

# Last Week In Innovative Mobility

December 9 - 15, 2024



## ADVANCED AIR MOBILITY

**Supernal announces they are moving their headquarters from Washington, D.C. to Irvine, California.** The CEO of Supernal explains the Washington, D.C. office will remain their hub for policy and regulatory work. Additionally, Supernal confirms they are still maintaining their goal to launch an electric vertical take-off and landing aircraft service in 2028.

Kristen Korosec

## AUTOMATED VEHICLES

**Waymo announces their automated vehicle (AV) first responder protocols passed an independent review by TÜV SÜD.** The review finds that Waymo's protocols meet industry standards and align with the best practices of the Society of Automotive Engineers. Additionally, Waymo reports they have trained 15,000 police and fire officials from over 75 agencies on how to interact with the AVs.



Justin Sullivan/Getty Images

## AUTOMATED VEHICLES

**General Motors (GM) announces they will no longer continue to fund their AV division, known as Cruise.** Alternatively, GM will turn their focus toward developing automated features for personal vehicles. GM cites increasing competition and the necessary capital and time investments as reasons for their decision.



David Paul Morris/ Bloomberg/Getty Images

## ELECTRIC VEHICLES

**The California Energy Commission (CEC) approves \$1.4 billion for the development of electric vehicle (EV) and hydrogen refueling infrastructure.** The funds are expected to support about 17,000 new EV charging and hydrogen refueling stations and will be competitively distributed over the next four years. The CEC notes at least 50% of the funding must benefit underserved communities.



Phillip Faraone/Getty Images

## TRANSPORTATION EMISSIONS

**The U.S. Supreme Court agrees to hear an appeal from fuel producers in Spring 2025 related to a waiver granted by the Environmental Protection Agency (EPA).** The EPA waiver, granted in 2022, allows California to set more strict vehicle emission standards. It is important to note the Supreme Court will determine if fuel producers have legal standing to challenge the EPA waiver. A federal appeals court previously determined the fuel producers do not have grounds to sue on this issue.



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