



Clean Transportation Policy Update

June 15 – September 20, 2023

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FY 2023-24 BUDGET UPDATE

On June 27, Governor Newsom signed SB 101 (Skinner), the bill enacting the 2023-24 state budget. For zero-emission vehicles (ZEVs), the budget reduced the ZEV funding for 2023 from \$1.1 billion to \$847 million, with \$1.4 billion promised in 2024, \$1.5 billion in 2025, and \$906 million in 2026. The 2023 allocations include:

- \$80 million for the Clean Cars 4 All program and other equity projects
- \$100 million for equitable at-home charging at the California Energy Commission (CEC)
- \$165 million for drayage trucks and infrastructure at the California Air Resources Board (CARB) and the CEC
- \$220 million for transit buses and infrastructure at the California State Transportation Agency (CalSTA)
- \$145 million for clean trucks, buses and off-road equipment infrastructure at the CEC

The budget also provides \$5.1 billion for public transit capital funding over the next 3 years.

Additional information is available at

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB101

GOVERNOR SIGNS BILL PACKAGE TO STREAMLINE INFRASTRUCTURE

On July 10, the Governor signed a five-bill package to streamline infrastructure permitting processes that will help support the state's clean transportation, climate, and energy goals. Several of the bills related to zero-emission infrastructure, including:

- AB 102 (Ting) – which includes \$313.5 million to support transportation technology and fuels
- SB 125 (Budget Trailer Bill) – which establishes the Zero-Emission Transit Capital Program
- SB 149 (Caballero) – which streamlines CEQA (California Environmental Quality Act) processes that could impact vehicle infrastructure deployment

More information can be found at

<https://www.gov.ca.gov/2023/07/10/governor-newsom-signs-infrastructure-budget-legislation-to-build-more-faster/>

GOVERNOR ANNOUNCES PLAN TO DEVELOP STATEWIDE HYDROGEN STRATEGY

In early August, Governor Newsom directed the Office of Business and Economic Development (GO-Biz) to create a Hydrogen Market Development Strategy for California to help guide the state's clean, renewable hydrogen market. The strategy will be designed to:

- Focus on leveraging hydrogen to accelerate clean energy deployment and decarbonize the state's transportation and industrial sectors;
- Build on the 2022 Scoping Plan while leveraging the upcoming SB 1075 hydrogen report and ARCHES' (Alliance for Renewable Clean Hydrogen Energy Systems) cross sector, multi-stakeholder hydrogen market white papers;
- Define state agencies roles and responsibilities, including CARB, CEC, and the Public Utilities Commission;
- Identify shared strategies to deliver projects, which may include new financing models, permitting modifications, and procurement initiatives;
- Engage relevant stakeholders, including local communities, to advance equity and deliver environmental and economic benefits; and
- Ensure state agencies and partners continue to move in the same direction to accelerate the use of renewable energy throughout California's economy and increase the resilience and reliability of the state's energy system.

For more information, please visit

<https://www.gov.ca.gov/wp-content/uploads/2023/08/Letter-to-Director-Meyers.pdf>

REGULATORY ACTIVITIES

CARB AND INDUSTRY AGREE TO HEAVY-DUTY GOALS

On July 6, CARB and the Truck and Engine Manufacturers Association entered into a historic agreement that inoculates California from some of the legal threats to the Heavy-Duty Omnibus Truck Rule and to California's Clean Air Act authority in exchange for some concessions on CARB's heavy-duty rules. Highlights of the agreement include:

- CARB will align with U.S. EPA's 2027 regulations for nitrogen oxide (NOx) emissions. CARB also will modify elements of the 2024 NOx emission regulations for which manufacturers will provide offsets as necessary to maintain California's emission targets.
- CARB commits to providing no less than four years lead time and at least three years of regulatory stability before imposing new requirements.
- Truck manufacturers commit to meeting CARB's zero-emission and criteria pollutant regulations in the state regardless of any attempts by other entities to challenge California's authority.

Additional information is available at

<https://ww2.arb.ca.gov/news/carb-and-truck-and-engine-manufacturers-announce-unprecedented-partnership-meet-clean-air>

TRUCK REGULATION ADVISORY COMMITTEE

On August 22, CARB hosted a meeting to discuss the formation of a Truck Regulatory Advisory Committee (TRAC) for the Advanced Clean Fleets (ACF) regulation. The TRAC will help CARB refine its outreach, training, and implementation strategies and materials, as well as increase awareness of the needs and opinions of affected stakeholders to best implement the ACF regulation. CARB is slated to select and confirm active committee members in September, with subcommittee meetings on outreach, border communities, infrastructure, and rules provisions to take place in November and December.

Additional information is available at

<https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets/advanced-clean-fleets-meetings-events>

ACF GUIDANCE AVAILABLE

In mid-September, CARB published resources on the ACF regulation to help successfully implement the rule. Several factsheets are available for the ACF, the High Priority and Federal Fleets Requirements, the State and Local Government Agency Fleet Requirements, the Drayage Truck Requirements, and the ZEV Milestones Option. Staff also have developed a fleet calculator – a compliance planning tool for those fleet owners complying with the Model Year Schedule or the ZEV Milestones Option, so they can project the number of ZEVs needed to comply with these provisions.

More information can be found at

<https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets/advanced-clean-fleets-fact-sheets>

NEVI PLAN WORKSHOP HELD

On June 29, the CEC and the California Department of Transportation (Caltrans) held a joint workshop to discuss the development of California's update to its Deployment Plan for the National Electric Vehicle Infrastructure (NEVI) Formula Program for 2023. The workshop provided an update on the West Coast Charging and Fueling Infrastructure application to the U.S. DOT's Charging and Fueling Infrastructure Notice of Funding Opportunity, an update on the State's NEVI formula program solicitation schedule, an overview of the requirements for the 2023 NEVI Deployment Plan Update, and an opportunity for public comment. States were required to submit their updated plans to the Federal Highway Administration by August 1.

For more information, please visit

<https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-program-nevi>

NEW PROGRAM HELPS OWNER-OPERATORS TRANSITION TO ZERO-EMISSIONS

In August, CARB and CALSTART, a nonprofit dedicated to clean transportation technologies, launched Cal Fleet Advisor, a free assistance program to help owners and operators of medium- and heavy-duty vehicles and fleets make the transition to zero-emission vehicles. The program prioritizes smaller businesses and independent owner-operators, with a focus on disadvantaged communities, and connects them with a fleet advisor that can help owner-operators navigate any barriers to incorporating ZEVs into their fleets, as well as assist them with products, services, and funding opportunities.

The website is available at

<https://calfleetadvisor.org/>

FUNDING ACTIVITIES

LOW CARBON TRANSPORTATION PROGRAM ACTIVITIES

During the summer, CARB hosted several meetings to discuss upcoming light-, medium-, and heavy-duty investment plans, including:

- September 19, August 23, August 15, and August 1 – Public work group meetings for Clean Transportation Equity and Light-Duty Vehicle Investments
- August 31 – Public workshop on the FY 2023-24 Funding Plan for Clean Transportation Incentives
- August 22, July 18, and July 12 – Work group meetings for the FY 2023-24 Long-Term Heavy-Duty Investment Strategy
- August 10 – Public work group meeting on the FY 2023-24 Funding Plan for Clean Transportation Incentives relating to the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), Innovative Small e-Fleet (ISEF) Pilot, and the Clean Off-Road Equipment (CORE) Voucher Incentive Project

More information is available at

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

INCENTIVES FOR SMALL FLEETS TO TRANSITION TO ZERO-EMISSIONS

On August 30, the Innovative Small E-Fleet (ISEF) voucher set-aside program opened, funded through the Clean Truck and Bus Voucher Incentive Program (HVIP). This program is offering \$83 million in assistance for small fleets to transition to zero-emission vehicles, including purchasing new zero-emission trucks or participating in flexible financing, fuel-included leases, rentals, and truck-as-a-service options to help offset costs such as charging or other fueling infrastructure, insurance, and alternative fuel costs. Privately owned trucking companies and nonprofits, including independent owner-operators, with 20 or fewer vehicles with a gross vehicle weight rating (GVWR) greater than 8,500 pounds and less than \$15 million in annual revenue are eligible to apply.

Program information is available at

<https://californiahvip.org/program-updates/innovative-small-e-fleet-isef-program-update/>

CORE FUNDING AVAILABLE

On July 18, funding opened for the FY 2022-2023 Clean Off-Road Equipment (CORE) Voucher Incentive Program, which has more than \$180 million available. CORE is designed to accelerate the adoption of cleaner, commercially available off-road technologies by enabling fleets to purchase zero-emission equipment. CORE voucher amounts are based on the incremental cost difference between traditional equipment and zero-emission alternatives.

For more information, please visit

<https://californiacore.org/>

ZERO-EMISSION FREIGHT AND MARINE PROJECTS FUNDING AVAILABLE

The \$20 million VW Zero-Emission Freight and Marine Program is now open. Funding is available for the following project categories: heavy-duty forklifts; airport ground support equipment scrap and replace; port cargo handling equipment (including terminal tractors) scrap and replace; ferries, tugboats, and towboats repowers; and shore power system installation for ocean-going vessels not required or not yet required to use shore power while at berth. Applications will be accepted on a first-come, first-served basis until funding is exhausted.

Additional information is available at

<https://www.californiavwtrust.org/zero-freight-marine/>

CTC ALLOCATES BILLIONS FOR TRANSPORTATION INFRASTRUCTURE

In late June, the California Transportation Commission (CTC) announced investments of close to \$2 billion to improve the State's infrastructure, while approving an additional \$2.3 billion for future projects. This includes more than \$571 million in funding from the 2021 Federal Infrastructure Investment and Jobs Act, and more than \$257 million in funding from SB 1. Of the \$2.3 billion, \$1.7 billion covers three SB 1 competitive grant programs: \$1.1

billion for the Trade Corridor Enhancement Program; \$507.4 million for the Solutions for Congested Corridors Program; and \$142.4 million for the Local Partnership Program.

For more information, please visit

<https://dot.ca.gov/news-releases/news-release-2023-025>

CALTRANS INVESTS \$41 MILLION FOR SUSTAINABLE TRANSPORTATION PROJECTS

On August 31, Caltrans announced more than \$41 million in grant funding was awarded for 90 sustainable transportation projects designed to reduce climate pollution, improve resiliency of the State's highway system, enhance access to safe walkways and bike paths, and increase natural disaster preparedness. The funding was allocated as follows:

- \$20.2 million in Sustainable Communities Competitive and Technical Grants to 56 local, regional, tribal, and transit agencies for transportation and land use planning, as well as planning for EV charging infrastructure.
- \$18.1 million in Climate Adaptation Grants to 26 local, regional, tribal, and transit agencies to identify transportation-related climate vulnerabilities through the development of climate adaptation plans, as well as project-level adaptation planning to address climate impacts to transportation infrastructure.
- \$3.3 million in federally funded Strategic Partnership Grants to eight projects to plan for comprehensive highway corridors, rural agriculture and highway safety, tourism demand, intercity bus systems, transit centers, and other sustainability initiatives.

A complete list of awards is available at

<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants>

CALSTA AWARDS \$1.5 BILLION FOR PORT INFRASTRUCTURE PROJECTS

On July 6, CalSTA and the Governor announced an investment of more than \$1.5 billion to improve goods movement, including \$450 million for zero-emission infrastructure, locomotives, vessels, and vehicles. Fifteen projects will receive a total of \$1.2 billion to increase the capacity to move goods through the State's global trade gateways. Thirteen projects will receive \$350 million for high-priority grade separations to eliminate street-level rail crossings that will improve safety and reduce emissions. The Ports of LA and Long Beach combined are expected to receive approximately \$600 million of this funding.

Additional information can be found at

<https://calsta.ca.gov/press-releases/2023-07-06-gov-announces-port-infrastructure-upgrades-to-power-supply-chain>

EV CHARGING FUNDING AVAILABLE FOR DISADVANTAGED COMMUNITIES

On September 13, the CEC opened applications for \$38 million in equity-focused incentives to fund publicly accessible EV charging stations in low-income and disadvantaged communities in 28 counties in northern and southern California. These rebates are part of the California Electric Vehicle Infrastructure Project (CALeVIP) and offer up to 50 percent of a project's total costs or \$100,000 based on charger capacities. Applications are due by December 12.

For more information, please visit

<https://calevip.org/incentive-project/gssp-incentive-north-south>

CLEAN VEHICLE REBATE PROJECT TO TRANSITION TO HELP LOW-INCOME RESIDENTS

CARB's Clean Vehicle Rebate Project (CVRP) is transitioning to a new statewide program that will assist low- and middle-income Californians access zero-emission vehicles. Beginning in late 2023, a new program will expand statewide access to the Clean Cars 4 All Program that gives residents up to \$12,000 to scrap and replace older, polluting cars with cleaner alternatives, or will offer additional assistance through up to \$7,500 in vehicle purchase grants for car buyers not scrapping an older vehicle, in addition to affordable financing options. The current CVRP program will continue to accept applications while funding remains available; however, once funding is exhausted, the program will conclude.

For more information, please visit

<https://ww2.arb.ca.gov/news/californias-clean-vehicle-rebate-program-will-transition-helping-low-income-residents>

RESEARCH ACTIVITIES

REPORT EXPLORES CA'S POLICIES TO REDUCE MOBILE SOURCE EMISSIONS

In June, U.C. Berkeley Law's Center for Law, Energy and the Environment published a report titled "California's Policy Approach to Reducing Mobile Source Emissions: A Qualitative Evaluation," which examines the impacts of the State's zero-emission vehicle programs and provides recommendations on long-term data collection and analysis tools. The report makes recommendations to improve CARB's efforts to quantify the actual GHG reductions achieved by its transportation program, including:

- Conduct a more comprehensive analysis of the current ZEV sales and vehicle registration data to better quantify impacts from specific ZEV programs.
- Compare ZEV purchases in California to those in other states with ZEV incentive programs, as well as states without such programs, to provide a comparative analysis that could indicate how California-specific programs may be affecting ZEV adoption.

- Establish consistent survey parameters across all the incentive programs to better inform the quantification estimates and analysis of consumer decision-making involving ZEVs.

The report is available at

<https://www.law.berkeley.edu/research/clee/research/climate/transportation/a-qualitative-evaluation-of-californias-policy-approach-to-reducing-mobile-source-emissions/>

CALIFORNIA LEGISLATIVE ACTIVITIES

On June 30, Assembly Member Robert Rivas (D-Salinas) became the 71st Speaker of the California State Assembly. He replaces Speaker Emeritus Anthony Rendon (D-Los Angeles), who served as Speaker for seven years. Speaker Rivas did not make any changes to the Chairs of relevant Committees including: Appropriations; Natural Resources, Transportation, Utilities and Energy; and Subcommittee No. 3 on Climate Crisis, Resources, Energy, and Transportation.

The Legislative session concluded on September 14.

LEGISLATION

CLEAN VEHICLES AND INCENTIVES

AB 126 (Reyes)

Summary

This bill is the vehicle to reauthorize AB 8 (2013)/AB 118 (2007), continuing funding for the Clean Transportation Program (CTP), the Air Quality Improvement Program, and the Enhanced Fleet Modernization Program (EFMP) through 2035. Some of the changes to these programs include:

- In the CTP, 15 percent of the annual funding will be allocated to light-, medium-, and heavy-duty hydrogen fueling stations until 2030. The bill alters the provision that hydrogen projects should receive 20 percent of the annual funding until at least 100 publicly available stations are open.
- In the CTP, at least 50 percent of the funding must directly benefit or serve residents of disadvantaged and low-income communities.
- In the EFMP, replacement vehicles must be plug-in hybrids or ZEVs.

Reauthorizing these programs will result in more than \$170 million for clean transportation investments annually.

This bill was enrolled on September 14 and will be sent to the Governor.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB126

AB 579 (Ting)

Summary

Beginning on January 1, 2035, this bill would require 100 percent of all newly purchased or contracted school buses of a school district, county office of education, or charter school to be zero-emission vehicles, where feasible.

This bill was enrolled on September 14 and will be sent to the Governor.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB579

AB 591 (Gabriel)

Summary

The Electric Vehicle Charging for All Act would mandate all new and retrofitted EV chargers (other than those in private residences) include a universal connector and be publicly accessible to all types of EVs.

This bill failed to pass out of committee by the deadline, so it has become a two-year bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB591

SB 233 (Skinner)

Summary

This bill would require the CEC, in consultation with CARB and the Public Utilities Commission, to submit a report to the Legislature on the bidirectional capability of EV and charging infrastructure by January 1, 2026, and conditionally authorizes CARB to require any weight class of battery electric vehicles to be bidirectionally capable if it determines that there is a sufficiently compelling use case to the vehicle operator and electric grid.

The bill sponsor and author agreed to make this a two-year bill to continue working on the bill language.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB233

SB 301 (Portantino)

Summary

This bill would require CARB to establish the Zero-Emission Aftermarket Conversion Project to provide an eligible applicant with a rebate of up to \$4,000 for an eligible vehicle that has been converted into a zero-emission vehicle.

This bill failed to get out of committee by the legislative deadline, so it has become a two-year bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB301

SB 425 (Newman)

Summary

As part of the Clean Vehicle Rebate Project, this bill would require CARB to provide rebates for zero-emission electric pickup trucks that are \$2,500 more than the rebates provided for other fuel cell electric vehicles and battery electric vehicles.

This bill failed to pass out of committee by the legislative deadline, so it has become a two-year bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB425

TRANSPORTATION PLANNING, OPERATIONS, AND FUNDING

AB 6 (Friedman)

Summary

This bill would require CARB to provide each region of the state with GHG emission reduction targets for the automobile and light-duty truck sector for 2035 and 2045, respectively, and makes other changes to strengthen CARB's oversight of Sustainable Communities Strategies.

This bill failed to pass out of committee by the legislative deadline, so it has become a two-year bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB6

AB 7 (Friedman)

Summary

Beginning on January 1, 2025, this bill would require the State Transportation Agency (CalSTA), Caltrans, and the California Transportation Commission (CTC) to incorporate the goals from the Climate Action Plan on Transportation Infrastructure (CAPTI) into program funding guidelines and planning processes. The bill also requires the California Transportation Plan to include a financial element, and an analysis of how CalSTA, Caltrans, and the CTC are achieving principles outlined in the CAPTI, the federal Infrastructure Investment and Jobs Act, and the federal Justice 40 initiative.

This bill failed to pass out of committee by the legislative deadline, so it has become a two-year bill.

Complete Bill Information

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB7

Key Federal Activities

FUNDING ACTIVITIES

DERA FUNDING AVAILABLE

On August 2, the 2022-23 Notice of Funding Opportunity for the Diesel Emissions Reduction Act (DERA) was released. U.S. EPA anticipates that \$58 million will be available in FY 2022 funding and \$57 million will be available in FY 2023 funding for the retrofit and replacement of existing diesel engines, vehicles, and equipment with EPA and CARB certified engines and verified retrofit and idle reduction technologies. This includes: school buses, Class 5 through Class 8 heavy-duty highway vehicles, locomotive engines, marine engines, and nonroad engines, equipment or vehicles used in construction, cargo handling, agriculture, mining or energy production. Applications are due by December 1, with awards to be made in March 2024.

For more information, please visit

<https://www.epa.gov/dera/national>

FUNDING FOR TRANSIT-ORIENTED DEVELOPMENT PLANNING

The Federal Transit Administration has more than \$13 million available for the Pilot Program for Transit-Oriented Development Planning to support comprehensive or site-specific planning associated with new fixed guideway and core capacity improvement projects. Funded planning must examine ways to improve economic development and ridership potential, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations. Proposals must be submitted by October 10.

Additional information can be found at

<https://www.transit.dot.gov/notices-funding/pilot-program-transit-oriented-development-planning-fy-2023-notice-funding>

RESEARCH ACTIVITIES

WORKING PAPER OUTLINES HOW TO PHASE IN MEDIUM- AND HEAVY-DUTY ZERO-EMISSION INFRASTRUCTURE

CALSTART's working paper, "Phasing in U.S. Charging Infrastructure – An Assessment of Zero-Emission Commercial Vehicle Energy Needs and Deployment Scenarios," provides a roadmap for how the nation can build out infrastructure to support zero-emission medium- and heavy-duty vehicle adoption with a targeted, phased-in strategy. The report recommends first building infrastructure centered in priority launch areas where favorable policy, investment, industry centralization, and grid modernization is concentrated. By prioritizing these areas, buildout through 2035 would begin in hubs in key industry clusters, then along corridors in critical regions, expanding to nodes to create a national network.

The paper and accompanying fact sheet are available at

<https://calstart.org/ZEV-infrastructure-phase-in/>

REPORT DOCUMENTS BENEFITS OF TRANSITIONING GOVERNMENT FLEETS TO EVs

The U.S. PIRG Education Fund, Environment America Research and Policy Center, and Frontier Group released a report, “Electric Vehicles Save Money for Government Fleets,” which highlights the benefits of transitioning state and local government light-duty fleets from gasoline- and diesel-powered vehicles to EVs over the next decade. The report provides state-by-state data on how much money taxpayers could save and how much states could reduce polluting emissions by switching to EVs, as well as a roadmap of recommendations.

To read the report, please visit

<https://publicinterestnetwork.org/wp-content/uploads/2023/06/USP-EA-FG-Electric-Vehicle-Fleets-Jun23.pdf>

NEW TOOL ESTIMATES EMISSIONS FROM VARYING EV MODELS

A new tool from the Union of Concerned Scientists estimates the emissions from driving different EV models by looking at ZIP codes to determine which EPA eGRID subregion a driver is in and reporting the emissions in terms of equivalent emissions from a gasoline vehicle. On average, EVs produce less carbon pollution than comparable gasoline-fueled cars. Nationally, the average gasoline vehicle gets 25 miles-per-gallon, the average hybrid vehicle gets 51 miles-per-gallon carbon dioxide equivalent (MPG-CO₂e), and the average EV gets 91 MPG-CO₂e. A higher MPG-CO₂e means that there is less global warming pollution produced.

The tool is available at

<https://evtool.ucsususa.org/>