

# Alert



The **Alert** newsletter provides monthly updates on transportation and air quality planning activities within the Delaware Valley.

**November 2024**

## Electric Vehicles

### U.S. Environmental Protection Agency Awards Nearly \$250 Million to Support Truck Electrification in the Northeast

On October 23, the U.S. Environmental Protection Agency (EPA) [announced](#) it had awarded \$248.9 million to implement a multi-state [proposal](#) to develop charging infrastructure for zero-emission medium- and heavy-duty vehicles (ZE-MHDVs) in several states along the Interstate 95 corridor. The proposal was submitted in April by the Clean Corridor Coalition, a group of agencies from New Jersey, Connecticut, Delaware, and Maryland, led by New Jersey's Department of Environmental Protection.

The Coalition's proposal involves developing approximately 20 publicly accessible truck charging locations along key highways in the four states. In the documents submitted to EPA, the corridor designation includes all of I-95 in Maryland and Delaware, I-295 and the New Jersey Turnpike in New Jersey, and I-95 between the New York state line and New Haven, Connecticut. The designation also includes several auxiliary routes, such as I-287 and portions of interstates 78, 80, and 280 in New Jersey; I-91 in Connecticut; the Baltimore Beltway (I-695); and the Maryland portion of the Capitol Beltway (I-495).

The proposal also includes the deployment of advanced charging standards. According to the [U.S. Department of Energy](#), there are several charging standards at various stages of development and deployment that will enable faster charging for larger vehicles. For several years, most electric vehicles and direct current fast chargers (DCFC) were limited to an output of about 150 kilowatts. Currently, extreme fast chargers (XFC) with outputs of up to 350 kilowatts are being deployed throughout the country while a new standard with outputs of up to 3.75 megawatts, called the megawatt charging system (MCS), is under development. The Coalition estimates that, through a mix of these three standards, the proposal will result in 18.6 million metric tons of greenhouse gas emissions reductions.

The Coalition also emphasized the proposal's ability to maximize the impacts of early private investments in ZE-MHDVs: "While early deployment of ZE-MHDVs will primarily rely on fleet-specific depot charging, those facilities are not publicly available. A network of publicly available freight truck charging stations will play a critical, complementary role in the near term by providing greater reliability and certainty for fleet operators.

Trucks will be able to travel further from their dispatch centers confident that convenient charging sites will be available along their routes. By providing charging for local delivery and 'return to base' operators, publicly available charging stations for commercial ZE-MHDVs can provide near term emission reductions and market certainty (in line with the National ZEF Corridor Strategy) as fleet operators and other freight industry participants make investments in ZE-MHDVs. These charging stations will also accelerate deployment of zero-emission regional- and long-haul freight operations."

The funding awarded to the Clean Corridor Coalition is part of EPA's \$5 billion Climate Pollution Reduction Grant program that aims to reduce greenhouse gas emissions across the country.



## Save the Date

Thursday

January 9, 2025

**US EPA Clean School Bus Rebates**

Application Period Closes

For more information visit:  
<https://www.epa.gov/clean-schoolbus/clean-school-bus-program-rebates>

Wednesday

February 5, 2025

**NJ DEP Green Acres Grants**

Applications Due

For more information visit:  
[dep.nj.gov/grantandloanprograms/green-acres-nonprofit-acquisition-grants/](http://dep.nj.gov/grantandloanprograms/green-acres-nonprofit-acquisition-grants/)

# Clean Ports

## Environmental Protection Agency Announces Clean Ports Program Funding to Improve Air Quality in Philadelphia and Port Communities Across the Country

On October 29, the U.S. Environmental Protection Agency (EPA) [announced](#) it has selected 55 projects across 27 states to receive funding under the Clean Ports Program, an initiative that aims to address climate change and promote environmental justice by reducing diesel emissions from the nation's ports. The \$3 billion allocated to the Clean Ports Program by the Inflation Reduction Act of 2022 was competitively awarded in two funding categories—climate and air quality planning and zero-emissions technology deployment. In our region, the Port of Philadelphia (PhilaPort) was awarded a total of \$79.7 million under both competitions. According to PhilaPort's [press release](#), the approximately \$77.7 million for zero-emissions technology deployment will be used to replace cargo handling equipment that is currently powered by diesel engines, such as ship-to-shore cranes, forklifts, and a rail switcher with electric versions. The port will also use its \$2 million planning award for activities including developing a baseline emissions inventory, community engagement, and workforce development.

Nationally, the Clean Ports Program will fund the purchase of zero-emissions technology including 1,500 pieces of cargo handling equipment, 1,000 drayage trucks, 10 locomotives, 20 vessels, and supportive charging and fueling infrastructure. EPA estimates these equipment upgrades in their first ten years in operation will prevent over 3 million metric tons of carbon pollution, 12,000 tons of nitrogen oxides (NO<sub>x</sub>), and 200 tons of fine particulate matter (PM<sub>2.5</sub>).

In its press release, EPA emphasized the environmental justice aspect of the program, stating that it “ensured that near-port community engagement and equity considerations were at the forefront of the Clean Ports Program’s design, including by evaluating applications on the extent and quality of their projects’ community engagement efforts. The program will also help to ensure that meaningful community engagement and emissions reduction planning become a part of port industry standard practices by building on the successes of EPA’s Ports Initiative and the Diesel Emissions Reduction Act programs. These programs have previously invested over \$196 million to implement 207 diesel emissions reduction projects at ports with an additional \$88 million to multi-sector projects that involve ports and have encouraged strong community-port collaboration.”

# Climate Change

## Greenhouse Gas Reporting Program Data Released

The U.S. Environmental Protection Agency (EPA) recently [released](#) the latest year of data collected by its Greenhouse Gas Reporting Program (GHGRP). The figures, collected in 2023, show some progress with greenhouse gas (GHG) emissions from large stationary sources, which overall declined by four percent from 2022. Specifically, power plants, which are the largest stationary sources, saw GHG emissions decline by 7.2 percent since 2022. In the fourteen years since GHGRP began its data collection, GHG emissions from power plants have decreased by 33.8 percent which the EPA attributes to “long-term shifts in power sector fuel-stock from coal to natural gas.” Unfortunately, emissions from petroleum and natural gas systems, the second largest source of emissions reported to GHGRP, were 1.4 percent higher in 2023 than they were in 2022 and 16.4 percent higher than they were in 2016.

GHGRP began tracking GHG emissions from certain major industrial sources in 2011 and added additional sources in 2016. Currently the program collects facility-level data from over 8,100 emitters such as power plants, oil and gas systems, iron and steel mills, and landfills. The program also collects data from upstream fossil fuel and industrial gas suppliers. EPA estimates that, between the data collected by emitters and upstream suppliers, GHGRP covers 85 to 90 percent of all GHG emissions nationally. In 2024, EPA issued a final rule to strengthen reporting requirements for methane emissions from the oil and gas sector as well as expanding the GHGRP to include other industrial sources.

Detailed data and visualizations from GHGRP are available online through EPA's [Facility Level Information on GreenHouse gases Tool \(FLIGHT\)](#).



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