Zeroing in on Zero-Emission Buses

The U.S. Advanced Technology Transit Bus Index

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Overview

This report quantifies U.S. zero-emission transit bus (ZEB) adoption using data collected August 2024–July 2025, with adoption counts reported as of July 2025. A total of 8,116 full-size ZEBs have been funded, ordered, delivered, or deployed nationwide, representing 16 percent growth over the July 2024 count. Adoption has continued despite ongoing procurement challenges, long vehicle lead times, and a constrained domestic manufacturing base, underscoring sustained investment by transit agencies in fleet modernization and cleaner propulsion technologies. Battery-electric buses (BEBs) remain the dominant technology, while fuel cell electric buses (FCEBs) continue to expand, reflecting agency interest in diversified propulsion strategies aligned with operational needs.

Full-size ZEB adoption remains geographically widespread. California continues to lead the nation, followed by New York, Washington, Florida, and Massachusetts. Many other states report steady increases in ZEB deployment. These patterns indicate that fleet transitions are moving beyond early-adopter markets and scaling across a broader range of agency sizes and service environments.

“A total of 8,116 full-size ZEBs have been funded, ordered, delivered, or deployed nationwide, representing 16 percent growth over the July 2024 count.”

Overview (Cont.)

Small ZEBs continue to play an important role nationally. As of July 2025, 1,398 small ZEBs have been adopted nationwide by public transit agencies and other public-sector and institutional operators, supporting service models such as shuttles, paratransit, and on-demand mobility. While battery-electric vehicles account for most small ZEB deployments, small FCEBs are used in limited numbers in select locations. Growth in small ZEB adoption reflects agencies' interest in flexible, lower-capacity vehicles that complement full-size fleet transitions.

Airports continue to deploy ZEBs primarily for landside shuttle operations, including passenger and employee transportation between terminals, parking facilities, and rental car centers. Airport ZEB adoption remains concentrated in BEBs, with deployments across multiple states supported by federal, state, and local funding programs (Table 1). Together, transit agencies, small-bus operators, and airports demonstrate the expanding range of ZEB applications across the U.S. transportation system.

1 U.S. Full-Size ZEB Count

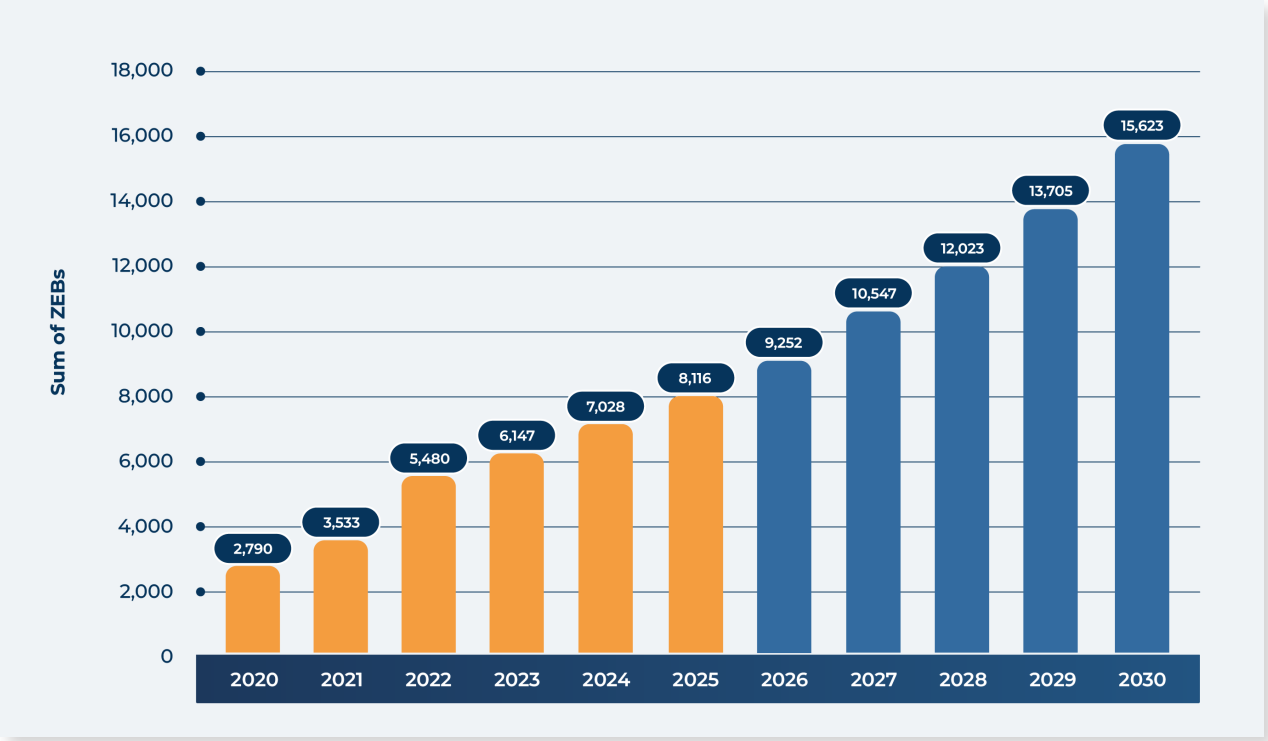
Building on the national trends outlined in the Overview section, full-size ZEB adoption continued to expand during the reporting period. As of July 2025, 8,116 full-size ZEBs have been funded, ordered, delivered, or deployed in the United States, representing an increase of 16 percent compared to the 7,028 vehicles documented in the previous reporting year. This growth has occurred despite persistent procurement challenges, extended vehicle lead times, and a constrained domestic market for transit bus manufacturing.

Full-size ZEB adoption remains geographically widespread across the United States. California continues to lead the nation overall, with 1,933 BEBs and 690 FCEBs, while New York, Washington, Florida, Massachusetts, Indiana, and Illinois also report substantial ZEB fleets. Notable year-over-year increases were observed

Table 1: U.S. Full-Size Year-Over-Year Growth

Fuel Type	2024	2025	Increase (2024 to 2025)	Growth %
BEB	6,453	7,261	808	13%
FCEB	575	855	280	49%
Total ZEBs	7,028	8,116	1,088	16%

Figure 1: Full-Size Projected Growth



in California, Washington, Indiana, Wisconsin, and Illinois, suggesting that fleet transition efforts are increasingly extending beyond the largest metropolitan agencies and scaling across mid-sized and smaller systems.

At the national level, the growth observed during this reporting period reflects a steady and sustained pace of adoption consistent with recent years. Agencies across the country continue to advance fleet transition strategies despite financial, operational, and manufacturing constraints. The breadth and persistence of adoption documented in this section indicate that full-size ZEBs are becoming an increasingly established component of long-term fleet planning, rather than isolated demonstration investments.

> ...7,261 full-size BEBs have been adopted nationwide...

> FCEB adoption also continued to expand during the reporting period, with the total count growing to 855 vehicles nationwide as of July 2025. This represents a 49 percent year-over-year increase...

BEB VS. FCEB HIGHLIGHTS

BEBs continue to represent the majority of full-size ZEB adoptions in the United States. As of July 2025, a total of 7,261 full-size BEBs have been adopted nationwide, representing a 13 percent increase from the previous reporting year. During the reporting period, agencies across a wide range of system sizes and service environments expanded their BEB fleets, supported by continued investment in charging infrastructure and the availability of federal and state funding programs. Recent deployments in states such as Colorado, Maryland, North Carolina, and Utah (including agencies introducing new BEBs into revenue service) demonstrate that BEB adoption is occurring across diverse geographic regions and is no longer limited to early-adopter markets.

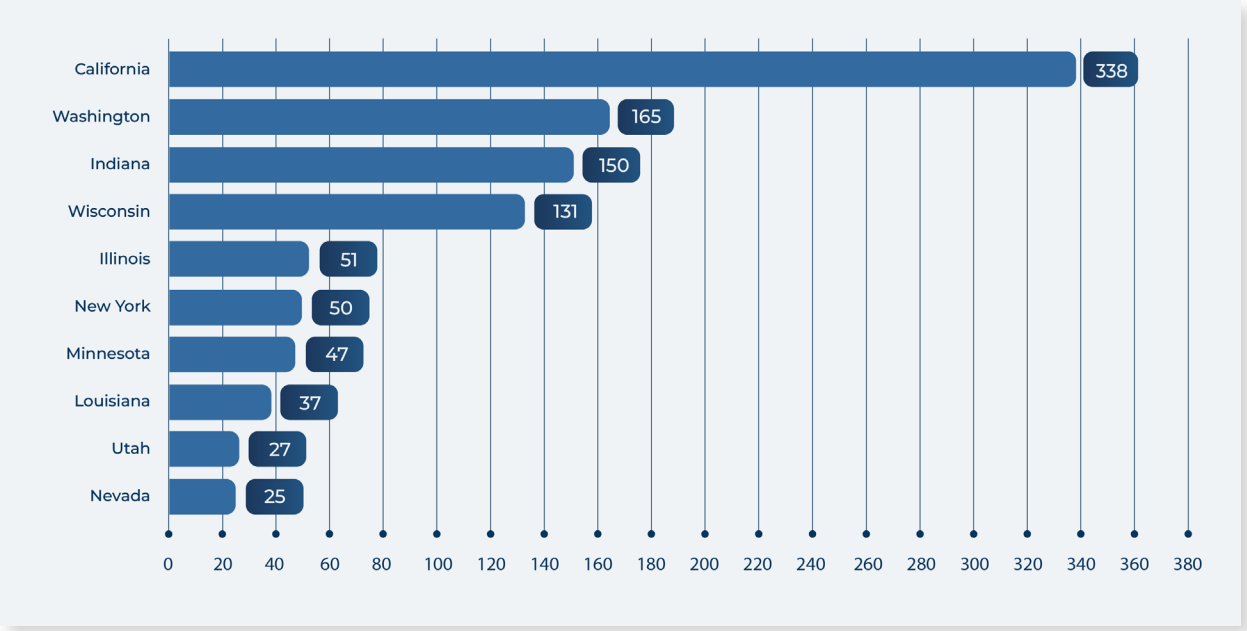
FCEB adoption also continued to expand during the reporting period, with the total count growing to 855 vehicles nationwide as of July 2025. This represents a 49 percent year-over-year increase, following the higher growth rate observed in the previous reporting cycle. While FCEB deployments remain more geographically concentrated than BEBs, growth during the reporting period was supported by new vehicle introductions and fleet expansions in states with existing hydrogen programs and fueling investments.

Agencies in states including New York, Washington, and Maryland **launched hydrogen fuel cell bus projects** during the reporting

period to support operational needs identified at the agency level, such as longer route assignments and refueling considerations. These deployments reflect continued agency interest in hydrogen-powered transit applications where system characteristics and supporting infrastructure align.

Taken together, BEB and FCEB adoption trends reflect sustained national momentum toward advanced propulsion technologies in public transit. Agencies are increasingly selecting propulsion pathways based on operational fit, facility readiness, and long-term fleet strategies, rather than pursuing uniform solutions across all service types.

Figure 2: Top 10 States With Largest Numerical Increases in Full-Size Transit ZEB Adoption (Compared to 2024)



ADOPTIONS BY STATE

State-level adoption patterns continue to reflect both established leadership and expanding participation across the country. California still leads in full-size ZEB adoption, accounting for roughly one-third of all full-size vehicles nationwide. New York, Washington, Florida, and Massachusetts round out the top five states by total full-size ZEB count, reflecting sustained deployment activity across several large and mid-sized transit markets. **Figure 3** illustrates the distribution of full-size ZEB adoption by state, while **Table 2** provides a detailed state-by-state breakdown of BEBs and FCEBs.

Several additional states reported substantial full-size ZEB fleets; Texas, Georgia, North Carolina, Illinois, and Ohio maintain relatively high adoption totals, indicating that fleet transition efforts are not limited to a single region or agency profile. These deployments span urban, suburban, and regional transit systems, underscoring the breadth of adoption across diverse service environments.

Table 2: State-By-State Full-Size Transit ZEB Distribution (As of July 2025)

State		FTA Region	BEBs	FCEBs	Total ZEBS
Alabama	AL	4	28	1	29
Alaska	AK	10	12	0	12
Arizona	AZ	9	40	12	52
Arkansas	AR	6	5	0	5
California	CA	9	1,933	690	2,623
Colorado	CO	8	140	0	140
Connecticut	CT	1	81	0	81
Delaware	DE	3	30	8	38
District of Columbia	DC	3	61	0	61
Florida	FL	4	519	0	519
Georgia	GA	4	171	0	171
Guam	GU	9	18	0	18
Hawai'i	HI	9	52	7	59
Iowa	IA	7	25	0	25
Idaho	ID	10	40	0	40
Illinois	IL	5	216	14	230
Indiana	IN	5	242	0	242
Kansas	KS	7	43	0	43
Kentucky	KY	4	51	0	51

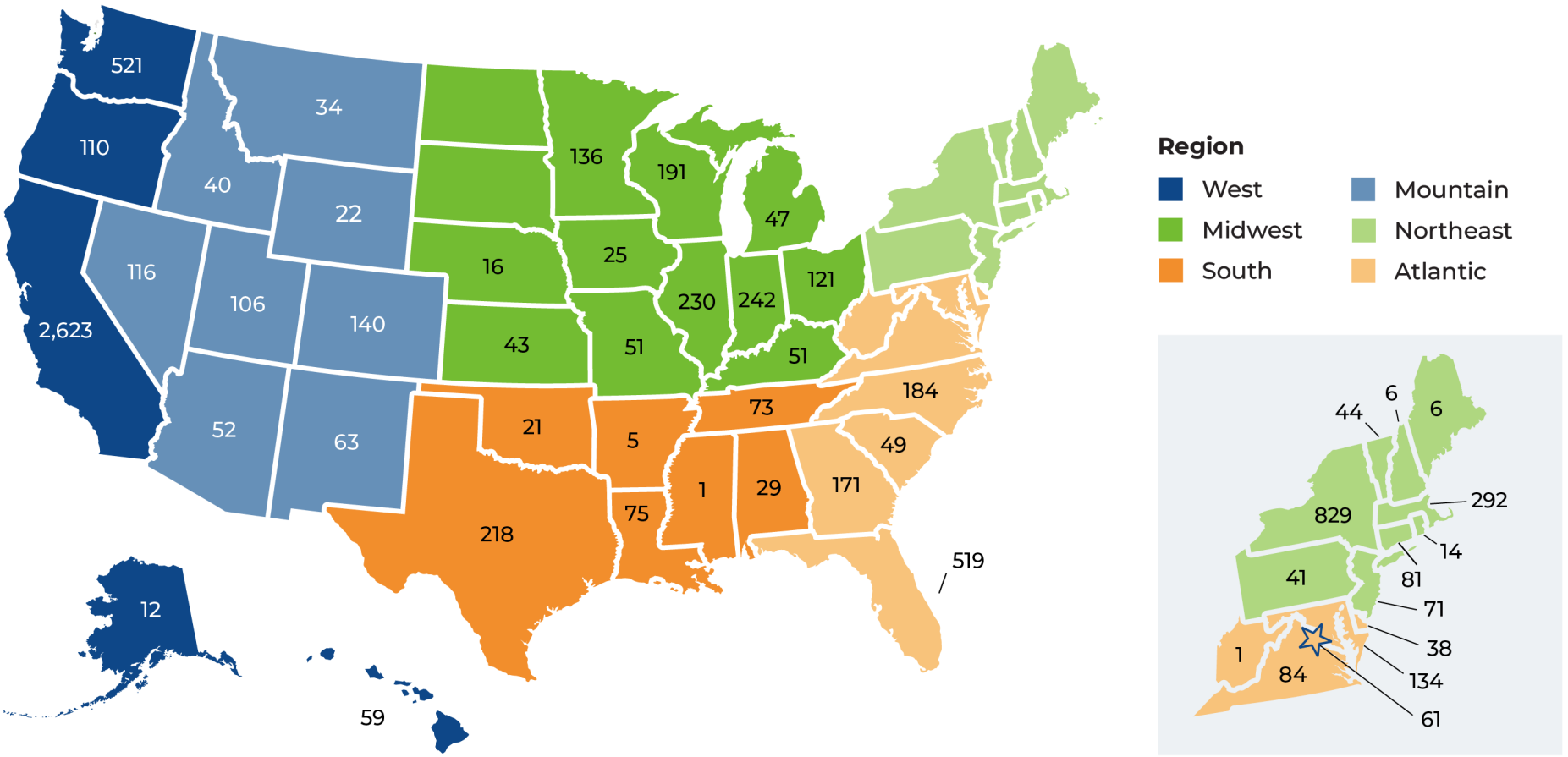
Table 2: State-By-State Full-Size Transit ZEB Distribution (As of July 2025)

State		FTA Region	BEBs	FCEBs	Total ZEBS
Louisiana	LA	6	75	0	75
Massachusetts	MA	1	291	1	292
Maryland	MD	3	121	13	134
Maine	ME	1	6	0	6
Michigan	MI	5	43	4	47
Minnesota	MN	5	136	0	136
Missouri	MO	7	51	0	51
Mississippi	MS	4	1	0	1
Montana	MT	8	34	0	34
Nebraska	NE	7	16	0	16
Nevada	NV	9	64	52	116
New Hampshire	NH	1	6	0	6
New Jersey	NJ	2	71	0	71
New Mexico	NM	6	63	0	63
New York	NY	2	814	15	829
North Carolina	NC	4	174	10	184
North Dakota	ND	0	0	0	0
Ohio	OH	5	107	14	121
Oklahoma	OK	6	21	0	21

Table 2: State-By-State Full-Size Transit ZEB Distribution (As of July 2025)

State		FTA Region	BEBs	FCEBs	Total ZEBS
Oregon	OR	10	110	0	110
Pennsylvania	PA	3	41	0	41
Rhode Island	RI	1	14	0	14
South Carolina	SC	4	47	2	49
Tennessee	TN	4	73	0	73
Texas	TX	6	208	10	218
Utah	UT	8	106	0	106
Vermont	VT	1	44	0	44
Virginia	VA	3	84	0	84
Washington	WA	10	519	2	521
Wisconsin	WI	5	191	0	191
West Virginia	WV	3	1	0	1
Wyoming	WY	8	22	0	22
Grand Totals		-	7,621	855	8,116

Figure 3: Full-Size Transit ZEBs Funded, Ordered, Delivered, or Deployed Within the United States (As of July 2025)



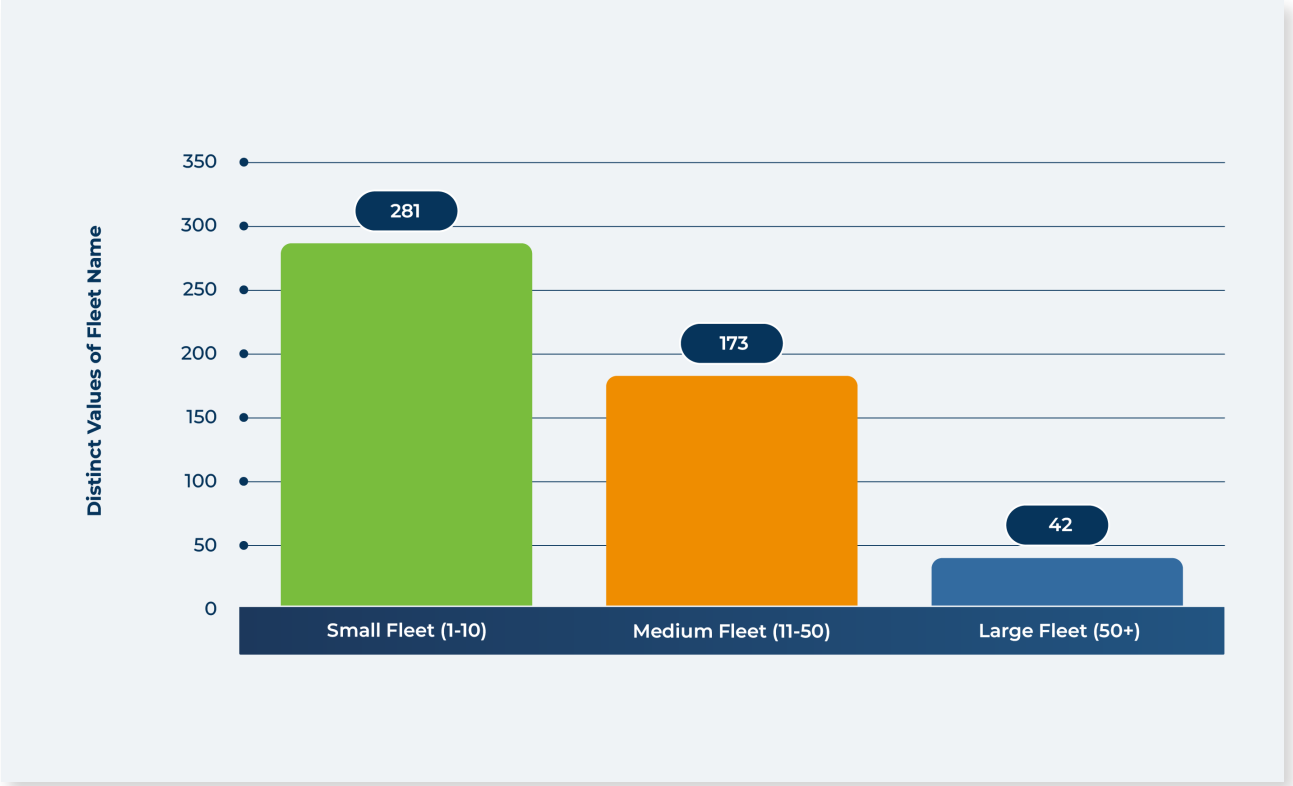
Adoption patterns varied across Federal Transit Administration (FTA) regions during the reporting period, with many regions showing continued year-over-year growth. Among regions with complete reporting for current and prior reporting years, the most significant numerical increases were observed in Regions 5 and 9, with additional gains recorded in all regions except 1 and 3. Regional totals and growth rates are summarized in **Appendix B**, and **Figure 2** highlights the states with the largest numerical increases in full-size ZEB adoption since the previous count. Reported regional growth reflects adoption during the reporting period and may be influenced by the timing of reporting updates and data availability across states and agencies.

Average ZEB Fleet Size

Beyond overall adoption totals, fleet-size distribution provides additional insight into how ZEB deployment is progressing at the agency level. A growing number of transit agencies have moved beyond pilot deployments and now operate fleets that include dozens, or, in some cases, hundreds of ZEBs. New York's Metropolitan Transportation Authority continues to operate the largest ZEB fleet nationwide, with several other agencies across California, Washington, Massachusetts, Florida, and the Midwest also reporting large and expanding fleets.

At the same time, the majority of transit agencies continue to operate smaller ZEB fleets as they build internal technical capacity, expand

Figure 4: Distribution of Full-Size Transit ZEB Fleet Size in the United States



supporting infrastructure, and integrate new vehicle technologies into daily operations. Many agencies are earlier in the adoption curve, reflecting phased deployment strategies that prioritize operational learning and risk management. **Figure 3** illustrates the distribution of full-size ZEB fleet sizes across U.S. transit agencies.

The presence of multiple large fleets alongside a broad base of smaller deployments highlights a market transitioning from early demonstrations toward more routine implementation — and the distribution observed during the reporting period indicates that deployment at scale is occurring across an increasing number of systems, supported by accumulated operational experience and sustained investment.

> ...1,398 small ZEBs have been adopted nationwide...

2 U.S. Small ZEB Count

Small ZEB adoption continued to expand during the reporting period, supporting a range of flexible and lower-capacity transit services. As of July 2025, a total of 1,398 small ZEBs have been adopted nationwide, representing an increase of 233 vehicles compared to the previous reporting year **(Table 3)**. These vehicles, which include deployments by public transit agencies and other public-sector and institutional operators, are commonly used for shuttles, paratransit services, and on-demand mobility.

BEBs account for the majority of small ZEB adoptions nationwide, with deployments reported across a broad range of states. Small FCEBs remain limited in number and are reported in only a few locations, indicating that hydrogen-powered platforms remain a niche application in this vehicle class. State-by-state adoption patterns for small ZEBs are summarized in **Table 3**.

Despite ongoing challenges related to vehicle availability and procurement timelines, agencies and municipalities continue to deploy small ZEBs through innovative service models. For example, during the reporting period, state-supported initiatives in New York advanced the **launch of two 100 percent electric shuttle services** to provide flexible, zero-emission mobility options in local communities.

Similarly, municipalities are leveraging small electric vehicles to pilot and expand community-based services — for example, the city of **Detroit brought back "The Connect," an electric shuttle service** that integrates zero-emission vehicles into neighborhood-focused transit operations. These examples illustrate how small ZEBs are being used to support adaptable service models while advancing broader fleet electrification and service modernization goals.

Table 3: Small Transit ZEBs Year-Over-Year Growth

Fuel Type	2024	2025	Increase (2024 to 2025)	Growth %
BEB	1,156	1,389	233	20
FCEB	9	9	0	0
Total ZEBs	1,165	1,398	233	20

Table 4: State-By-State Small Transit ZEB Distribution (As of July 2025)

State		FTA Region	BEBs	FCEBs	Total ZEBS
Alabama	AL	4	1	0	1
Arizona	AZ	9	20	0	20
California	CA	9	891	4	895
Colorado	CO	8	12	0	12
Connecticut	CT	1	1	0	1
Florida	FL	4	10	0	10
Georgia	GA	4	10	0	10
Hawai'i	HI	9	5	0	5
Iowa	IA	7	32	0	32
Illinois	IL	5	63	0	63
Indiana	IN	5	7	0	7
Kansas	KS	7	18	0	18

Table 4: State-By-State Small Transit ZEB Distribution (As of July 2025)

State		FTA Region	BEBs	FCEBs	Total ZEBS
Massachusetts	MA	1	29	0	29
Maryland	MD	3	5	0	5
Michigan	MI	5	51	0	51
Minnesota	MN	5	24	0	24
Missouri	MO	7	22	0	22
North Carolina	NC	4	2	0	2
New Jersey	NJ	2	23	0	23
New Mexico	NM	6	23	0	23
New York	NY	2	4	0	4
Ohio	OH	5	16	5	21
Oregon	OR	10	14	0	14
Pennsylvania	PA	3	1	0	1
Tennessee	TN	4	2	0	2
Texas	TX	6	56	0	56
Utah	UT	8	5	0	5
Vermont	VT	1	19	0	19
Washington	WA	10	12	0	12
Wisconsin	WI	5	11	0	11
Grand Totals		-	1,389	9	1,398

3 U.S. Airport ZEB Count

As of July 2025, airports across the United States continue to deploy both full-size and small ZEBs to support landside transportation needs, including passenger and employee shuttle services. Airport adoption remains concentrated in BEBs, reflecting the suitability of electric platforms for fixed-route, high-frequency operations **(Table 5)**.

California continues to account for the largest share of airport ZEB deployments nationwide, with additional adoption in North Carolina, New York, Nevada, New Jersey, Missouri, Florida, and Hawai'i. These deployments span a mix of large hub airports and smaller regional facilities, illustrating the applicability of zero-emission shuttle technologies across different airport contexts. State-by-state airport ZEB adoption totals are summarized in **Table 5**.

During the reporting period, several airports advanced zero-emission shuttle deployments through targeted fleet transitions, supported by a combination of federal, state, and local funding programs. Daniel K. Inouye International Airport in **Hawai'i introduced BEBs** into its rental car shuttle service, expanding zero-emission ground transportation at one of the nation's busiest airports. **Oakland Airport** also deployed BEBs

Table 5: Airport ZEBs State-By-State Distribution (As of July 2025)

State		Full-Size	Small	Total
California	CA	103	83	186
Florida	FL	4	0	4
Georgia	GA	2	0	2
Hawai'i	HI	0	4	4
Indiana	IN	9	2	11
Michigan	MI	2	4	6
Missouri	MO	7	19	26
North Carolina	NC	28	0	28
New Jersey	NJ	12	0	12
New Mexico	NM	0	2	2
Nevada	NV	23	0	23
New York	NY	24	0	24
Texas	TX	14	0	14
Grand Totals		228	114	342

in its parking shuttle fleet, illustrating another way in which airports are integrating ZEBs into high-utilization shuttle services.

Public funding programs continue to support airport ZEB deployment and associated infrastructure. **Federal initiatives, such as the Federal Aviation Administration's Airport Zero-Emission Vehicle and Infrastructure Pilot Program**, provide targeted funding to eligible airports for the purchase of ZEBs and charging infrastructure. In addition, state-level policies and incentive programs, particularly in California, have contributed to higher adoption rates at airports by encouraging or requiring transitions to zero-emission shuttle fleets. Together, these funding mechanisms reinforce airports' roles as early adopters of zero-emission shuttle technologies in operationally controlled environments.

4 U.S. Policy and Funding Sources

Public transit agencies across the United States continue to pursue ZEBs as part of broader efforts to modernize fleets, improve local air quality, and reduce transportation-related emissions. The transportation sector remains the largest source of greenhouse gas emissions nationwide, underscoring the role that transit policy plays in advancing emissions-reduction strategies while maintaining reliable service. Federal and state policies, supported by a mix of grant programs, incentives, and regulatory frameworks, have been central to enabling ZEB adoption.

Policy Framework

The deployment of ZEBs by transit agencies reflects the cumulative effect of long-standing policy signals rather than short-term market shifts. While environmental and public health objectives continue to motivate adoption, agencies also cite operational considerations such as fuel cost stability, vehicle performance, and long-term maintenance planning. Policy frameworks that provide funding flexibility, reduce upfront procurement risk, and allow phased implementation have been particularly influential, especially as agencies navigate supply chain constraints and a limited pool of domestic transit bus manufacturers.

Federal

At the federal level, FTA continues to shape transit bus procurement and fleet modernization through policy guidance and competitive grant programs. **The Low or No Emission (Low No) Program** and the **Grants for Buses and Bus Facilities Program**, authorized under the Infrastructure Investment and Jobs Act, have been primary mechanisms through which transit agencies have pursued zero- and low-emission bus projects, along with the supporting infrastructure, facilities, and workforce investments required for deployment.

Historically, these programs have supported a range of fleet transition strategies, including phased deployments and mixed-fleet procurements. Federal awards have funded not only vehicle purchases, but also supporting infrastructure, facility upgrades, and workforce training, reflecting the operational complexity of deploying advanced propulsion technologies at scale.

In February 2024, FTA issued guidance encouraging transit agencies and manufacturers to make greater use of existing procurement flexibilities to address rising costs, supply chain challenges, and extended delivery timelines. That guidance emphasized practical approaches to managing financial and delivery risk while remaining within established federal procurement requirements.

Taken together with subsequent updates in 2025, federal policy continues to emphasize flexibility and implementation pragmatism rather than prescribing a single pathway for fleet transition. This approach allows agencies to align procurements with local operational needs while navigating ongoing market and manufacturing constraints.

In July 2025, near the close of the period covered by this report, **FTA announced** that recipients of Low or No Emission Program awards may request modifications to approved projects that would allow the substitution of low-emission technologies in place of zero-emission vehicles or infrastructure — altering the policy framework by expanding technology optionality and increasing agency discretion within existing awards.

Given the timing of this announcement, the practical effects of these adjustments on zero-emission transit adoption, procurement decisions, and long-term fleet transition strategies have yet to be observed. This policy change represents a notable shift in federal signaling, and the implications will be assessed over time as agencies respond and implementation outcomes emerge.

Complementary Federal Funding and Incentives

In addition to FTA-administered programs, transit agencies leveraged other federal funding sources to support ZEB projects. For example, states have used the **Congestion Mitigation and Air Quality Improvement Program** and metropolitan planning organizations to fund projects that reduce transportation-related emissions in nonattainment and maintenance areas. This has offered agencies additional flexibility to assemble blended funding packages for vehicles, infrastructure, and supporting facilities.

Federal tax incentives have also played a supporting role. The **Commercial Clean Vehicle Credit**[1] historically provided tax credits for qualifying commercial vehicles, including transit buses with a gross vehicle weight rating above a specified threshold, offsetting a portion of the incremental upfront cost of zero-emission technologies.

[1]The Qualified Commercial Clean Vehicle Credit is not available for vehicles acquired after Sept. 30, 2025.

The applicability of these incentives varies by agency procurement structure and tax status, but they have contributed to project-level cost reductions in some deployments.

Airport-Specific Policies and Funding

Federal and state policies have increasingly targeted airport ZEB deployments as ways to address localized air quality concerns and emissions impacts.

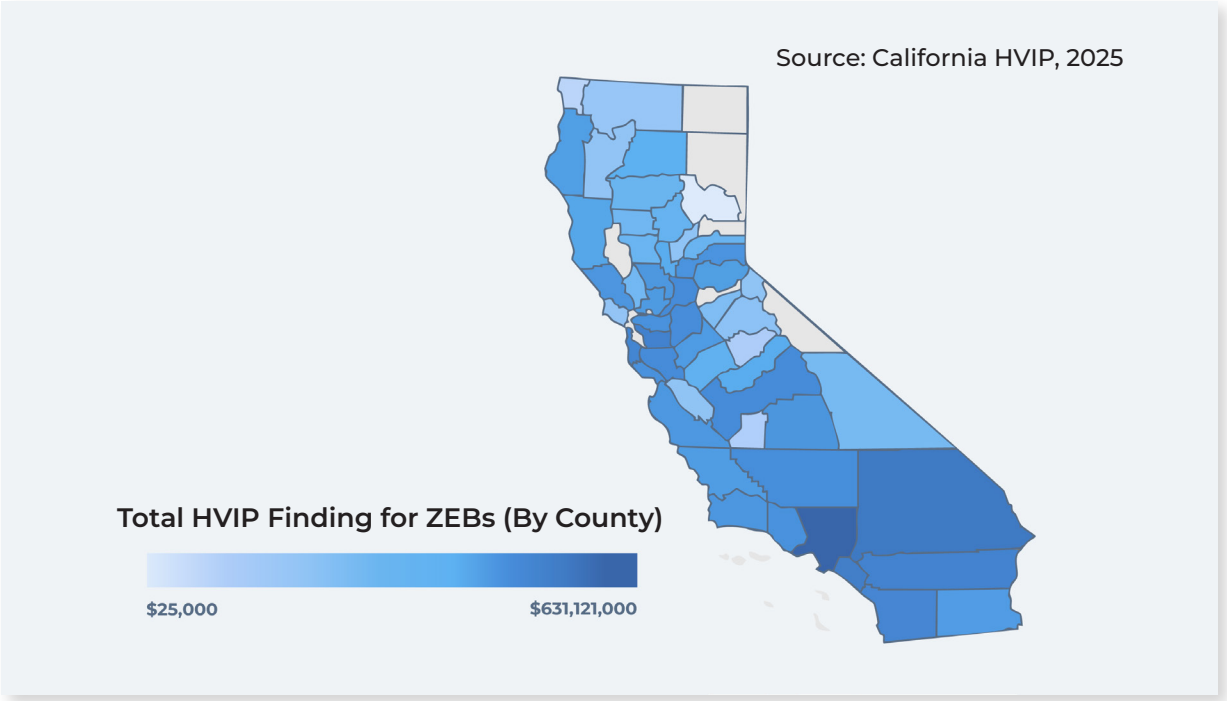
At the federal level, the Federal Aviation Administration has supported airport sustainability initiatives, including for electric buses and related charging infrastructure. These programs have enabled airport operators to pilot and scale zero-emission ground transportation solutions alongside broader sustainability investments.

State

State policies and incentive programs continue to play a critical role in advancing ZEB adoption, particularly as agencies plan for long-term fleet transitions and manage uncertainty in federal funding. California remains the most prominent example of a comprehensive state-level approach that combines incentives with regulatory requirements.

California's regulatory framework requires operators at major airports to transition airport shuttle fleets to zero-emission technologies by the mid-2030s. This regulation has contributed to higher adoption

Figure 5: California HVIP Voucher Map



rates at California airports over other regions and has influenced procurement planning among airport operators and contracted shuttle providers.

Adoption is further catalyzed by California's **Clean Truck and Bus Voucher Incentive Project**, which provides point-of-sale vouchers that reduce the upfront cost of zero- and low-emission vehicles. Transit agencies frequently use this incentive in combination with federal grants to lower procurement risk and accelerate deployment.

California's Innovative Clean Transit regulation establishes a long-term requirement for public transit agencies to transition their fleets to zero-emission technologies. The regulation requires an increasing share of new bus purchases to be zero-emission, culminating in a full transition by 2040. As part of implementation, transit agencies submit rollout plans outlining fleet transition strategies, infrastructure development, and operational considerations. Several agencies have already transitioned to fully zero-emission fleets or are advancing ahead of regulatory milestones. Other states have adopted incentive-based approaches to support ZEB adoption. New York's voucher program, administered by the New York State Energy Research and Development Authority, provides purchase incentives for eligible transit agencies. Additional states, including Indiana, Massachusetts, Montana, Virginia, and Washington, offer grants, rebates, or technical assistance to support ZEBs and related infrastructure. While program designs vary, these state-led efforts increasingly complement federal funding and provide agencies with additional planning certainty.

Multi-State Coordination and Market Signals

Multi-state coordination has also influenced the ZEB market. **The Multi-State Medium- and Heavy-Duty Zero-Emission Vehicle Memorandum of Understanding**, signed by multiple states and Washington, D.C., established shared goals for accelerating the deployment of zero-emission medium- and heavy-duty vehicles. An accompanying action plan outlined policy, funding, and market development strategies intended to support scalable adoption.

For transit agencies operating in a constrained manufacturing environment, coordinated policies can help stabilize demand and support long-term planning. As noted previously, tools like statewide procurement contracts and joint purchasing agreements have been used to reduce administrative burden, improve procurement efficiency, and support compliance with federal and state requirements while advancing zero-emission fleet deployment.

5 CONCLUSION

U.S. transit agencies continue to advance ZEB adoption at a steady and measurable pace. As of July 2025, more than 8,000 full-size ZEBs have been funded, ordered, delivered, or deployed nationwide, reflecting nearly 16 percent growth compared to the previous reporting year. Adoption has continued across a broad range of geographies, agency sizes, and service environments, reinforcing that ZEBs are now an established component of long-term fleet modernization strategies.

This progress has occurred despite persistent and evolving challenges. While supply chain disruptions have moderated in some areas, transit agencies continue to operate in a constrained domestic bus manufacturing market characterized by limited supplier availability, long vehicle lead times, and competition for production capacity. At the same time, recent federal policy actions have introduced additional flexibility into existing funding programs, creating uncertainty around how future procurement decisions and fleet transition strategies may evolve.

> ...sustained progress will depend on maintaining predictable funding pathways, supporting domestic manufacturing capacity, and ensuring that transit agencies have access to the tools and technical assistance needed to deploy advanced propulsion technologies at scale.

Despite these conditions, transit agencies are adapting their deployment approaches. The continued use of statewide and joint procurement contracts, the strategic blending of federal and state funding sources, and the expansion of BEB and FCEB deployments illustrate a market that is maturing and increasingly responsive to operational realities. Agencies are selecting propulsion technologies based on route characteristics, facility readiness, and long-term fleet needs, rather than pursuing uniform solutions.

Looking ahead, sustained progress will depend on maintaining predictable funding pathways, supporting domestic manufacturing capacity, and ensuring that transit agencies have access to the tools and technical assistance needed to deploy advanced propulsion technologies at scale. While the headwinds facing the industry have shifted, the trajectory documented in this report remains clear: The role of ZEBs in the U.S. transit system continues to expand, and the practical impacts of recent policy changes will become clearer over time as agencies make procurement decisions and implementation outcomes emerge.

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APPENDIX A: BREAKDOWN OF ZEB DISTRIBUTION BY FTA REGION

The following tables list the count of full-size transit ZEBs for each FTA region by state as of July 2025.

Table A-1: FTA Region 1 State-By-State Full-Size ZEB Distribution

0% Growth From 2024

State		BEB	FCEB	Row Totals
Connecticut	CT	81	0	81
Massachusetts	MA	291	1	292
Maine	ME	6	0	6
New Hampshire	NH	6	0	6
Rhode Island	RI	14	0	14
Vermont	VT	44	0	44
Grand Total	-	442	1	443

Table A-2: FTA Region 2 State-By-State Full-Size ZEB Distribution

6% Growth From 2024

State		BEB	FCEB	Row Totals
New Jersey	NJ	71	0	71
New York	NY	814	15	829
Grand Total	-	885	15	900

Table A-3: FTA Region 3 State-By-State Full-Size ZEB Distribution

-10% Growth From 2024

State		BEB	FCEB	Row Totals
District of Columbia	DC	61	0	61
Delaware	DE	30	8	38
Maryland	MD	121	13	134
Pennsylvania	PA	41	0	41
Virginia	VA	84	0	84
West Virginia	WV	1	0	1
Grand Total	-	338	21	359

Table A-4: FTA Region 4 State-By-State Full-Size ZEB Distribution

5% Growth From 2024

State		BEB	FCEB	Row Totals
Alabama	AL	28	1	29
Florida	FL	519	0	519
Georgia	GA	171	0	171
Kentucky	KY	51	0	51
Missouri	MS	1	0	1
North Carolina	MC	174	10	184
South Carolina	SC	47	2	49
Tennessee	TN	73	0	73
Grand Total	-	1,064	13	1,077

Table A-5: FTA Region 5 State-By-State Full-Size ZEB Distribution

69% Growth From 2024

State		BEB	FCEB	Row Totals
Illinois	IL	216	14	230
Indiana	IN	242	0	242
Michigan	MI	43	4	47
Minnesota	MN	136	0	136
Ohio	OH	107	14	121
Wisconsin	WI	191	0	191
Grand Total	--	935	32	967

Table A-6: FTA Region 6 State-By-State Full-Size ZEB Distribution

12% Growth From 2024

State		BEB	FCEB	Row Totals
Arkansas	AR	5	0	5
Louisiana	LA	75	0	75
New Mexico	NM	63	0	63
Oklahoma	OK	21	0	21
Texas	TX	208	10	218
Grand Total	-	372	10	382

Table A-7: FTA Region 7 State-By-State Full-Size ZEB Distribution

10% Growth From 2024

State		BEB	FCEB	Row Totals
Iowa	IA	25	0	25
Kansas	KS	43	0	43
Missouri	MO	51	0	51
Nebraska	NE	16	0	16
Grand Total	-	135	0	135

Table A-8: FTA Region 8 State-By-State Full-Size ZEB Distribution

26% Growth From 2024

State		BEB	FCEB	Row Totals
Colorado	CO	140	0	140
Montana	MT	34	0	34
Utah	UT	106	0	106
Wyoming	WY	22	0	22
Grand Total	-	302	0	302

Table A-9: FTA Region 9 State-By-State Full-Size ZEB Distribution

12% Growth From 2024

State		BEB	FCEB	Row Totals
Arizona	AZ	40	12	52
Guam	GU	18	0	18
Hawai'i	HI	52	7	59
Nevada	NV	64	52	116
Grand Total	-	174	71	245

Table A-10: California (FTA Region 9) State-By-State Full-Size ZEB Distribution

15% Growth From 2024

State		BEB	FCEB	Row Totals
California	CA	1,933	690	2,623

Table A-11: FTA Region 10 State-By-State Full-Size ZEB Distribution

28% Growth From 2024

State		BEB	FCEB	Row Totals
Alaska	AK	12	0	12
Idaho	ID	40	0	40
Oregon	OR	110	0	110
Washington	WA	519	2	521
Grand Total	-	681	2	683

Spotlight on PSTA

Pinellas Suncoast Transit Authority (PSTA) is the primary public transportation provider for Pinellas County, Florida, serving its central Gulf Coast region, which includes St. Petersburg, Clearwater, and the Gulf beaches. Headquartered in St. Petersburg, PSTA operates fixed bus routes, express service to Tampa, local trolleys, and the SunRunner bus rapid transit line. Across its system of roughly 300 transit vehicles, the agency delivers more than 10 million passenger trips annually.

PSTA began introducing ZEBs into its fleet in 2018, when its first two battery-electric vehicles entered service. Since then, the agency has expanded electric operations and has integrated more buses into regular service across multiple parts of the county. These buses have been assigned to a range of routes, including longer-distance and express-style services, and are supported by operator training focused on range management and charging cycles.

Facility planning has also evolved alongside the fleet. PSTA is developing a new Clearwater Multimodal Transit Center designed to support electric bus operations, including onsite charging, while serving as a transfer hub for local and regional travel. This project reflects the agency's broader effort to leverage advanced transit technology to improve mobility and support economic activity across Pinellas County.

The images for this report were provided courtesy of PSTA.

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ABOUT CALSTART

A mission-driven industry organization focused on transportation decarbonization and clean air for all, CALSTART has offices in New York, Michigan, Colorado, California, Florida, and Europe. CALSTART is uniquely positioned to build the national clean transportation industry by working closely with its nearly 200 member companies and building on the lessons learned from the major programs it manages for the State of California. CALSTART manages more than $1 billion in vehicle incentive and technical assistance programs in the United States and is leading a global effort to build the zero-emission commercial vehicle market.
Learn more at **calstart.org**.