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Alert is a monthly update on transportation and air quality planning activities in the Delaware Valley.



Air Quality and Transportation

Federal Highway Administration Approves NEVI Plans for All 50 States

The Federal Highway Administration (FHWA) has approved the implementation plans for the National Electric Vehicle Infrastructure (NEVI) program for all 50 states. Under the Bipartisan Infrastructure Law \$5 billion of NEVI formula funding is available over five years to invest in a convenient and reliable electric vehicle (EV) charging network across the country. The Biden Administration has identified adoption of EVs as a critical part of the nation's climate goals since nationally, transportation accounts for more than a quarter of all emissions.

According to FHWA, the approval of these plans makes \$900 million in NEVI formula funding from Fiscal Years 2022 and 2023 available to help build EV chargers across approximately 53,000 miles of highway across the country. States were required to submit their plans before August 1, 2022 and receive federal approval before the states received their portion of the NEVI formula funds.

States can use their NEVI formula funding for projects directly related to the charging of a vehicle. It could include the upgrade of existing and construction of new EV charging infrastructure, operation and maintenance costs of these charging stations, installation of on-site electrical service equipment, community and stakeholder engagement, workforce development activities, EV charging station signage, data sharing activities, and related mapping analysis and activities.

The NEVI legislation requires that states use the money to fund DC Fast Chargers (DCFC) on designated Alternative Fuel Corridors (AFCs). DCFC can provide a full charge to a vehicle in approximately 30 minutes. The chargers must be located within a mile of the AFC interchange and provide four 150 kW charging ports. The legislation states that the AFC needs chargers meeting these requirements at least every 50 miles in order to be considered "EV Ready." Once the network of designated corridors in a state is built out to be EV ready, the state can then use NEVI funds on other highways and corridors. Most state NEVI plans include goals to build out their existing AFCs in the earlier years of the program to free up more flexible use of the funds in later years.

With the approval of the state plans, New Jersey will receive approximately \$37.5 million in FYs 2022 and 2023 and \$104.4 million over the five-year NEVI program. Pennsylvania will receive almost \$62 million in the first two years and \$171.5 over the life of the program. The state NEVI plans are organic documents that set early goals for the program that can be adjusted as project eligibilities expand when certain conditions are met.

Details about how the funding programs will be implemented are still being developed as the states await final federal guidance on the program. New Jersey



Save the Date

**Monday
October 31, 2022**

**Deadline for Applications:
NJ BPU
EV Tourism Charger
Grant Program**

**For more information,
please visit:**

**nicleanenergy.com/
and select
"Programs"**

**Tuesday
November 15, 2022**

Please Save the Date

**PennDOT NEVI Stakeholder
Outreach Meeting:
Montgomery County
Community College,
Blue Bell, PA**

Time: TBD

and Pennsylvania Departments of Transportation are planning outreach events for this fall to educate potential project partners about the NEVI program in their states. Stay tuned for details on upcoming events.

[New Jersey's NEVI Deployment Plan](#) is available at www.dep.nj.gov/drivegreen.

[Pennsylvania's NEVI State Plan](#) is available at www.penndot.pa.gov.

New York Announces Plans to Require All New Car Sales to be Zero Emission Vehicles by 2035

On September 30, 2022 Governor Kathy Hochul announced that New York will be following California's lead by mandating that all new cars, pickups, and Sport Utility Vehicles (SUV) sold in the state must be either EVs or plug-in hybrids by Model Year (MY) 2035. In order to reach that goal, the state has mandated that 35 percent of new cars must be zero-emission by 2026 and 60 percent by 2030. New school buses must also be zero emissions by 2035.

Under California's new rules, automakers cannot sell any car, pickup truck, minivan, SUV, or other passenger vehicle that emits greenhouse gasses by 2035. Motorists can continue driving gas-fueled vehicles that were bought before the 2035 deadline and will be allowed to purchase used gas-powered vehicles after the rules take effect.

Governor Hochul ordered New York's environmental agency to create similar standards to those adopted by California in August. Those rules phase out the sales of gas-only powered vehicles by 2035 also. The phase out of gasoline powered vehicles is designed to reduce passenger vehicle pollution by 50 percent by 2040.

"We had to wait for California to take a step because there's some federal requirements that California had to go first — that's the only time we're letting them go first," the governor said in a press conference when announcing the standards. The federal Clean Air Act allows California to set air quality standards that are more stringent than the federal standards because of California's poor air quality. Other states are allowed to adopt either the federal or California standards.

The rule is likely to prompt similar moves by other states. Massachusetts has already adopted the California deadline for gas-powered car sales and 15 more states are likely to adopt similar laws. New Jersey has adopted California's emissions regulations and zero emission vehicle program (ZEV), which requires vehicle manufacturers to meet EV sales goals in the state, but has not set a sunset date on the sales of new gas-powered vehicles. Pennsylvania has adopted California's vehicle emissions standards but not the state's ZEV program.

Many long-standing manufacturers and car brands have already announced plans to fully switch to EVs by 2035. Bentley announced plans to sell only plug-in hybrids and EVs by 2026. Mercedes and Volvo plan to go fully electric by 2030. GM expects to finalize a similar transition by 2035. Honda has set a target of 2040. Ford, meanwhile, has pledged to fully switch to EVs in Europe by 2030.

California and the 15 states that adopt some of the California vehicle emissions rules account for 36 percent of all new vehicles sold in the country. This market share makes it more likely that automakers will invest more in EVs and reduce emissions from the transportation sector.

Governor Hochul's [announcement](#) of new EV incentive programs can be viewed at www.governor.nj.gov.



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