



Funding Mechanisms for Medium- and Heavy-Duty Electric Vehicles and Charging Infrastructure: Options for States

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State Energy Offices, State Environmental Agencies, and State Departments of Transportation are at the forefront of investments in transportation electrification that support energy and transportation innovation, and transportation efficiency. In recent years, many fleets have expressed interest in medium- and heavy-duty (MHD) electrification, particularly freight vehicles supporting urban and regional-haul routes. This growing interest has generated momentum for states to leverage a variety of creative funding mechanisms to help fleets offset costs for both electric vehicles (EVs) and associated charging infrastructure.

Below is an overview of relevant federal, state, and settlement funding programs, including examples of how states have utilized these programs to support MHD freight electrification. While this document focuses on funding opportunities that are currently available to states, additional programs that are no longer available have also been leveraged by states to fund MHD freight electrification.

Volkswagen Environmental Mitigation Trust

Volkswagen (VW) Settlement

Through the *United States v. Volkswagen Group of America et al.*, Volkswagen agreed to pay \$14.9 billion to settle cheating emissions standards allegations.¹ Of the \$14.9 billion, \$2 billion was spent on national zero emission vehicle investments, and \$2.9 billion was used to establish the Environmental Mitigation Trust, which states and territories may use to invest in transportation projects that will reduce NOx emissions. Many states have used VW funds to fund battery electric MHD vehicles and charging infrastructure (see Table 2 below for examples).

States are required to expend or obligate at least 80 percent of their Environmental Mitigation Trust funds by October 2, 2027, and as of February 2026, many states have fully spent their allocation. Any funds that have not been spent or obligated by that date will be re-allocated to Supplemental Funding for Eligible Beneficiaries. In other words, states *may*

have access to additional VW Settlement Funds in the future that could be used to support further MHD EV and charging investments.

Table 1: Examples of VW Funded MHD EV and Charging Programs

State	Agency	Activity
Florida	Florida Department of Environmental Protection (DEP)	In November 2025, Florida DEP made \$10 million available for the purchase of new Class 4 through Class 7 garbage trucks, including those powered by electricity, to replace eligible older diesel trucks. The state prioritized funding awards to projects in "rural areas of opportunity" as well as "areas of the state engaged in disaster recovery and resiliency planning and in communities that have suffered disproportionate economic, environmental, and operational impacts from severe weather events in recent years, which would also benefit from reductions in diesel-related emissions."
Illinois	Illinois Environmental Protection Agency (EPA)	Illinois EPA set aside 19 percent of VW funds to fund Class 4-8 local freight trucks and port drayage trucks with battery electric replacements. Illinois EPA released a NOFO to fund up to 65 trucks in September 2025. Charging infrastructure is an eligible expense under this funding opportunity.
Indiana	Indiana Department of Environmental Management (IDEM)	Indiana has used VW funds to replace MHD vehicles with newer diesel alternatives including battery electric. In February 2025, IDEM released an RFP for on-road and off-road vehicle replacements . Charging infrastructure was not an eligible expense.
Minnesota	Minnesota Pollution Control Agency	Minnesota used VW funding to fund vehicle replacements for Class 4-7 and Class 8 trucks , including 7 battery electric freight truck replacements. Charging infrastructure was not an eligible expense.
Tennessee	Tennessee Department of Environment and Conservation (TDEC)	In 2025, TDEC released a solicitation for a Medium and Heavy-Duty Vehicle Grant program which can support the replacement of older Class 4-8 freight trucks with new, battery EV alternatives, including the procurement and installation of associated charging infrastructure.

Please note that this is not an exhaustive list and more information on states' VW Settlement expenditures can be found here: https://www.4cleanair.org/volkswagen_settlement_information/.

Federal Programs

National Electric Vehicle Infrastructure (NEVI) Program

The [NEVI Program](#), established under the Infrastructure Investments and Jobs Act (IIJA), provides nearly \$5 billion in formula funding to states to deploy EV charging infrastructure along federally designated Alternative Fuel Corridors (AFCs) to support a national network of direct current fast chargers (DCFCs). While this program focuses primarily on charging for light-duty EVs, NEVI funds are also eligible to support MHD charging.

Based on the most recent Frequently Asked Questions (FAQ) document from the Federal Highway Administration (FHWA), charging stations for MHD vehicles must be open to the general public *or* a commercial motor vehicle operator from more than one company. The MHD charging stations do not need to be fully public; they just need to serve more than one fleet. This creates an opportunity to build MHD charging infrastructure to support multiple fleets, especially along key freight corridors.

States are beginning to utilize NEVI funds to support development of MHD EV charging along AFCs. For example, in December 2025, the Illinois Department of Transportation released a [Notice of Funding Opportunity \(NOFO\) for NEVI Round 3](#), which includes \$65 million in funding for light- *and* MHD EV charging infrastructure, with unique requirements for MHD proposals. MHD stations must be located near one of Illinois' 24 Interstate Highways, with preference given to projects located along I-80, which is identified in Phase One of the [National Zero-Emission Freight Corridor Strategy](#). For more information on Illinois's NOFO for MHD charging, [view this webinar recording](#).

The California Energy Commission (CEC) is providing over \$148 million in NEVI funds to support MHD charging infrastructure in the state. On January 21, 2026, CEC released their [fourth NEVI solicitation](#) which provides \$69.5 million for MHD charging infrastructure in Northern and Central California, while [Round 5](#) (solicitation issued February 5, 2026), will offer \$79 million for MHD charging projects in Southern California.

Once states finish building charging infrastructure along their AFCs and receive FHWA's fully "built-out" designation, they can redirect remaining NEVI funds toward EV charging beyond the corridor including in communities, along state highways, scenic byways, and other areas where charging gaps exist.

A Note on NEVI Minimum Requirements

The FHWA's minimum [Standards and Requirements for the NEVI program](#) (title 23 CFR 680) require standard DCFC sites "designed to serve users of designated" AFCs to include a minimum of four DCFC ports. However, these standards were finalized in 2023, when the FHWA notes the MD/HD charging industry was "very nascent and rapidly evolving." Since then, the heavy-duty freight market has moved to the Megawatt Charging System (MCS), also known as SAE J3271, as the native inlet for EVs in order to support the rapid charge times necessary for the industry's duty cycles and operational demands, including larger battery sizes and tight schedules.

Recognizing that state investment of NEVI funds must comply with FHWA's minimum standards, industry leaders have noted that EV chargers deployed at "other locations," (i.e., not designed to serve users of designated AFCs) can meet a different set of minimum requirements and still be considered a "federally compliant station." If a state were to deploy four AC Level 2 chargers (J1772 connector, 6kW+), the station would meet the minimum standards and could then exceed that minimum with "non-compliant" chargers, e.g., four MCS dispensers. The final rule on 23 CFR 680 notes that it "does not preclude the implementation of ... [MD/HD] technologies where not otherwise prohibited," and that the "rule does not preclude MD/HD charging infrastructure and FHWA strongly encourages project sponsors to consider future MD/HD needs."

As such, states that have been certified "fully built out" and are interested in leveraging their remaining NEVI funds to support M/HD charging hubs may consider avoiding including requirements in their solicitations that require DCFC with CCS1 connectors. This flexibility will allow developers to propose innovative approaches to leveraging NEVI funds to support the deployment of MCS charging infrastructure for M/HD EVs.

Congestion Mitigation and Air Quality (CMAQ) Program

The CMAQ program, enacted in 2005 and administered by the U.S. Department of Transportation, provides a flexible funding source to state and local governments for transportation projects that reduce congestion and improve air quality in areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter. Under the IIJA, the CMAQ program was reauthorized, and new eligible activities were added, including the purchase of zero-emission MHD vehicles and charging infrastructure to replace diesel vehicles.

The Virginia Department of Energy used CMAQ funds to administer [Virginia Clean Cities CMAQ Alternative Fuel Incentive Program](#), which provides opportunities for MHD vehicle reimbursement for up to \$10,000 per vehicle.ⁱⁱ Eligible applicants must be located in

specific air quality non-attainment areas. Reimbursements can be used to cover the cost of transitioning to alternative fuels, including battery electric.ⁱⁱⁱ

In Colorado, the Regional Air Quality Council used CMAQ funds to pay for alternatively fueled heavy-duty delivery vehicles. Many states have also used CMAQ funds to cover the costs of diesel vehicle replacements, mainly replacing diesel transit fleets with battery electric vehicles. To date, states have not used CMAQ funds to cover the cost of freight vehicle replacements or charging infrastructure, although it is an eligible activity. With the increased flexibility of eligible activities under the CMAQ program, CMAQ serves as a reliable source of funding for states to support freight electrification.

The Build America, Buy America (BABA) Act, was enacted in 2021 as part of IIJA, which mandates all iron, steel, manufactured products, and construction materials used in federal infrastructure projects must be produced in the U.S.

Responding to industry concerns that domestic EV charger manufacturing capacity needed time to scale, FHWA issued a temporary waiver in February 2023 to phase in these requirements. The waiver initially covered all chargers manufactured before July 1, 2024, provided final assembly occurred in the U.S. and installation had begun by October 1, 2024. Beginning July 1, 2024, EV chargers must meet a 55 percent domestic content threshold, with final assembly continuing to occur in the U.S.

In February 2026, FHWA released a Notice of Proposed Modification of the Waiver of Buy America Requirements for EV Chargers. This proposal would raise the domestic content requirement for EV chargers used in FHWA-funded projects from 55 percent to 100 percent of total component cost. Pending a final decision, states must comply with the current BABA waiver for EV chargers, requiring 55 percent domestic sourcing of components in FHWA-funded charging equipment.

In January 2026, the U.S. Environmental Protection Agency (EPA) Office of Transportation and Air Quality (OTAQ) released an Implementation Procedures Memo for EPA OTAQ Federal Financial Assistance Programs. This memo provides guidance to grant recipients on how BABA requirements must be applied to EPA OTAQ programs including DERA, the Clean School Bus Program, the Clean Ports Program, and the Clean Heavy-Duty Vehicles Program. The memo outlines domestic sourcing rules, procedures and requirements for requesting waivers, and other compliance documentation requirements. Notably, BABA requirements would extend to EV chargers, even when EPA funding is used solely for vehicle purchases.

States should advise grant recipients on current Buy America Build America requirements as specified by the relevant federal agency.

Diesel Emissions Reduction Act (DERA) Program

[DERA](#) was created under the Energy Policy Act of 2005 and gave the EPA grant and loan authority to promote diesel reduction projects through annual appropriations. As outlined in the Energy Policy Act, 70 percent of DERA appropriations are to be used for competitive grants and rebates to fund diesel emission reduction projects, and the remaining 30 percent of DERA appropriations are allocated to states and territories via formula funding. DERA funds have historically been used to replace older existing diesel vehicles with cleaner alternatives such as sulfur diesel trucks or compressed natural gas, among other fuel types. In recent years, however, many states have used DERA funds to replace diesel vehicles with battery electric alternatives across numerous fleets, including those serving freight and port facilities. (See Table 1.)

Table 2: DERA Awarded Grants that Support Freight and Port Electrification^{iv}

Year	State	Recipient	Funding Amount	Project Description	Fleet Type
2021	California	University of California, San Diego	\$161,644	Replaced one 2007 diesel Class 6 truck with one 2024 battery electric Class 6 truck.	Freight
2022-2023	Colorado	Drive Clean Colorado	\$3,281,107	Replaced six Class 6 box trucks and 15 on-road heavy duty diesel tractors with battery electric.	Freight
2022-2023	Colorado	Coalition for Sustainable Initiatives Inc.	\$2,946,930	Replaced 35 eligible terminal tractors and delivery trucks with battery electric.	Freight
2022-2023	Virginia	Virginia	\$972,000	Replaced four diesel utility tractor rigs with four new battery electric tractor rigs.	Port

DERA funding must be appropriated by Congress each year as part of EPA's budget. For FY26, DERA funding was set at \$90 million according to the [Commerce, Justice, Science, Energy and Water Development; and Interior and Environment Appropriations Act of 2026](#) (H.R. 6938), however as of February 2026 no open funding opportunities under this program have been announced.

The Charging and Fueling Infrastructure (CFI) Discretionary Grant Program, administered by FHWA, was created as part of IJA to invest in infrastructure for electric, hydrogen, natural gas, and propane vehicles. The IJA provided \$2.5 billion over five years for this program, which includes two funding categories: (1) Community Charging and Alternative Fueling Grants (Community Program); and (2) Charging and Alternative Fuel Corridor Grants (Corridor Program). States are eligible to apply, as are U.S. Territories, metropolitan planning organizations, local governments, special purpose districts such as port authorities, and Tribes.

Three rounds of awards (Round 1A, Round 1B and Round 2), totaling \$1.779 billion in grant funding to 147 applicants across 44 States, the District of Columbia and Puerto Rico were issued in January 2024, August 2024, and January 2025, respectively. The New Mexico Department of Transportation was awarded nearly \$64 million under the Corridor program of Round 1A for Medium- and Heavy-duty Electric Corridors along Interstate 10 in unincorporated Hidalgo and Dona Ana Counties. Under Round 1B, the California Department of Transportation was awarded over \$102 million for the West Coast Truck Charging and Fueling Corridor Project, in partnership with Oregon and Washington. The Illinois Environmental Protection Agency was awarded \$100 million under Round 2 for their Equitable Future-Ready Electrification Infrastructure for Green Heavy-duty Transportation (E-FREIGHT) project, which will deploy 14 publicly accessible EV charging stations along priority freight corridors across the Chicago metropolitan region. These stations will add 345 EV charging ports and vehicle stalls and will feature battery storage and clean on-site power generation.

No new CFI funding rounds have been announced since January 2025, and as of May 2026, no estimated date for NOFO release is available.

State Energy Program (SEP)

[SEP](#) is a formula program administered by the U.S. Department of Energy (DOE) that provides flexible funding directly to states to design, develop, and implement energy projects and initiatives, including transportation electrification efforts.^v Many State Energy Offices have used SEP funds to support EV charging infrastructure programs, EV incentive programs, fleet electrification advisory services, workforce development, and other transportation electrification efforts. More recently, some State Energy Offices have used SEP to support freight electrification and electrification of other MHD vehicles. For example, the Massachusetts Department of Energy Resources has used SEP funds to cover

a portion of the [MOR-EV Rebate program](#), which offers rebates for both light-duty and MHD vehicles. Their MHD vehicle rebate offers funds for [Class 3-8 battery electric and hydrogen fuel cell vehicles](#). SEP funds are used largely to administer the program, while funds from the [Regional Greenhouse Gas Initiative](#)^{vi} fund the rebates themselves. (*More information on RGGI can be found on page 10*).

State Programs

Texas Emissions Reduction Plan (TERP)

The Texas Emissions Reduction Plan (TERP) was enacted through Texas Senate Bill 5 in 2001, which established numerous statewide initiatives to reduce vehicle and building sector emissions to help comply with federal Clean Air Act standards.^{vii} TERP is funded through surcharges on motor vehicle sales taxes, registrations, inspections, a portion of titles fees, and sales tax on the purchase or rental of heavy-duty vehicles and equipment.^{viii} Thirty five percent of TERP funds must be remitted to the State Highway Fund, which is administered by Texas Department of Transportation (TxDOT).^{ix} TxDOT uses those funds for congestion mitigation and air quality projects in non-attainment areas. The remaining TERP funds are allocated to the Texas Commission on Environmental Quality to fund clean transportation and air quality improvement programs.^x

TERP funds a variety of grant programs that help Texas vehicles transition to cleaner fuels. In particular, the **Diesel Emissions Reduction Incentive (DERI) Rebate Grants**, can fund the purchase or lease of new, near-zero or zero emission on-road heavy-duty vehicles or non-road equipment. Eligible applicants include individuals, state and local governments, corporations, or any other legal entity. Applicants that are requesting grant funds for the purchase of on-road vehicles that are powered by alternative fuels may request additional funding to install onsite refueling infrastructure, including EV charging. Examples of recent awardees include \$1.5 million awarded to a Dallas/Fort Worth based carrier to purchase 10 electric terminal tractors, \$43,405 awarded to a Corpus Christi trucking company to replace an on-road haul truck with an electric truck, and \$263,458^{xi} awarded to an air conditioning manufacturer to fund stationary charging equipment. As of February 2026, DERI is not accepting applications but may be opening additional funding rounds in the future.

Additional TERP funded programs are the **Texas Clean Fleet Program (TCFP)**, which provides grants to fleets that own 75 or more vehicles to replace diesel trucks with alternative fuel or hybrid vehicles, including battery electric; and the **Alternative Fueling Facilities Program**, which provides grants for refueling facilities, which includes EV

charging infrastructure. For questions about any of the TERP programs please email terp@tceq.gov.

Colorado Retail Delivery Fee

Under [Colorado's Senate Bill 21-260](#), Colorado imposes a Retail Delivery Fee on any delivery made by motor vehicle that includes at least one item subject to Colorado state sales tax. The Retail Delivery Fee is made up of six different fees, with dedicated revenue from each fee allocated to a specific fund (see table below).

Fee Type	Fee Amount for July 2025-June 2026
Community Access Retail Delivery Fee	\$0.0567
Clean Fleet Retail Delivery Fee	\$0.0589
Clean Transit Retail Delivery Fee	\$0.0333
General Retail Delivery Fee	\$0.0933
Bridge and Tunnel Retail Delivery Fee	\$0.0300
Air Pollution and Mitigation Retail Delivery Fee	\$0.0078
Total Retail Delivery Fee	\$0.28

The retailers of the delivered goods are required to remit the fees to the state, and the revenue from the Retail Delivery Fee is dedicated to a variety of transportation, infrastructure, and environmental projects. The revenue from the *Community Access Retail Delivery Fee* and *Clean Fleet Retail Fee* funds a variety of grant programs to support the purchase of EVs, including MHD vehicles and charging infrastructure.

Notably, the **Fleet Zero-Emission Resource Opportunity (Fleet-ZERO)** EV Charging Grant **Program** provides funding to support EV charging infrastructure for fleets, whether for light- or MHD EVs. The grant is administered by the Colorado Energy Office and is available to businesses and industry, fleet charging providers, government and public institutions, independent contractors, nonprofit organizations, schools, and tribal governments.^{xii} The awarded funding can cover costs directly associated with the purchase and installation of EV charging infrastructure to support light- and MHD EVs for both on-road and off-road applications. In 2026, the Colorado Energy Office plans to open applications for a new funding lane focused on MHD Charging Hubs that will support high-power public or semi-public charging infrastructure specifically for MHD EVs.^{xiii}

Section 11 of [Colorado Senate Bill 21-260](#) establishes a **Clean Fleet Enterprise**^{xiv}. **The Clean Fleet Vehicle and Technology (CFVT) Program** operates as a competitive funding program in which fleets submit detailed information on the make-up of their fleet, transportation electrification planning, and projected costs, with awards subsequently

offered to support the purchase of battery electric or hydrogen fuel cell vehicles for light and MHD vehicle classes.^{xv}

Cap-and-Invest Programs

Regional Greenhouse Gas Initiative (RGGI)

RGGI is a cooperative, market-based effort between Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, and Vermont to cap and reduce carbon dioxide (CO₂) emissions from the power sector.^{xvi} RGGI is the first regional cap-and-invest initiative in the United States with each state managing their own Budget Trading Programs that limits CO₂ emissions from power plants, issues CO₂ allowances, and establishes participation in regional CO₂ allowance auctions. States can reinvest proceeds from the CO₂ auctions into energy efficiency and renewable energy projects, including investments in MHD zero-emission vehicles and infrastructure.

New Jersey uses RGGI proceeds to fund their [New Jersey Zero Emission Incentive Program \(NJ ZIP\)](#), which offers vouchers to businesses and institutional organizations to help offset the cost of purchasing MHD zero-emission vehicles. Additionally, the New Jersey Board of Public Utilities (NJ BPU) is using RGGI funds to administer the [Medium and Heavy-Duty EV Charging Program](#) to fund publicly accessible DCFCs for MHD vehicles. Eligible applicants are limited to businesses operating in state-defined Overburdened Communities and awards up to \$225,000 can help fund the purchase and installation of 150-kW or greater dual-port, networked DCFCs. Maryland has also used some RGGI funds to pay for Maryland Energy Administration's [Medium-Duty and Heavy-Duty Zero-Emission Vehicle Grant Program](#) which provides grants to Maryland fleets, companies, and organizations to help reduce the upfront costs of purchasing zero-emission MHD vehicles. To date, the program has funded numerous short-haul or drayage fleets including a \$697,500 award to Capital Logistics, LLC who plans to purchase three electric semi-trucks for their drayage services at the Port of Baltimore.^{xvii}

As noted above, Massachusetts used a portion of RGGI proceeds to fund their [MOR-EV and MOR-EV Trucks program](#), which offers rebates for the purchase of light and MHD EVs. The [MOR-EV Trucks](#) program is open to state residents, private businesses licensed in Massachusetts, nonprofit organizations, educational institutions, and local, state, and municipal governments.

California Climate Investments (CCI)

[CCI](#) is California's cap and invest program (formerly known as cap and trade), where proceeds from companies buying and selling emission allowances are deposited into the

Greenhouse Gas Reduction Fund (GGRF), which in turn funds a variety of programs that reduce greenhouse gas emissions, improve air quality, strengthen the economy, and provide meaningful benefits to low-income communities. Nearly \$13 billion in CCI projects have been implemented since the program was started, resulting in over 116 million metric tons of carbon dioxide equivalent greenhouse gas emissions reductions. One of the core programs that CCI funds is [California’s Clean Truck and Bus Voucher Incentive Program \(HVIP\)](#) that provides point-of-sale vouchers to reduce the upfront cost of purchasing or leasing zero-emission MHD vehicles.^{xviii} CCI also funds a portion of the state’s MHD charging/refueling infrastructure program, known as the [Energy Infrastructure Incentives for Zero-Emission \(EnergIIZE\) Commercial Vehicles Project](#).^{xix}

Washington’s Climate Commitment Act (CCA)

In 2021, the Washington legislature passed the [CCA](#), which is a cap-and-invest program that requires businesses to obtain allowances equivalent to their greenhouse gas emissions, with proceeds covering a wide variety of carbon reduction projects, particularly increasing the adoption of zero-emission vehicles.

Using CCA funds, the Washington Department of Transportation in coordination with the Washington Department of Commerce administers the [Washington Zero-Emission Incentive Program \(WAZIP\)](#), which provides point-of-sale vouchers to lower the cost of purchasing zero emission MHD vehicles and other off-road equipment so fleets can replace older higher polluting vehicles with cleaner alternatives. The program is open to fleet operators, dealerships, vehicle manufacturers, and transportation businesses in Washington. The funding is available on a first-come, first-served basis for Class 2b-8 vehicles.^{xx}

Revenue and Technology Neutral Sales Incentive

While not yet being implemented in the United States, a state-level revenue and technology neutral sales incentive could encourage adoption of clean MHD commercial vehicles, while not requiring federal approval. According to the International Council on Clean Transportation (ICCT), this approach would require state regulators to select a performance-based measure of pollution, such as grams of CO₂ emitted per mile, and set a benchmark that distinguishes clean vehicles from non-clean vehicles.^{xxi} Vehicle manufacturers would pay a fee on the sale of higher emitting vehicles, while receiving an incentive for the sale of lower emitting vehicles, particularly battery electric or other zero-emission vehicles.^{xxii} All payments would be deposited into a fund that is revenue neutral, meaning the amount collected from fees would balance the incentive amount.^{xxiii} This

approach would require regulatory approval but would not require additional funding and would provide a predictable market signal for manufacturers to sell cleaner vehicles.

Next Steps: Coordinate With Other States, State Agencies, and Industry Partners

There are a variety of innovative funding mechanisms that states can leverage to help support the transition to MHD EVs. State-level programs, including vehicle and charging infrastructure grants and point-of-sale vouchers, are vital to reducing the high upfront costs of transitioning a fleet to electric. Coordination among state agencies, industry, and local governments is essential to the success of these efforts and to achieving state transportation electrification goals. States that are interested in implementing similar programs can benefit from peer-to-peer learning with other states and increased coordination between state agencies, industry, and other key stakeholders.

If your state is interested in learning more about any of the individual programs mentioned above, please reach out to Jessie Lund (jlund@naseo.org) and Delaney Dixon (ddixon@naseo.org).

ⁱ“Volkswagen Settlement” National Association of State Energy Officials (NASEO):

<https://www.naseo.org/topics/volkswagen>

ⁱⁱ “Virginia Clean Cities CMAQ Vehicle Fuel Conversion Incentive Program,” Virginia Clean Cities:

<https://vacleancities.org/reports-2/cmaq-incentive-program/>

ⁱⁱⁱ IBID

^{iv} “U.S. EPA National DERA Awardees List,” U.S. EPA: <https://www.epa.gov/dera/national-dera-awarded-grants>

^v “Alternative Fuels Data Center, State Energy Program,” U.S. Department of Energy Office of Critical Minerals and Energy Innovation,: <https://afdc.energy.gov/laws/317>

^{vi} The Regional Greenhouse Gas Initiative (RGGI) is a cooperative, market-based effort among the states of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, and Vermont to cap and reduce CO₂ emissions from the power sector.

^{vii} “History of Legislation for Public Sector Energy Reporting,” Texas Comptroller, State Energy Conservation Office: <https://comptroller.texas.gov/programs/seco/reporting/history.php>

^{viii} “Texas Emissions Reduction Plan Biennial Report for the 89th Texas Legislature,” Texas Commission on Environmental Quality: <https://www.tceq.texas.gov/downloads/air-quality/terp/publications/sfr/79-24.pdf>

^{ix} IBID

^x IBID

^{xi} ^{xi} “Diesel Emissions Reduction Incentive (DERI) Program Project List – Fiscal Year 2002 Through 2025,” Texas Council on Environmental Quality: <https://www.tceq.texas.gov/downloads/air-quality/terp/reports/reports-project-list-deri-2of2.pdf/view>

^{xii} “Fleet-ZERO EV Charging Grant,” Colorado Energy Office: <https://energyoffice.colorado.gov/fleet-zero>

^{xiii} IBID

^{xv} “Clean Fleet Vehicle and Technology Program,” Colorado Department of Public Health and the Environment: <https://cdphe.colorado.gov/clean-fleet-vehicle-and-technology-program>

^{xvi} “RGGI Overview and Design,” Regional Greenhouse Gas Initiative (RGGI): <https://www.rggi.org/program-overview-and-design/elements>

^{xvii} “FY24 Medium-Duty and Heavy-Duty ZEV Grant Program Award Recipients,” Maryland Energy Administration:
<https://energy.maryland.gov/transportation/SiteAssets/Pages/MediumandHeavyDutyGrant/FY24%20MHD%20ZEV%20Award%20List%20%281%29.pdf>

^{xviii} “California HVIP,” California: <https://californiahvip.org/>

^{xix} “EnergiIZE Commercial Vehicles,” https://www.energiizecommercialvehicles.org/about?sub_nav=true.

^{xx} Washington Zero-Emission Incentive Program, Washington Department of Transportation: [ov/business-wsdot/grants/zero-emission-vehicle-grants/washingtons-zero-emission-incentive-program-wazip](https://www.wa.gov/transportation/ov/business-wsdot/grants/zero-emission-vehicle-grants/washingtons-zero-emission-incentive-program-wazip)

^{xxi} Ray Minjares, “A Clean Commercial Vehicle Sales Incentive,” International Council on Clean Transportation (ICCT): <https://theicct.org/a-clean-commercial-vehicle-sales-incentive-that-costs-nothing-jul25/>

^{xxii} IBID

^{xxiii} IBID