



Clean Transportation Policy Update

April 16 – June 10, 2025

IN THIS ISSUE:

Special Update on CA's Vehicle Emission Waivers

Key State Activities

ADMINISTRATION ACTIVITIES

Gov Releases May Budget Revise
Gov Appoints New CARB Member

REGULATORY ACTIVITIES

LCFS update
CARB Mtg on H in South Coast
TRIG Mtg on Infrastructure
Annual Climate Investments Report
Advisory on ZE Forklift Regulation

FUNDING ACTIVITIES

Low Carbon Transportation
Program Activities
CEC Funding Opportunities
CEC 2025-26 Invest. Plan Advisory
Committee Mtg
\$500M for ZE School Buses
E-Bike Program Vouchers

CA LEGISLATIVE ACTIVITIES

Upcoming Hearings in the Senate
and Assembly

LEGISLATION

Clean Vehicles & Infrastructure,
and incentives
Transportation Planning,
Operations, and Funding
Air Quality Authority

Key Federal Activities

FUNDING RESEARCH

Special Update on CA's Vehicle Emission Waivers

CONGRESS VOTES TO REVOKE CA's VEHICLE EMISSION WAIVERS

On May 22, the U.S. Senate relied on the Congressional Review Act (CRA) and passed three resolutions of disapproval for the waivers for California's Advanced Clean Trucks (ACT) (H.J. Res. 87), Advanced Clean Cars II (ACC II) (H.J. Res. 88), Omnibus Low NOx (H.J. Res. 89), and other vehicle emissions regulations. Prior to this, through some procedural maneuvering, the Senate voted to essentially override the Parliamentarian's ruling that California's Clean Air Act waivers are not subject to the CRA, which enabled the majority to bring the resolutions to the Floor for a vote. This comes after the House adopted these resolutions of disapproval on April 30 and May 1. The legislation will now go to the President, who has indicated he will sign the bills.

The Senate's use of the CRA to revoke California's waivers is an unprecedented action, as the CRA has never been used in its 30-year history to apply to a waiver. U.S. EPA has granted more than 100 waivers to California since the Clean Air Act was adopted in 1970.

In response to the vote, Governor Newsom and Attorney General Bonta held a press conference, alongside CalEPA Secretary Yana Garcia, California Air Resources Board (CARB) Chair Liane Randolph, and CARB Member and physician John Balmes. The Governor said that these regulations are about addressing pollution and the Senate's actions will enable polluters to pollute more. Chair Randolph and Dr. Balmes focused their remarks on the important role these regulations and the waivers play in protecting public health. Attorney General Bonta announced that California will sue the Trump Administration over the "unlawful and illegal use of the CRA" to up-end the ACT, ACC II and heavy-duty omnibus regulations and that the lawsuit will be about ensuring the state can enforce its own state laws. Governor Newsom said that these regulations are about addressing pollution and the Senate's actions will allow polluters to pollute more.

The Attorney General did not provide specific details about the lawsuit, but said the complaint has been prepared and will be filed once the President signs the bills.

To read statements by the Governor and CARB Chair, please visit

<https://www.gov.ca.gov/2025/05/22/make-america-smoggy-again-governor-newsom-responds-to-illegal-senate-vote-aiming-to-undo-states-clean-air-policies/>

and

<https://ww2.arb.ca.gov/news/carb-chair-liane-randolph-responds-illegal-and-unconstitutional-approval-congressional-review>

CARB ISSUES A MANUFACTURERS ADVISORY CORRESPONDENCE FOR CA VEHICLE REGULATIONS

In response to the Congressional resolutions of disapproval, on May 23, CARB issued a Manufacturers Advisory Correspondence (MAC) to provide regulatory guidance for the Advanced Clean Cars II Regulation (ACC II), Zero-Emission Powertrain Certification Regulation, Advanced Clean Trucks Regulation (ACT), Heavy-Duty Engine and Vehicle Omnibus Regulation, Zero-Emission Airport Shuttle Regulation, and the Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions. The notice signals that CARB will continue to certify vehicles using the current regulations to create market certainty for manufacturers. For ACC II, there will be no credit requirements in 2026 for this year but OEMs can earn ZEV credits. It stays silent about future years. CARB will take no action on ACT, as the Clean Truck Partnership, which requires HDO and ACT compliance in CA, remains in place.

The MAC is available at https://ww2.arb.ca.gov/sites/default/files/classic/msprog/nvepb/macs/_MACs/mac202503/MAC%20ECCD-2025-03_SSC%20Signed%205.23.25_ADA.pdf

Key State Activities

ADMINISTRATION ACTIVITIES

GOVERNOR RELEASES MAY REVISE FOR 2025-26 STATE BUDGET

On May 14, Governor Newsom released the May Budget Revise for FY 2025-26, which projects a budget shortfall of \$12 billion. Administration officials said that the proposal maintains the bulk of the transportation package from recent State budgets, including \$1.1 billion for active transportation and \$1.2 billion for goods movement modernization.

The May Revise also proposes an extension of the Cap-and-Trade Program through 2045, to be renamed Cap-and-Invest. The Department of Finance has published trailer bill language to extend the Cap-and-Invest Program. The May Revise itself does not contain an expenditure plan for the current Greenhouse Gas Reduction Fund (GGRF), but states that the Administration will work with the Legislature to develop a detailed plan. Much of the funding for zero-emission vehicles and infrastructure has come from the GGRF in previous budgets.

One notable proposed modification for the GGRF includes a \$1.5 billion shift for CalFire's operations from the General Fund to the GGRF. This backfill would grow to \$1.9 billion in FY 2028-2029. Additionally, the Governor proposes to commit at least \$1 billion (25%) of GGRF revenues annually to high-speed rail.

For more information, please visit <https://ebudget.ca.gov/budget/2025-26MR/#/Home> and the trailer bill language here <https://trailerbill.dof.ca.gov/public/trailerBill/pdf/1267>

GOVERNOR APPOINTS NEW CARB MEMBER

On April 24, Governor Newsom appointed Patricia Lock Dawson to the California Air Resources Board (CARB). She has been Mayor of the City of Riverside since 2020. From 1994 to 2001, Lock Dawson held several key positions within the U.S. Department of the Interior including the U.S. Bureau of Land Management and U.S. Geological Survey, serving as an ecologist, ecosystem planner, and wildlife biologist. This position requires Senate confirmation.

Additional information is available at <https://ww2.arb.ca.gov/about/leadership/patricia-lock-dawson>

REGULATORY ACTIVITIES

LOW CARBON FUEL STANDARD UPDATE

On May 16, CARB resubmitted proposed amendments to the Low Carbon Fuel Standard (LCFS) to the Office of Administrative Law (OAL), to address clarity issues identified by OAL, as well as to follow Board direction and further improve alignment with the objectives of the rulemaking. OAL has up to 30 working days from the resubmittal date to make a determination on the resubmitted LCFS rulemaking package. If OAL approves the rulemaking package and grants CARB's requested effective date, the updated LCFS regulation would be effective on July 1, 2025.

For more information, please visit <https://ww2.arb.ca.gov/rulemaking/2024/lcfs2024>

CARB MEETING ON CA'S HYDROGEN PLAN TO BE HELD IN SOUTH COAST

On June 12, CARB will host a community meeting in Harbor City to discuss the development of a report on hydrogen production and use in California, as called for by SB 1075 (2022). SB 1075 requires an evaluation of hydrogen production, transmission, distribution, and end use to accelerate progress toward the State's climate and energy goals. CARB will receive public input at the meeting and will be requesting comments on the draft report throughout the year to gather additional public recommendations. This meeting is the last in a series of three other meetings that were held (two in person and one virtual).

Additional information is available at <https://ww2.arb.ca.gov/our-work/programs/sb-1075-hydrogen/meetings>

TRUCK REGULATION IMPLEMENTATION GROUP MEETING ON INFRASTRUCTURE

On May 12, the Infrastructure Truck Regulation Implementation Group (TRIG) held a meeting to discuss the fundamental elements of a fleet charging infrastructure project, including how to navigate the planning, permitting and utility interface processes and funding resources. Representatives from Energetics and the Governor's Office of Business and Economic Development discussed how to assess site readiness and plan for fleet electrification and navigate the permitting processes. The objectives of the TRIG are to support the advancement of zero-emission technologies into California's truck and bus fleets.

More information can be found at <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets/advanced-clean-fleets-meetings-events>

CARB RELEASES ANNUAL CLIMATE INVESTMENTS REPORT

In May, CARB published its report, "2025 Annual Report: Cap-and-Trade Auction Proceeds," which documents how GGRF investments are being allocated to address climate change. Cumulatively, the transportation sector implemented more than \$5.3 billion in California Climate Investments funding and which is expected to contribute to reductions of 35.2 MMTCO₂e of GHG, 22,319 metric tons of NO_x, and 2,045 metric tons of PM_{2.5} emissions. In 2024 alone, transportation projects implemented approximately \$611.5 million in funding, with expected reductions of 1.0 MMTCO₂e in GHG, 269 metric tons of NO_x and nearly 20 metric tons of PM_{2.5} emissions. Some notable milestones include:

- In 2024, The Transit and Intercity Rail Capital Program awarded more than \$1.3 billion from GGRF and other funding sources to improve transit and passenger rail services, which is expected to reduce GHG emissions by more than 4.3 MMTCO₂e over the lifetime of the projects - equivalent to taking more than 1.3 million gas-powered cars off the road.
- As of November 2024, more than 6,000 projects were funded for zero- & near zero-emission trucks, buses, freight, and delivery vehicles.
- More than 9,200 projects have been funded for clean off-road equipment.
- Nearly 425,000 rebates have been provided for light-duty ZEVs and plug-in hybrids.

The report is available at https://ww2.arb.ca.gov/sites/default/files/auction-proceeds/cci_annual_report_2025.pdf

CARB ISSUES ADVISORY ON ZERO-EMISSION FORKLIFT REGULATION

On May 29, CARB issued an advisory on the implementation of the Zero-Emission Forklift (ZEF) regulation, since CARB has not yet sought a waiver from U.S. EPA under the Clean Air Act. Last June, CARB approved the regulation to end the sale of new combustion engine forklifts by 2026. Until U.S. EPA grants such authorization or determines an authorization is not necessary, CARB staff will not enforce the ZEF regulation against any privately-owned or operated fleets nor against any manufacturers or dealerships. Additionally, CARB will not enforce the ZEF regulation for acts or omissions by any party that occurs prior to U.S. EPA authorization of the ZEF regulation. CARB staff still encourages all manufacturers and fleets to voluntarily report and to continue to invest in technologies to reduce their emissions.

The advisory is available at https://ww2.arb.ca.gov/sites/default/files/2025-05/ZEF%20Advisory_1.pdf

LOW CARBON TRANSPORTATION PROGRAM ACTIVITIES

On June 20, CARB will hold a Clean Mobility Investments Work Group to discuss these investments for the proposed FY 2025-2026 Clean Transportation Incentives Funding Plan. Clean Mobility Investments, also referred to as the Sustainable Community-Based Transportation Equity Projects, include Clean Mobility Options, the Sustainable Transportation Equity Project, Clean Mobility in Schools, and Planning and Capacity Building. CARB staff will provide overviews of the Clean Mobility Investments, discuss their successes, lessons learned, and share the impacts these projects have on communities throughout California. Staff will also provide an overview of the long-term strategy and begin initial conversations on the FY 2025-26 budget allocations, funding splits, and policy discussions to solicit public input.

On May 30, a heavy-duty incentives workgroup meeting was held to discuss implementation of the Fiscal Year 2024-25 Clean Truck and Bus Voucher Incentive Project (HVIP), Innovative Small E-Fleet Pilot Program (ISEF), and Clean Off-Road Equipment Voucher Incentive Project (CORE). At the meeting, staff presented updates to the Implementation Manuals for each program and discussed new mechanisms and criteria for the programs. On May 14, CARB announced the temporary closure of the ISEF program due to an exhaustion of funds, but it will reopen again in mid-August with nearly \$15 million in funding available. An ISEF Work Group meeting to discuss new options will be held on June 13.

Additional information is available at <https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program/low-0>

CEC INFRASTRUCTURE FUNDING OPPORTUNITIES

The California Energy Commission (CEC) has several new solicitations available for zero-emission vehicle infrastructure, including:

- **EnergIZE Commercial Vehicles – Fast Track 2025 (MDHD ZEV Infrastructure Incentive Block Grant Project):** Up to \$30 million in incentive funding is available for electric vehicle charging and/or hydrogen refueling infrastructure equipment that will support medium- and heavy-duty (MDHD) ZEV deployment. EnergIZE Fast Track 2025 incentives support the construction of public, private, or shared MDHD ZEV charging or hydrogen fueling stations. The submission deadline is July 15.
- **EnergIZE Commercial Vehicles – Transit Set-Aside Funding Lane Rollover:** Up to \$8 million in funding is available specifically for electric vehicle charging and/or hydrogen refueling infrastructure equipment that will support zero-emission transit buses. This program pairs infrastructure incentives with vehicle incentives from CARB's HVIP program. Applications are due by October 2.
- **EnergIZE Commercial Vehicles – Drayage Set-Aside Funding Lane Rollover:** Up to \$50 million in funding is available for electric vehicle charging and/or hydrogen refueling infrastructure equipment that will support MDHD ZEV deployment. This program also pairs infrastructure incentives with vehicle funding from CARB's HVIP program. Submissions must be received by October 2.

For more information, please visit <https://www.energy.ca.gov/funding-opportunities/solicitations>

CEC 2025-26 INVESTMENT PLAN ADVISORY COMMITTEE MEETING HELD

On April 30, the CEC hosted the first Advisory Committee meeting for the 2025-206 Investment Plan Update for the Clean Transportation Program. Staff presented background information about the plan, guiding principles, and the public input process. The draft plan includes funding for light-, medium-, and heavy-duty vehicles, and will increase support for charging infrastructure in locations that are not well-served by private investments like multifamily homes, rural areas, and low-income communities. It also proposes shifting infrastructure funding priorities to deploy public direct current (DC) fast charging ports over slower charging options. Finally, the draft emphasizes flexibility and responsiveness to respond to unpredictable changes in the clean vehicles market. The draft plan will be published in August and a second Advisory Committee meeting will be held in September.

Additional information is available at <https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/clean-transportation-program-10>

\$500 MILLION AWARDED FOR ZERO-EMISSION SCHOOL BUSES

The State of California has awarded \$500 million to 133 educational agencies to buy 1,000 zero-emission school buses and chargers through the Zero-Emission School Bus and Infrastructure (ZESBI) Project. In the South Coast, 607 buses will be replaced in 45 school districts including: Temecula Valley, Garden Grove, Menifee, Placentia-Yorba Linda, Bonta, Rowland, Magnolia Elementary, Whittier Union, Murietta Valley, Ontario-Montclair, Montebello, Downy, Redlands Bassett, Anaheim, Buena Park Elementary, Fullerton, Beaumont, Sulphur Springs, Saugus, Nuvview, Centralia Elementary, Covina-Valley, Colton, Mountain View, Moreno Valley, Westminster, Acton-Agua, Capistrano, Jurupa, Banning, Torrance, Inglewood, La Habra, Bellflower, Beaumont, Culver City, Coachella Valley, Rim of The World, Walnut Valley, and Los Angeles. The incentive program is a collaboration between CARB and the CEC.

For more information, please visit <https://californiahvip.org/zesbi/>

E-BIKE PROGRAM OFFERED UP \$2,000 PER VOUCHER

On May 29, CARB's E-Bike Incentive Project re-opened its second application window for up to 1,000 income-eligible Californians to receive as much as \$2,000 toward the purchase of a new electric bike. Potential applicants were required to join a virtual waiting room on that day for the opportunity to be selected at random to help ensure a fair distribution of vouchers.

For program information, please visit <https://www.ebikeincentives.org/>

UPCOMING HEARINGS IN THE SENATE AND ASSEMBLY

Senate – None scheduled to date on relevant bills or topics.

Assembly – None scheduled to date on relevant bills or topics.

LEGISLATION

CLEAN VEHICLES & INFRASTRUCTURE, AND INCENTIVES

AB 605 (Muratsuchi)

Summary

This bill would enact the Lower Emissions Cargo Handling Equipment (CHE) Pilot Program to allow for emissions-certified CHE deployment under the program. As part of the program, CARB would be barred from adopting a future regulation that would prohibit the use of this equipment for its entire useful life, as defined, if acquired under the program before December 31, 2027.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB605

AB 620 (Jackson)

Summary

This bill relates to the Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program within the Air Quality Improvement Program. It would require CARB to consider the environmental and supply chain benefits of renting medium- and heavy-duty zero-emission vehicles compared to procuring them when implementing the program.

This bill would result in diminishing the effectiveness of the Advanced Clean Fleets (ACF) Regulation by enabling fleet owners to meet their regulatory obligations with short-term rentals rather than transitioning to ZEVs. The State and local government fleets portion of the ACF remains in effect, as this does not require a federal waiver.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB620

AB 1111 (Soria)

Summary

This bill would expand eligibility for a potential ten-year total extension of the state's 2035 zero-emission school bus target to include a small school district. It would also add a lack of charging infrastructure or required maintenance availability as qualifying constraints for an extension. Additionally, the bill would exclude school buses that receive HVIP funding from the scrapping requirement if the school bus is 25 years old or less at the time of delivery of the replacement vehicle and its ownership is transferred to a frontier local educational agency (fewer than 600 students or county population density is less than 10 people per square mile) or small school district meeting certain requirements.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1111

AB 1238 (DeMaio)

Summary

Known as the California Energy Consumer Freedom Act, this bill would prohibit state agencies and local governments from adopting or enforcing a rule, regulation, resolution, or ordinance that directly or indirectly results in prohibiting the buying, selling, or use of gasoline-powered vehicles or equipment, or the use of gas appliances in residential or nonresidential buildings.

This bill would undermine California's Advanced Clean Cars II (ACC II) regulation.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1238

SB 69 (McNerney)

Summary

This bill would authorize an air district participating in the Clean Cars 4 All Program to submit a disbursement request to CARB for an amount equal to its previous 4 months of expenditures under the program if its available program funding is less than the total amount of its expenditures under the program over the previous 4 months. If there are sufficient funds available to cover the amount in the disbursement request, the bill would require CARB to issue the requested amount to the air district within 60 days of the submittal of the disbursement request.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260SB69

SB 496 (Hurtado)

Summary

This bill would require CARB to establish the Advanced Clean Fleets (ACF) Regulation Appeals Advisory Committee. The committee would review the appeals of denied ACF exemption requests. The bill also would exempt emergency vehicles from the ACF.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB496

SB 533 (Richardson)

Summary

This bill would authorize an electric vehicle charging station to require payment for charging services to be made through the use of an internet-based application if the charging station is on the premises of a facility that can only be accessed through the use of that internet-based application.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260SB533

TRANSPORTATION PLANNING, OPERATIONS, AND FUNDING

AB 12 (Wallis)

Summary

This bill would void specified amendments to the Low Carbon Fuel Standard adopted by CARB on November 8, 2024. It is a companion bill to SB 2.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB12

AB 939 (Schultz)

Summary

This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20 million to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bond would be eligible for the November 2026 ballot.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB939

AB 1207 (Irwin)

Summary

This bill relates to reauthorizing the California Cap-and-Trade Program, which expires in 2030. In establishing a price ceiling for emission allowances sold, this bill would require CARB to consider the full social cost associated with emitting a ton of GHGs, as determined by the U.S. EPA in November 2023.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1207

SB 2 (Jones)

Summary

This bill would void specified amendments to the Low Carbon Fuel Standard adopted by CARB on November 8, 2024. It is a companion bill to AB 12. Currently, this is a spot bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB2

SB 71 (Wiener)

Summary

This bill removes the January 1, 2030, sunset on existing California Environmental Quality Act (CEQA) exemptions for various transportation plans and projects. It retains the January 1, 2032, sunset for transportation projects using near-zero emission, natural gas, or low-NOx technology. It also expands the existing exemption to include changes to plans redesigning transit networks and for projects for microtransit, paratransit, shuttles, and ferries, as specified.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB71

AIR QUALITY AUTHORITY

AB 34 (Patterson)

Summary

This bill would prohibit CARB from adopting any standard, regulation, or rule that affects the LCFS or California Cap-and-Trade Program until the Legislative Analyst has analyzed the cost to consumers and submitted its analysis to the Legislature.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB34

AB 914 (Garcia)

Summary

Known as the Pollution Hotspots Solutions Act, this bill affirms CARB's authority to regulate "indirect sources" of emissions that attract activity from polluting vehicles and equipment. It would require CARB to establish a schedule of fees on facilities and mobile sources to cover the reasonable costs of implementing and enforcing the regulations. This bill would require the fees to be deposited in the Air Pollution Control Fund and made available to CARB upon appropriation by the Legislature. This bill also would authorize CARB to assess and collect reasonable fees on emitters of toxic air contaminants and require the fees to be deposited in the Certification and Compliance Fund and made available for the regulation of toxic air contaminants upon appropriation by the Legislature.

After the Assembly Appropriations Committee voted to pass the bill, on May 30, the author decided to make it a two-year bill to continue discussion with stakeholders. The author's press statement is available here:

<https://drive.google.com/file/d/1VMgDmO9TTThe7Tp33n2DqjPo7f3zoSNRf/view?usp=sharing>

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB914

AB 1266 (Solache)

Summary

In adopting, amending, or repealing major regulations, this bill would require certain air districts with a jurisdiction having a population of more than 5 million people to prepare and submit a standardized regulatory impact analysis (SRIA) to the Department of Finance for review.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1266

Key Federal Activities

FUNDING ACTIVITIES

FTA PROGRAMS OFFER \$1.5 BILLION FOR CLEAN BUSES AND FACILITIES

On May 14, the Federal Transit Administration (FTA) announced two Notice of Funding Opportunities to support state and local efforts to purchase buses, build bus facilities, and support workforce development. The FY 2025 Low or No Emission Grant Program (Low-No Program) has \$1.1 billion in competitive grant funding available for capital projects to purchase or lease zero-emission or low-emission transit buses, and acquire, construct, rehabilitate, and lease required supporting facilities such as recharging, refueling, and maintenance facilities. The FY 2025 Grants for Buses and Bus Facilities Program (Bus Program) has \$398 million in competitive grant funding available to purchase, rehabilitate, or lease buses and related equipment, and to construct, purchase, rehabilitate, or lease bus-related facilities. Applications are due by July 14.

For more information, please visit <https://www.transit.dot.gov/notices-funding/fy-2025-notice-funding-opportunity-low-or-no-emission-grant-program-and-grants>

RESEARCH ACTIVITIES

REPORT FINDS E-TRUCKS COULD REACH COST PARITY WITH DIESEL BY 2030

A new report by Energy Innovation and the International Council on Clean Transportation titled, “Delivering Affordability: The Emerging Cost Advantage of Battery Electric Heavy-Duty Trucks and U.S. Policy Strategies to Unlock Their Full Economic Potential,” finds that by the end of the decade, the cost of buying and operating electric trucks could equal – or even beat – the price of comparable diesel vehicles. The study uses a total cost of ownership approach, factoring in vehicle acquisition, operations, and maintenance over a five-year period. Strategic policy actions to close this gap include:

- Designing heavy-duty vehicle policies to couple incentives with price eligibility caps, encouraging manufacturers to set prices below announced thresholds
- Having price disclosure requirements for eligibility, which can enhance price transparency and foster competition
- Strengthening the battery electric heavy-duty vehicle resale value
- Ensuring affordable electricity rates
- Expanding charging infrastructure
- Increasing leadership by the states, as the federal government engages in efforts to roll back gains

The report is available at <https://energyinnovation.org/wp-content/uploads/Delivering-Affordability-Emerging-Cost-Advantages-of-Battery-Electric-Heavy-Duty-Trucks.pdf>