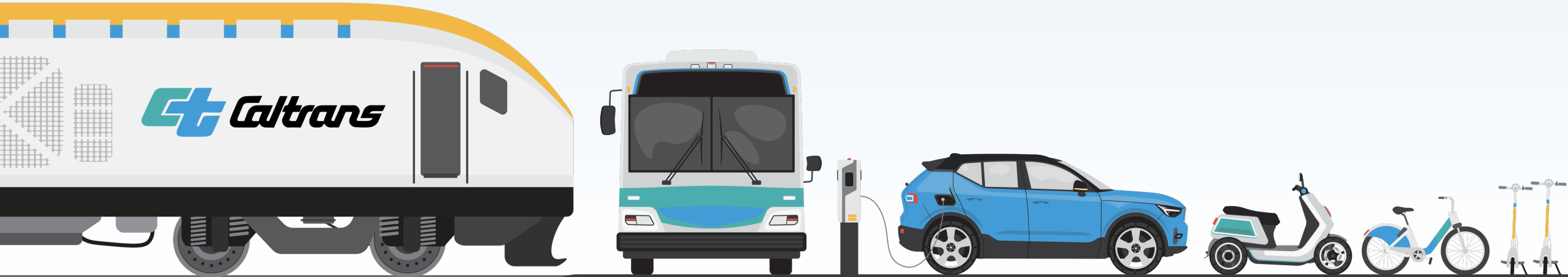




Caltrans Integrated Mobility

Connecting the dots on transportation innovation across California, the U.S., and the world.

February 4th 2025





NOW ARRIVING

U.S. Mobility headlines

Unpacking transportation news since the start of the Trump Administration



Trump's new administration is ushering in **significant changes** in transportation policy and funding.



Since President Trump took office on January 15th, he's worked quickly to operationalize his policies, signing dozens of executive orders, appointing new members of his cabinet, and releasing numerous public statements about his goals for the next four years.

Amid this flurry of activity, we're tracking transportation-related issues to provide analysis and understand what changes may be in store for California and the rest of the country.

So far, the most specific insights we've gotten relate to new policies on **vehicle electrification**, updates on Trump's **transportation nominees**, and the impacts of Trump's **funding freeze** which continue to unfold.

Check out the following slides for what we've heard so far →

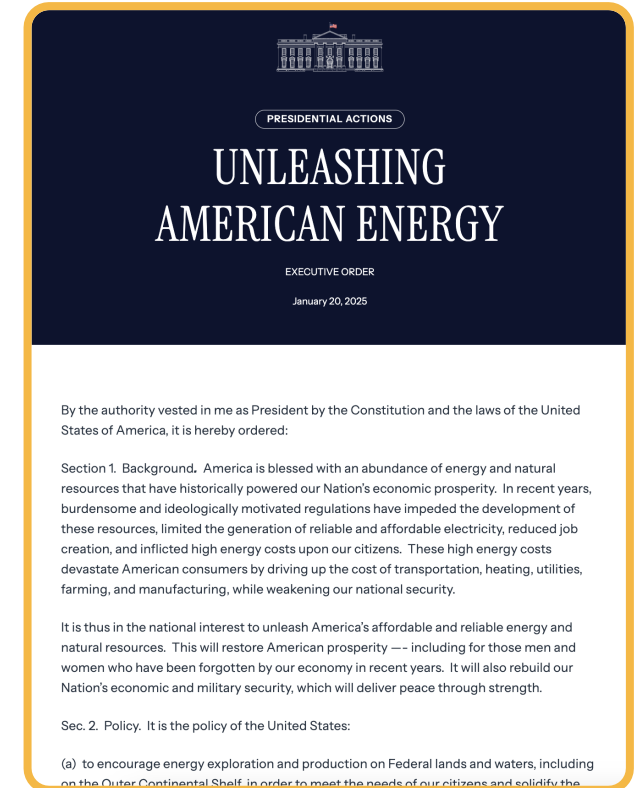
Trump orders repeal of EV targets, revocation of CA EPA waiver, removal of EV tax credits, and pause on EV infrastructure funds.

January 20th 2024

In one of his first official actions, Trump signed the order “**Unleashing American Energy**,” revoking 12 Biden-era orders and directing the following changes:

- **Removal of federal tax credits** currently in place that reduce the up-front purchase cost of EVs by up to \$7,500 for income-eligible Americans
- **Revocation of of state emissions waivers** from the EPA (Like California’s) that grant authority to set emissions standards stricter than those from the federal government
- **Renewed focus on fossil fuel** extraction and production within the U.S.,
- **Immediate pause on transportation funding** through programs such as the National Electric Vehicle Infrastructure (NEVI) program, the Charging & Fueling Infrastructure (CFI) program, the Carbon Reduction Program (CRP), and the PROTECT Program until further review by the Office of Management and Budget (OMB) and National Economic Council (NEC)

While some of these actions are likely to draw legal challenges, the order represents a bold step to shift the national direction on issues like climate change, infrastructure development, and expanding access for underserved communities.



Senate confirms Sean Duffy, Trump's new Transportation Secretary

January 28th, 2025

Sean Duffy was sworn in as the new Secretary of Transportation following a contentious confirmation hearing in the Senate. While Duffy was expected to pass the hearing without objection, 22 Democratic representatives voted against him in a surprise shift, citing Trump's freeze of federal funding, including for transportation infrastructure.

Throughout the confirmation hearings, Duffy highlighted his focus on **improving transportation safety** and continuing a Biden-era focus on improving the **passenger aviation industry** and addressing the shortage of air traffic controllers. Scrutiny on this specific issue is expected following the tragic airplane crash that occurred at Reagan National Airport on January 29th, killing 67.

Duffy has earned a **reputation for working collaboratively across the aisle** and is expected to support traditional transportation investment in roads, bridges, and some transit projects. Duffy is expected to follow Trump's general policy direction to pivot away from transportation electrification and is likely to prioritize individual car ownership as the default model for American families.

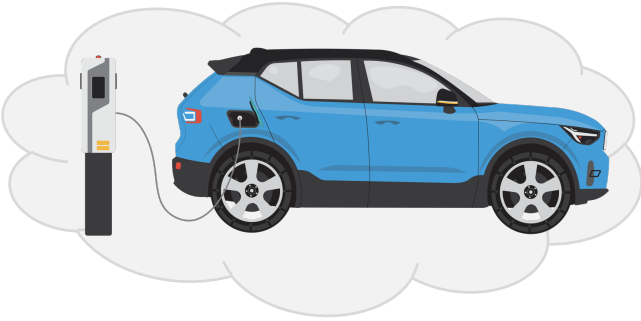


Sean Duffy served as a congressman from Wisconsin for 10 years, spending time on the House Financial Services Committee and the Great Lakes Task Force. Since his time in Congress, Sean has served as a host on Fox Business.

Before being elected, Sean worked as the District Attorney of Ashland County, Wisconsin, for ten years. Sean was also a world-champion lumberjack athlete and starred in two reality TV shows, where he met his wife Rachel ([S](#)).

In first move, Sec. Duffy moves to roll back emissions standards that were key to Biden EV strategy.

January 28th, 2025



"Artificially high fuel economy standards designed to meet non-statutory policy goals, such as those NHTSA has promulgated in recent years, impose large costs that render many vehicle models unaffordable for the average American family... They also put coercive pressure on automakers to phase out production of various models of popular (internal combustion engine) vehicles."

- Sean Duffy, Sec. Transportation

In his first action as secretary, Duffy directed staff to start rescinding or replacing the **Corporate Average Fuel Economy (CAFE) standards**, which require auto manufacturers to produce vehicles that meet certain targets for fuel economy over time. Under Biden, these standards were increased to require 2% annual improvements in fuel economy through 2031. To meet these requirements, auto manufacturers would have either needed to sell a higher proportion of EVs or improve the average performance of gas models to incrementally improve their fleets' overall emissions profiles.

Duffy's statement on this decision highlighted the potential for looser standards to lower costs for consumers purchasing new cars, implying that the rise in car prices in recent years have been a result of Biden-era emissions targets. Duffy's statement did not mention the environmental impact of these changes, or cost savings consumers benefit from with higher-performing, lower-emitting vehicles.

Auto industry analysts expressed doubts that changes in CAFE standards would meaningfully reduce costs for new car purchases, pointing out that supply chain challenges, low vehicle inventory, and increasing preference for larger vehicles like SUVs have driven up average car costs in recent years, not emissions standards.

Sources: [Federal Highway Administration](#) [Politico](#) [Reuters](#) [The Hill](#)

Marc Molinaro expected as Trump nominee for FTA Administrator, with NYC Congestion Pricing in sight.

January 30th, 2025

While many positions in Trump's administration remain unfilled, initial reports indicated that **Marc Molinaro**, a Republican from upstate New York, is expected to be named Administrator of the Federal Transit Administration (FTA), with wide-reaching transportation funding and associated policy authority.

Molinaro has been a career politician, serving as mayor for the New York village of Tivoli, spending time in Albany as a state legislator, running for New York state governor, and completing one term as a Congressman representing the Hudson Valley and the Catskills. His positions have been relatively moderate.

Molinaro's potential nomination appears pointed, given his outspoken criticism of the recently-implemented congestion pricing scheme in New York City. The New York MTA is the FTA's largest grantee, and Molinaro would hold significant power over the authority with this funding as leverage.

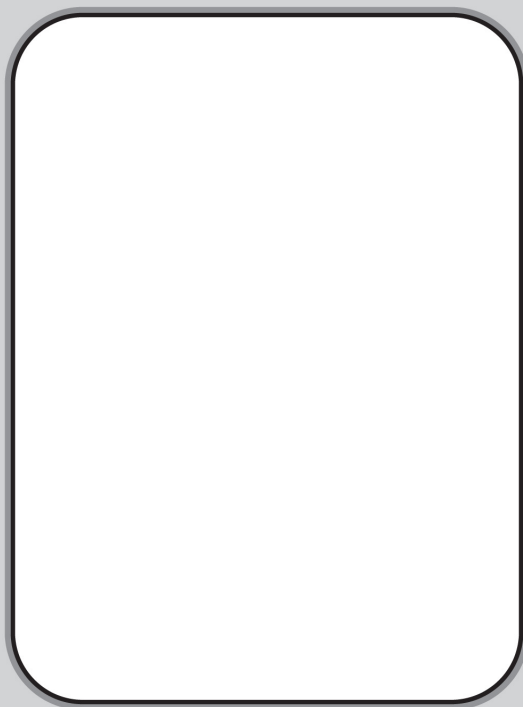


"It's just this constant drug of new taxation, without any capacity or interest in actually getting the MTA to function effectively..."

...I hope that the president and the Department of Transportation can unravel this nonsense and make the system run efficiently."

- Mark Molinaro on congestion pricing in NYC

EXIT



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