

San Diego Regional Clean Cities Coalition

Policy Update – October 2026

October 20, 2026

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Center for
Sustainable
Energy™

Updates

1

CARB Amendments to ACF/LCFS

CARB adopts amendments on the Advanced Clean Fleets (ACF) and Low Carbon Fuel Standard (LCFS) regulations

2

CA Legislative Session

Governor enacts legislation to streamline EV infrastructure permitting and increase price transparency for MD/HD ZEVs

3

Federal Reauthorization Bill

Congress extends surface transportation reauthorization funding and delays new legislation

CARB Amendments to ACF/LCFS

- **Background** – CARB has adopted amendments to the Advanced Clean Fleets (ACF) and Low Carbon Fuel Standard (LCFS) regulations, which went into effect on September 10, 2026.
- **Repeal of Requirements for Private Fleets** – The amended ACF repeals the previous ACF requirements for Drayage, High Priority, and Federal Fleets.
- **ZEV Purchase Schedule** – The amended ACF now requires State and Local Government (SLG) fleets to ensure that 50% of new vehicle purchases are ZEVs beginning on September 10, 2026 and 100% of new vehicle purchases are ZEVs beginning on January 1, 2030.
 - Agencies in low-population counties must only meet the 100% requirement.
- **ZEV Milestones Option** – The amended ACF allows SLG fleets to elect the Milestone option until January 1, 2030 and switch between the Milestone Option and the Purchase Schedule each year (so long as they were compliant in the previous year).

CARB Amendments to ACF/LCFS

- **Contracting Private Fleets** – The amended ACF clarifies that the SLG requirements apply to agencies that own, lease, rent, or contract vehicles and that these vehicles are considered part of the SLG fleet.
 - Legislation to prevent this provision did not ultimately pass.
 - Waste and wastewater fleet vehicles that are in service as of January 1, 2024 and are exclusively fueled with biomethane are eligible for a delay; these vehicles would not be required to meet the 100% new ZEV requirement until 2042.
- **Changes to LCFS HRI Pathway** – The amended ACF modifies the Hydrogen Refueling Infrastructure (HRI) pathway by allowing operators of public, light- and medium-duty (LMD) hydrogen refueling infrastructure to generate HRI capacity credits based on the full capacity of the infrastructure.
 - Operators of private LMD stations can generate capacity credits for up to 50% of the capacity of the station.



CA Legislative Session

- **AB 1820** – Establishes limits on permit fees for Level 2 EV infrastructure at multifamily developments but allows higher fees if additional costs are necessary and reasonable.
- **SB 1213** – Requires manufacturers of MD/HD ZEVs to provide detailed pricing data to be eligible for CARB funding programs such as HVIP, directs CARB to publish aggregated pricing data, and directs CARB to explore strategies to attract private investment and support in-state manufacturing.
- **SB 1283** – Directs the Governor's Office of Business and Economic Development (GO-Biz) to create a standardized form for EV infrastructure projects, to streamline deployment.



Surface Transportation Reauthorization

- **Background** – Congress passed an [extension](#) to continue funding surface transportation programs through December 11th, 2026. A reauthorization could be considered by the lame-duck session following the midterm elections but could also be extended further.
- **EV Fees** – To help replenish the Highway Trust Fund, Congress has [proposed annual registration fees](#) of \$130 for EVs and \$35 for PHEVs. These fees would increase to \$150 for EVs and \$50 for PHEVs by 2036.
- **EV Programs** – Congress is not expected to reauthorize the National Electric Vehicle Infrastructure (NEVI) program. The Charging and Fueling Infrastructure (CFI) program will likely be reduced in scope and incorporated into the Congestion Mitigation and Air Quality (CMAQ) program.

Questions

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