listening session specifically dedicated to engaging tribal leaders and communities

More information on Drive Forward can be found on CARB's webpage at: [Drive Forward / California Air Resources Board](#)

### **iii. Outreach Related Updates**

#### **Access Clean California**

Access Clean California is a statewide program administered by GRID Alternatives that streamlines access to California Climate Investments (CCI) consumer-facing, equity-focused clean transportation and clean energy incentive programs. The program provides resources to help the public learn about, apply for, and participate in these projects. Access Clean California leverages a statewide Outreach Partner Network to engage priority communities, connecting them to CARB's incentive programs and providing case management and wraparound support throughout the application process.

While Access Clean California does not directly fund tribal members or have a dedicated fund specifically for tribes, the program has a robust outreach partner network with paid scopes of work tailored to each partner. Tribes interested in performing paid outreach work for Access Clean California may contact [info@accesscleanca.org](mailto:info@accesscleanca.org).

#### Engagement Updates

Tribal outreach through Access Clean California has included partnerships with the La Jolla Band of Luiseño Indians, Soboba Band of Luiseño Indians, Lipay Nation of Santa Ysabel, Pechanga Band of Indians, Morongo Band of Mission Indians, Tachi Yokut Tribe, Sycuan Band of the Kumeyaay Nation, Viejas Band of Kumeyaay Indians, San Pasqual Band of Mission Indians, Santa Rosa Band of Cahuilla Indians, and the Cahuilla Band of Indians.

During this reporting period, an Access Clean California Outreach Partner, the Native American Environmental Protection Coalition (NAEPC), participated in partner outreach meetings, connected with CARB's Planning Administrator, and attended public workgroups on CARB-funded programs to provide feedback and explore opportunities for deeper engagement on tribal lands.

#### Tribal Feedback and Needs

Tribal partners expressed concerns regarding contracting requirements for the Outreach Partner Network, particularly onerous insurance requirements and waivers of tribal sovereignty. The Access Clean California team is currently in discussions with the Tribal Chairmen's Association of Southern California regarding a potential scope of work within the Outreach Partner Network.

More information on Drive Forward can be found on CARB's webpage here: [Access Clean California | California Air Resources Board](#)

## **Cal Fleet Advisor Outreach to Tribes**

CARB has heard from many tribes statewide that access to ZEVs and ongoing funding support for ZEVs including workforce training and development are important priorities to reduce emissions in communities. Cal Fleet Advisor is a no-cost, one-on-one service that has helped over a thousand 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](#).

## **Carl Moyer Memorial Air Quality Standards Attainment Program**

CARB conducted a public meeting on November 6, 2025, to discuss the Carl Moyer Memorial Air Quality Standards Attainment (Carl Moyer) Program State Reserve funding to be used to facilitate light-duty vehicle purchases that align and support Clean Cars 4 All (CC4A) Projects. This change reflects Board direction received during the Fiscal Year 2024-25 Funding Plan board meeting that took place on November of 2025. Staff were instructed to explore all options available to ensure continued implementation and support for air district CC4A projects. The supplemental funding will allow CC4A funding to stretch further and ultimately allow for increased adoption of clean transportation.

CARB is prioritizing \$12.4 million in Carl Moyer State Reserve Funds and other available funds that provide grants focusing on specific project types. These funds will support current cost-effective Moyer-eligible zero-emission equipment, vehicles, and infrastructure projects with added flexibility for air districts with existing CC4A Programs. The proposed Moyer Guidelines updates would revise Chapter 3: Program Administration, Chapter 8: Light-Duty Vehicles, and Appendix E: Cost-Effectiveness Limits, Discount Rates, and Capital Recover Factors accordingly.

The 45-day public comment period for the proposed changes ran from October 23, 2025, to December 29, 2025.

For more information on Carl Moyer, visit CARB's webpage at: [Carl Moyer Memorial Air Quality Standards Attainment Program | California Air Resources Board](#)

## **Community Air Protection Consultation Group**

The CARB Community Air Protection (CAP) Consultation Group is an external advisory committee composed of representatives from air districts, local and tribal governments, academia, business and industry, and environmental justice and community-based

organizations. The CAP Consultation Group was established to support the implementation of AB 617, which aims to reduce air pollution emissions and exposures at the community level. The group advises CARB on the statewide strategy for the Community Air Protection Program to achieve these goals. The group advises CARB on the implementation of Blueprint 2.0 and CAP. Tribal government representation on the CAP Consultation Group is provided by the Yurok Tribe.

CARB convened a CAP Consultation Group *meeting* on December 3, 2025, during which there was discussion on the draft charter and program progress towards Blueprint 2.0 goals.

For more information on the CAP Consultation Group, visit CARB's webpage at: [AB 617 Community Air Protection Consultation Group | California Air Resources Board](#)

## **iv. Air Quality Monitoring**

### **Monitoring and Laboratory Division Updates**

CARB's Monitoring and Laboratory Division (MLD) continued supporting 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 offered by the Division.

The MLD Standards Laboratory Section provided ozone verification of the Teledyne T703 O<sub>3</sub> Calibrator for the Pechanga Indian Reservation and the Pala Band of Mission Indians, including implementation of the new EPA ozone cross-section value. Additionally, the Standards Laboratory performed flow and temperature certifications for one Alicat FP-25 Flow Calibrator and temperature certifications for two Control Digital Thermometers, all belonging to the Pala Band of Mission Indians. Key dates include:

- October 8, 2025: Pechanga Indian Reservation ozone verification
- October 22, 2025: Pala Band of Mission Indians ozone verification
- October 14, 2025: Flow meter certification (Pala)
- October 15, 2025: Temperature certifications (Pala)
- October 24, 2025: Equipment pickup (all)

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<sub>2.5</sub> data during the Orleans Complex fires.

## **v. Cap-and-Invest Compliance Offsets Program**

The Compliance Offset Program is an important cost-containment element within the broader Cap-and-Invest 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-Invest Program Compliance Offsets Program and related inquiries.

During this reporting period, CARB staff met with the representatives of the Confederated Tribes of Warm Springs on November 6, 2025, and December 5, 2025, to discuss project related questions.

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

## **V. Funding Projects and Opportunities**

### **i. Upcoming and Current Funding Opportunities**

The information below highlights funding opportunities available during Quarter Four of 2025, some of which are expected to be continued or renewed in 2026. 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.

#### **Clean Off-Road Equipment Voucher Incentive Project**

The Clean Off-Road Equipment Voucher Incentive Project (CORE) is dedicated to providing innovative and sustainable off-road equipment solutions that reduce emissions and promote 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 2024-2025, CARB allocated \$13.9 million to support the CORE Project's Heavy-Duty Voucher program, helping offset the higher costs of zero-emission off-road equipment. In addition, approximately \$22 million in unredeemed voucher funds from previous cycles will be reallocated to support upcoming funding opportunities. These combined funds will expand access to cleaner technologies across industries and accelerate the transition to zero-emission equipment in California.

As of November 19, 2025, heavy-duty CORE funding has closed, and new voucher applications are no longer being accepted.

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

#### **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 cornerstone of the State's efforts to accelerate the adoption of zero-emission and near-zero-emission technologies. Launched in 2009 as part of the broader Clean California Initiative program, HVIP provides vouchers for the purchase of Class 2b through 8 zero-emission

trucks and buses, including those used for transit, school, and shuttle services. Eligible technologies include both battery electric and fuel cell vehicles.

During this reporting period, the HVIP CARB/ CalSTART) Tribal Affairs team continued to prioritize tribal sovereignty and relationship-based engagement through:

- Intentional Outreach Methods: Participation in in-person events, meaningful conversations, and tailored messaging.
- Strategic Partnerships: Collaboration with California IOUs to bring together tribal leaders, tribal delegates, energy stakeholders, and government agencies at the annual Tribal Leaders Energy Summit.
- Growing Tribal Participation: Approximately 30 Tribes are now actively engaged in HVIP programs, with participation expected to expand in FY 2026.

Lessons learned in 2025 will guide strategy refinements to ensure future investments better align with the needs, values, and leadership of Tribal Nations while also advancing clean transportation initiatives in 2026.

#### Recent and Upcoming Events:

- California Tribal Leaders Energy Summit - Site Visit: Occurred on December 11, 2025, at Viejas Casino in Alpine, California, to assess the feasibility of a Ride & Drive and Resource Fair. Planning for the 5th Annual Tribal Leaders Energy Summit is underway, with the next event set for May 18-20, 2026.
- Tribal Strategy Meeting with CARB: Occurred on December 5, 2025, to discuss collaborative efforts in marketing, events, and general outreach.

For more information on HVIP, visit: [Home - Clean Truck and Bus Voucher Incentive Project / California HVIP](#)

## **Joint Statewide Clean Cars 4 All and Financing Assistance Program**

In June 2023, the Community Housing Development Corporation (CHDC), a community-based organization providing supportive services such as financial and credit counseling and community outreach, was selected through a competitive solicitation to administer the Driving Clean Assistance Program (DCAP). DCAP offers two incentive pathways: CC4A and Financing Assistance. CHDC continues to build partnerships with stakeholders, air districts, tribes, and community-based organizations in preparation for the program's full launch.

Since its launch in September 2024, CHDC has expanded DCAP to cover all regions of the state that do not have an Air Quality Management District (AQMD) or Air Pollution Control District (APCD) with an existing CC4A program. As of March 25, 2025, the Financial Assistance pathway is available statewide, including in regions that already have a CC4A program, such as South Coast AQMD, San Joaquin Valley APCD, Bay Area AQMD, Sacramento Metropolitan AQMD, and San Diego APCD. Participants in these air districts' CC4A programs can now access the capped-interest rate loans offered through DCAP.

### Program Pathways:

- **CC4A:** Income-qualified individuals can scrap a vehicle from Model Year 2010 or older and receive a voucher of up to \$12,000 toward the purchase or lease of an eligible vehicle. Participants also have access to capped-interest rate loans.
- **Financial Assistance:** Income-qualified individuals who do not have a vehicle can receive up to \$7,500 in incentives and access a loan with an interest rate capped at 8%.

CHDC has extended the program to air districts with an active CC4A program as of March 25, 2025, and it is available to all tribal community members, regardless of region. The program is open to all tribal community members statewide in a limited capacity and actively seeks collaboration with Native American and Indigenous communities.

For additional information on how to collaborate with CHDC, please contact Adrian Gomez at [agomez@CommunityHDC.org](mailto:agomez@CommunityHDC.org).

## **Planning and Capacity Building**

CARB released the final Community Planning and Capacity Building (Planning) Grants: 2025 Request for Applications (RFA) on December 2, 2025. Applications are due by February 10, 2026.

The 2025 Planning RFA makes available \$7.3 million for community-led planning and capacity building projects, including projects led by tribal governments. The RFA supports early-stage planning activities that help communities identify transportation needs, strengthen tribal community capacity, and prepare for future clean transportation implementation.

In response to tribal feedback received during the draft RFA comment period, the final RFA removed the tribal sovereign immunity waiver requirement, reducing the administrative burden and barriers to participation for tribes. Removal of the waiver requirement is being implemented by CARB as a pilot approach. CARB will evaluate outcomes and tribal interest with the goal of applying lessons learned to other CARB tribal funding opportunities. The final RFA also includes enhanced scoring considerations for tribal government applicants.

To support Tribal participation, the Statewide Planning and Capacity Building Administrator team partnered with NAEPC to provide direct tribal outreach and technical assistance for Tribes interested in applying.

Additional information, including the final RFA and application materials, is available here: [2025 Planning and Capacity Building Request for Applications | California Air Resources Board](#)

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

## 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](mailto:SEP@arb.ca.gov).

No tribes applied for SEP funds in this reporting period, but the Tribal Team has been sharing the SEP information with tribes more broadly and the TAC 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](#)

## Zero Emission Assurance Project

The Zero Emission Assurance Project (ZAP) was established by [AB 193 \(AB 193, Cervantes, Statutes of 2018, Chapter 363\)](#), and received \$9.9 million in financing. The goal is to help lower-income Californians reduce the risk of buying a used zero- or near-zero-emission vehicle by providing a rebate or repair assistance for replacing batteries or fuel cell components. It complements CARB's light-duty vehicle purchase incentive programs by reducing the perceived risk of buying a used vehicle. ZAP is administered by CHDC through DCAP.

### Eligibility:

Participants must have purchased a used plug-in hybrid, battery electric, or fuel cell electric vehicle through CARB's Financing Assistance Pilots, CC4A, or DCAP, and maintained continuous ownership.

Coverage:

- Battery electric vehicles: Assistance for battery replacement if capacity and range fall below 70% of original, consistent with manufacturer replacement metrics.
- Fuel cell electric vehicles: Research is ongoing to define replacement thresholds for fuel cell components.
- Coverage extends up to 15 years from the vehicle's manufacture date or 200,000 miles, whichever comes first.

ZAP is currently available in the South Coast and San Joaquin Valley Air Districts, with a rolling expansion planned statewide as funding allows.

For more information, please visit the ZAP website: [Zero-Emission Assurance Project - Driving Clean Assistance Program](#)

## **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](#) (C. Garcia, Statutes of 2017, Chapter 136), 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 CAPP also provides Community Air Grants to California Native American tribes.

The CAPP Community Air Grants (CAGs) for FY 2025–2026 received \$5 million from the California State Budget. California Native American Tribes and nonprofit community-based organizations are eligible for CAGs.

For information about CAG funding availability as it becomes available, please sign up for the CAG listserv at <https://public.govdelivery.com/accounts/CARB/subscriber/new>.

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

## **VI. Cap-and-Invest Forest Offset Projects**

Since the inception of the program on January 1, 2012, CARB has issued a total of 224 million forest offset credits pursuant to the U.S. Forest Projects Protocol, including an increase of four million forest offset credits during the Quarter Four of 2025 reporting

period. Of the total of forest offset credits issued to date, 92 million credits were issued to tribal entities and Alaska Native Corporations for improved forest management. As of the end of Quarter Four, the following tribes and Alaska Native Corporations are participating in CARB's Compliance Offsets program:

Tribe	Project Type
The Yurok Tribe (CA)	<ul style="list-style-type: none"> <li>• Yurok Tribe/Forest Carbon Partners CKGG Improved Forest Management Project (CAFR5011)</li> <li>• Phase 1 (CAFR5090/CAFR0064)</li> <li>• Kepel Creek Improved Forest Management Project (CAFR5377)</li> </ul>
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"> <li>• White Mountain Apache Tribe Forest Carbon Project (CAFR5072)</li> <li>• White Mountain Apache Tribe Carbon Project II (CAFR5253)</li> </ul>
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)
Ahtna Incorporated (AK)	Finite Carbon - Ahtna Native Alaskan IFM (CAFR5360)

Tribe	Project Type
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"> <li>• Finite Carbon - Sealaska Native Alaskan IFM (CAFR5294)</li> <li>• Finite Carbon - Sealaska 2 Native Alaskan IFM (CAFR5420)</li> </ul>
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)

## VII. Ongoing Engagement Opportunities

### Assembly Bill 32 Environmental Justice Advisory Committee

CARB convenes an ongoing AB 32 Environmental Justice Advisory Committee (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-Invest 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, EJAC debriefed on the September 11, 2025, joint CARB/EJAC Board Meeting and approved the Natural and Working Lands Recommendations during the October 16, 2025, EJAC Public 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 finalizing the Fiscal Year 2025-2026 Clean Transportation Incentives Funding Plan. This plan outlines how CARB allocates State Budget resources to support a wide range of clean transportation projects, from personal vehicles to community initiatives such as needs assessments, charging/fueling hubs, clean semi-trucks, and off-road equipment.

Tribal communities are disproportionately affected by poor air quality, climate change, and pollution. Tribal participation and feedback are critical to ensure CARB staff understand community needs and priorities related to zero-emission transportation, ultimately improving air quality and health outcomes. CARB conducts year-round outreach, with the Funding Plan typically developed from June through November.

For FY 2025-26, CARB staff has postponed presenting the plan to CARB Board until June 2026, with the plan and appendices posted by May 15, 2026, for a formal 30-day public comment period. This delay allows CARB to evaluate the ZEV and equipment landscape in light of current national and global developments, as well as Governor Newsom's [Executive Order N-27-25](#) (June 2025), recommitting California to ZEVs. Standalone reports related to the Funding Plan will be posted on the [Low Carbon Transportation Incentives and Air Quality Improvement Program](#) webpage as they become available.

Tribes can access incentives through the [Low Carbon Transportation Incentives and Air Quality Improvement Program webpages](#), including:

- Individual Mobility: Light-duty vehicle purchases
- Community Mobility: Clean Mobility or Sustainable Community-Based Transportation Equity programs
- Medium- and Heavy-Duty Projects: On-road vehicles and off-road equipment

For assistance navigating funding options:

- Individual or community mobility incentives: [Access Clean California](#)
- Medium- and heavy-duty projects: [Cal Fleet Advisor](#)

Since the August 14, 2025, Funding Plan Workshop on draft allocations and policy changes, CARB launched the [Drive Forward](#) initiative, reaffirming California's leadership in clean air and climate policy and guiding the next phase of light-, medium-, and heavy-duty vehicle programs. A workshop on Drive Forward incentives was held on [November 13, 2025](#).

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](#)

## 5-Year Strategic Research Planning

CARB's Research Division [presented the Five-Year Strategic Research Plan to the Board on September 25, 2025](#). The Board approved the proposed Five-Year Plan, which will inform the annual research planning processes between 2025 and 2030. Several of the future research priorities proposed in the Five-Year Plan may be relevant to Tribal needs. Each fiscal year, the Research Program will engage the public on research priorities from the Five-Year Plan being proposed for annual funding. Tribes can submit comments on proposed priorities and attend the annual public meeting where proposed priorities are discussed.

Tribes can email the Research Division to discuss research priorities: [research@arb.ca.gov](mailto:research@arb.ca.gov). In order to receive notifications about annual research planning activities, please sign up for the [Research Activities listserv](#).

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

## California Climate Investments Tribal Engagement Strategy

In June 2025, CARB completed a contract with Cultural Geographics Consulting to develop guidance on how staff administering CCI programs can better support Tribes. This work resulted in the "Tribal Engagement and Trust Building Guidebook for CCI Governance" which emphasizes understanding worldviews of California Tribes, and how they differ from "Western" worldviews. CARB is now developing a resource called the CCI Tribal Engagement Study Guide to support staff in engaging with this guidebook and other

literature/resources. The CCI Tribal Engagement Study Guide will guide staff through introductory descriptions of worldview differences, followed by questions that prompt reflection on the worldview of the individual, and how institutionally embedded worldviews are reflected in program design.

## **VIII. Priorities for 2026 and Beyond**

The Tribal Team has been actively advancing these priorities and will continue to do so throughout 2026:

### **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 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 tribes and 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) Tribal 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.

# IX. 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

In 2024, CCI released the *Funding Workbook for All California Tribes* (Funding Workbook), a resource designed to guide tribal leaders and staff through the funding opportunities available within CCI and help assess which programs align with their tribe's needs and priorities. The Funding Workbook also identifies next steps tribes can take to pursue funding. It is available to view and download on the [CCI webpage](#); however, it is intentionally designed as a physical resource meant to be held, written in, and revisited. CCI offers free physical copies to any tribe that requests them by completing the [Requests and Suggestions Form](#). Currently, CARB is partnering with the Viejas Band of Kumeyaay Indians to develop and pilot outreach strategies to better reach Tribes and to scope potential content updates for a second edition of the Funding Workbook, which CARB hopes to launch in mid-2026.

## Other Resources

- [CARB Tribal Relations Webpage](#)
- [Rulemakings](#)
- [CARB Board Meetings](#)
- [CARB Events Calendar](#)
- [CARB's Environmental Justice Blog](#)
- [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](#)

## X. Appendix

### Historical Funding Program Information

Below are CARB programs that have offered or currently 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 includes a mix of current and historical funding opportunities and 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</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 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"> <li>• Community engagement and outreach related to AB 617</li> <li>• Hiring consultants and/or technical experts</li> <li>• Travel and logistical support for AB 617-related meetings (e.g., room rental, meeting facilitation, transportation)</li> <li>• Support for community-operated air monitoring</li> <li>• Data collection and analysis, including community-based participatory research projects</li> </ul>	<p><a href="#">Link</a></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 and</p>	<p><a href="#">Link</a></p>

Funding Program	Description of Funding	Link
	<p>mobility solutions. These initiatives include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Driving Clean Assistance Program (DCAP)</li> <li>• Clean Cars 4 All (CC4A)</li> <li>• Planning and Capacity Building, Clean Mobility in Schools (CMIS), Clean Mobility Options (CMO), and Sustainable Transportation Equity Projects (STEP)</li> <li>• Hybrid and zero-emission truck and bus voucher incentive projects</li> <li>• Clean Off-Road Equipment (CORE)</li> </ul>	
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"> <li>• Clean Vehicle Rebates</li> <li>• Hybrid and Zero-Emission Vehicle Incentive Program (HVIP)</li> <li>• Clean Cars 4 All</li> <li>• Carl Moyer Air Quality Attainment Program</li> <li>• Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program</li> <li>• Enhanced Fleet Modernization Program</li> <li>• Community Air Protection Incentives</li> <li>• Woodsmoke Reduction Program (for homeowners replacing old, polluting stoves)</li> </ul>	<a href="#">Link</a>
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"> <li>• Community outreach and engagement</li> <li>• Pollution prevention or reduction (e.g., vegetative barriers, installation of air filtration systems)</li> </ul>	<a href="#">Link</a>

Funding Program	Description of Funding	Link
	<ul style="list-style-type: none"> <li>• Community monitoring</li> <li>• Trans-boundary projects</li> </ul>	
Regional Early Action Planning Grants of 2021 (REAP 2.0)	<p>\$30 million in competitive funding was awarded to tribal and rural entities for transformative planning and implementation activities aimed at achieving housing 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.</p>	<a href="#">Link</a>

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
Clean Mobility Options Voucher Pilot Program (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

<b>Program</b>	<b>Tribe</b>	<b>Project</b>	<b>Description</b>	<b>Amount</b>
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 surveys, telephonic interviews, and listening circles.	\$50,000
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-	\$99,960

<b>Program</b>	<b>Tribe</b>	<b>Project</b>	<b>Description</b>	<b>Amount</b>
			person and one-on-one interviews, and educational forums and sessions with tribe leadership, to collect 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

<b>Program</b>	<b>Tribe</b>	<b>Project</b>	<b>Description</b>	<b>Amount</b>
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 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.	\$600,000
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

<b>Program</b>	<b>Tribe</b>	<b>Project</b>	<b>Description</b>	<b>Amount</b>
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 <sub>2</sub> monitors across 400 homes, directly impacting approximately 800 community members.	\$495,568
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	Morongu Band of Mission Indians	Technical	Enhanced and extended the Community Air Quality Monitoring Network, including additional air quality sampling for air toxics. Replaced aging 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,	\$284,553

Program	Tribe	Project	Description	Amount
			and monitoring harmful air emissions.	
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

<b>Program</b>	<b>Tribe</b>	<b>Project</b>	<b>Description</b>	<b>Amount</b>
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 and that of the Great Basin Unified Air Pollution Control District.	\$102,933
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 <sub>2</sub> ), Ozone (O <sub>3</sub> ), and Particulate Matter (PM <sub>10</sub> and PM <sub>2.5</sub> ) 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 <sub>10</sub> and PM <sub>2.5</sub> 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	\$203,362

<b>Program</b>	<b>Tribe</b>	<b>Project</b>	<b>Description</b>	<b>Amount</b>
			continue to facilitate the acquisition of publicly available, regulatory-quality air data, which may be used to inform future community air management decisions and accurately assess the changes in air quality due to the receding Salton Sea.	
AB 617	Morongio 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 Morongio 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	\$216,105

<b>Program</b>	<b>Tribe</b>	<b>Project</b>	<b>Description</b>	<b>Amount</b>
			effectiveness of air quality mitigation projects at the Salton Sea in protecting public health and provided data to the community in real-time, and in an easily accessible format that can be directly used to make informed personal health decisions.	
AB 617	Morongo 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,	\$165,792

Program	Tribe	Project	Description	Amount
			nitrogen dioxide, PM <sub>10</sub> , and PM <sub>2.5</sub> , with real-time data transmitted to a webpage accessible to both tribal 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 <sub>2.5</sub> Air Quality Index (AQI) values to the tribal community in real-time. By notifying the tribal community "bad" air quality days due to PM <sub>2.5</sub> and ozone, this initiative will help the community, particularly those with respiratory issues, by reducing their exposure to harmful air pollutants.	\$41,000