



pennsylvania
DEPARTMENT OF TRANSPORTATION

PENNSYLVANIA NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) PROGRAM

SUPPORTING AGENCIES FOR STAKEHOLDER SESSION:

PPL ELECTRIC UTILITIES, DEP & CLEAN CITIES

AGENDA

- Intro/Housekeeping
- About EVs & Charging
- Funding Overview
- NEVI Introduction
- NEVI Needs and Opportunities
- NEVI Application Process
- NEVI Program Coordination
- Additional DEP Funding Opportunities
- Networking Session



WHY TALK ELECTRIC VEHICLES NOW?

EVs More
Affordable & More
People Buying

New **Funding** for
Public Charging

Need for More
Community
Planning &
Education

Identify Key
Opportunities &
Challenges

Ensure EVs &
Funding Benefit
All Populations
(**Equity**)



ABOUT ELECTRIC VEHICLES

VEHICLE TYPES

	 Conventional Gas	 Hybrid Electric Vehicle (HEV)	 Plug-in Electric Vehicle (PHEV)	 Battery Electric Vehicle (BEV)
Power Source				
Fuel Type				
Emissions				



EV CHARGING

How to Charge Your EV



Charge Time



Charging Locations



EV Plug Type



Power Source

Level 1

3.5 - 6.5 miles
Per Hour

Residential,
Workplace



J1772



Tesla



Standard
Wall Outlet

Level 2

14 - 35 Miles
Per Hour

Residential,
Workplace,
Destinations



J1772



Tesla



Heavy Duty Outlet
(Dryer/Cooking
Appliances)

**DC Fast
Charge**

200+ miles
Per Hour

Highways,
Communities,
Destinations



CCS



CHAdeMO



Tesla



Charging
Station



PARADIGM SWITCH

How Fueling Cars is Changing with Electricity



Conventional Gas

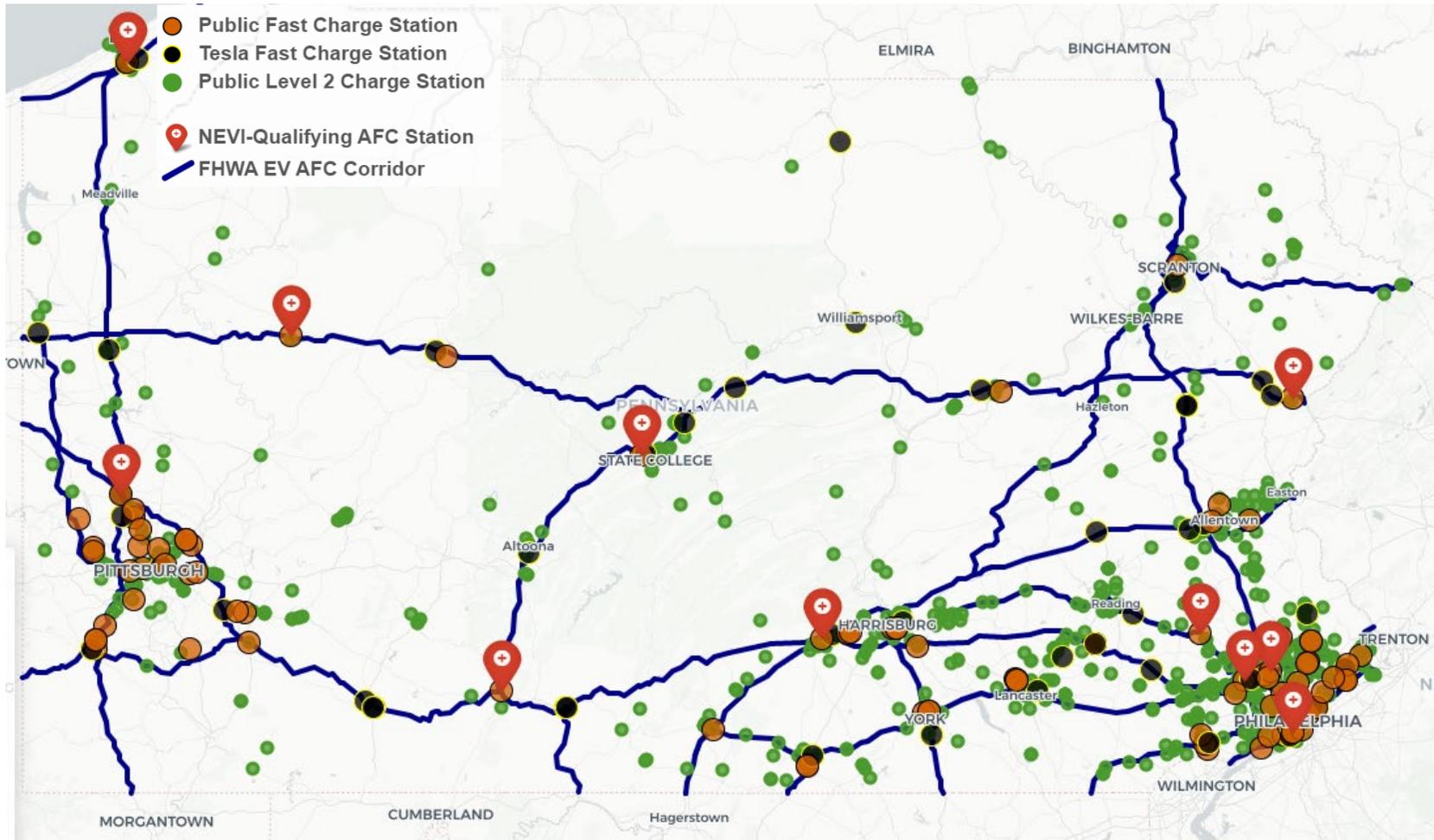
VS.



Electric Vehicles



PUBLIC CHARGING STATIONS



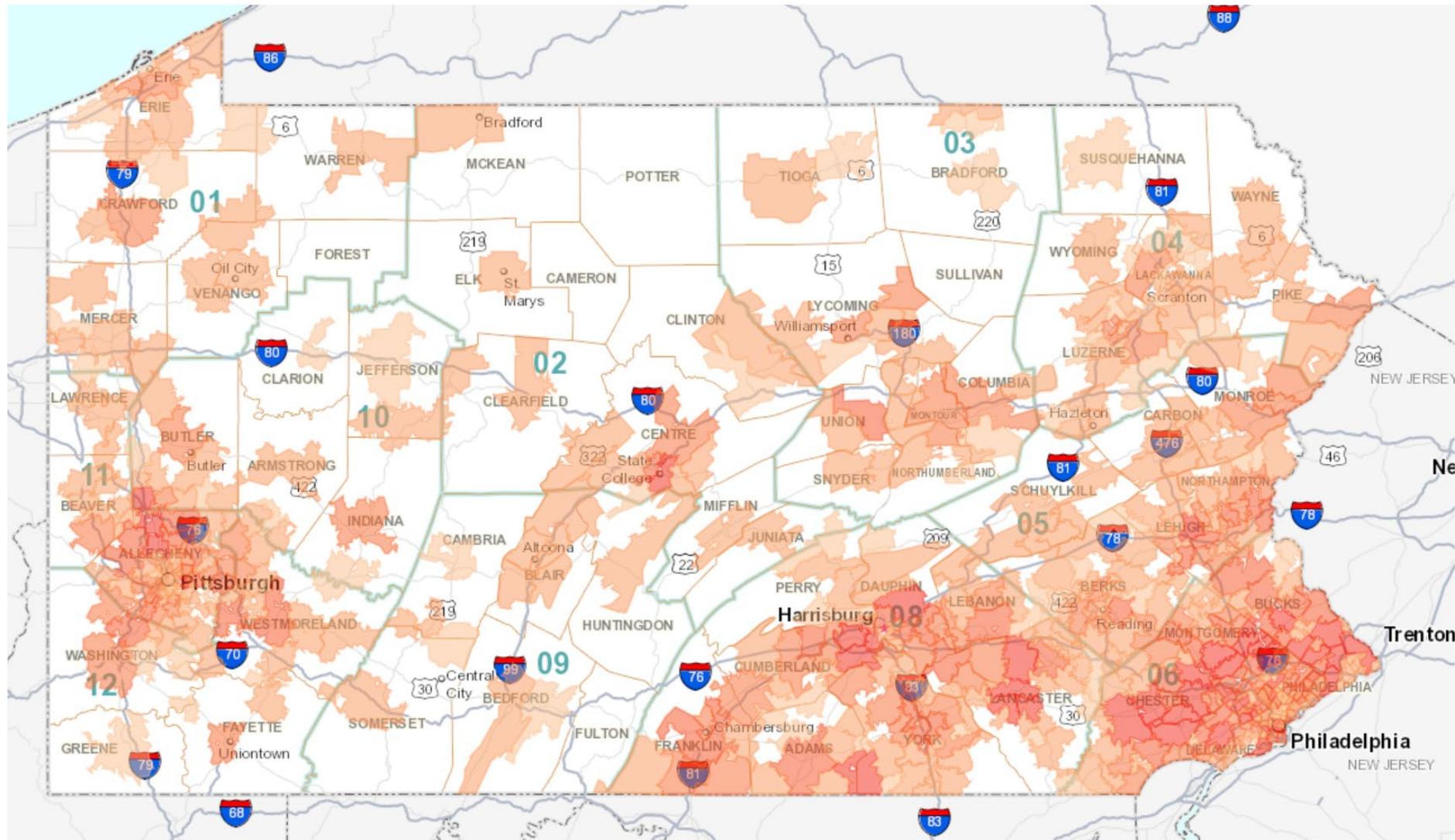
- Websites
- Apps
- Trip Planners
- Resources:
 - 511PA
 - Penndot.pa.gov/EV
 - Alternative Fuel Data Center (AFDC)
 - PlugShare
 - ChargeHub
 - In-car support

Over 2,800 public plugs at over 1,100 locations



EV REGISTRATIONS IN PA

EV Registrations by Zip Codes Heatmap as of July 2022



[PA EV Stations \(tmp-map.s3.amazonaws.com\)](http://tmp-map.s3.amazonaws.com)



OVERVIEW OF FUNDING & INCENTIVES FOR EV & EV CHARGING

RANGE OF GRANTS & INCENTIVES AVAILABLE

Federal Tax Grants

DEP Grants

DOT Grants

Utility Programs

DOT Funding and Financing Programs with EV Eligibilities*

	FY 2022 ¹ AMOUNT						
FORMULA PROGRAMS							
National Highway Performance Program (NHPP)	\$28.4 B ²						
Surface Transportation Block Grant Program (STBG)	\$12.5 B ^{2,3}						
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	\$2.5 B ²						
National Highway Freight Program (NHFP)	\$1.4 B ²						
State Planning and Research (SPR)	\$983.3 M ⁴						
Metropolitan Planning (PL)	\$438.1 M ²						
Carbon Reduction Program	\$1.2 B ^{2,5}						
National Electric Vehicle (NEVI) Formula Program	\$685 M ^{2,5,6}						
DISCRETIONARY PROGRAMS							
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (formerly known as BUILD)	\$1.5 B						
Infrastructure for Rebuilding America (INFRA) Grant Program	\$1.64 B ^{2,7}						
Advanced Transportation and Technologies and Innovative Mobility Deployment	\$60 M ²						
Discretionary Grant Program for Charging and Fueling Infrastructure	\$300 M ^{2,5}						
Rural Surface Transportation Grant	\$300 M ^{2,5}						



Construction and installation of EV charging infrastructure including parking facilities and utilities.



Workforce development and training related to EV infrastructure.



EV acquisitions and engine conversions - cars or trucks.



Planning for EV charging infrastructure and related projects.



Construction and installation of EV charging infrastructure to support operational, resiliency, national energy security, environmental, and community goals for freight transportation.



Installation of EV charging infrastructure as part of transit capital projects eligible under chapter 53 of title 49, United States Code.



NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI)

OVERVIEW OF NEVI FORMULA PROGRAM



- Funded through the 2021 Bipartisan Infrastructure Law (BIL)
- Provides PA \$171.5 million over next 5 years for electric vehicle (EV) infrastructure
 - Federal Fiscal Year 2022 - \$25.4 million
 - Federal Fiscal Years 2023-2026 - \$36.5 million annually
- All states must submit a NEVI State Plan before funds can be used. Must be updated annually.
 - PennDOT submitted state plan on July 21, 2022.
 - PennDOT NEVI plan approved on Sept 14, 2022.
- Pre-announcement of Funding Opportunity – Oct. 12, 2022
 - Informational Webinar for interested proposers – Nov. 1, 2022
- Proposal Announcement late December/early January



QUALIFYING CHARGERS

DC Fast Charging

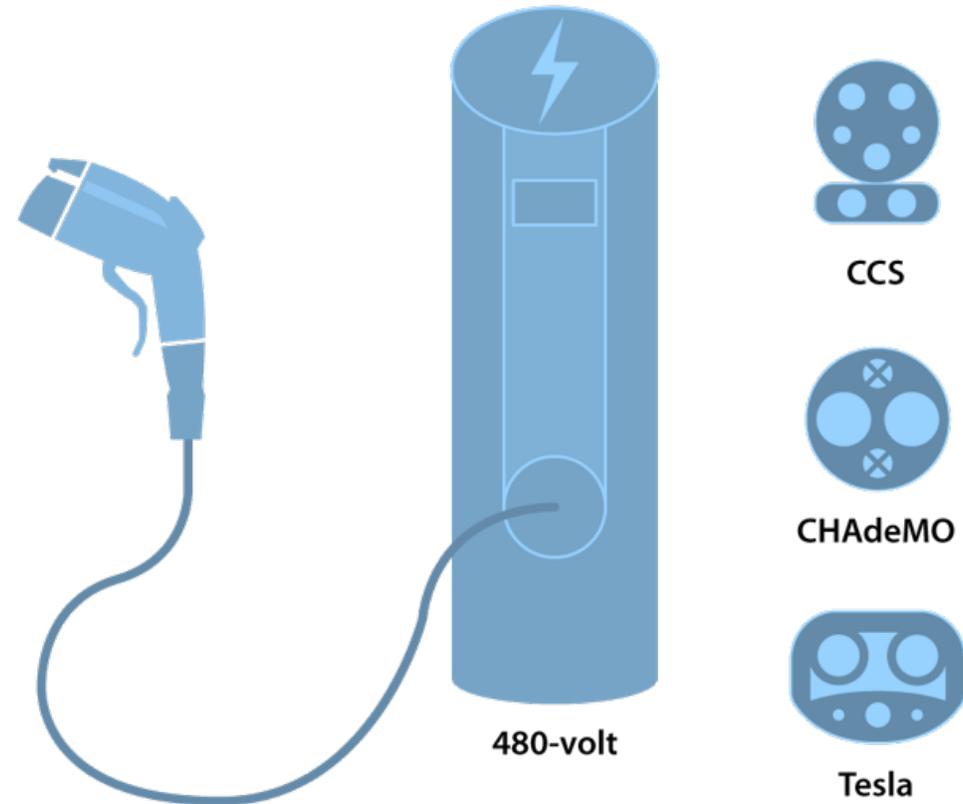
Public (Tesla doesn't count now)

4 ports

CCS Connectors

At least 150kw power per port (600kw total)

Within 1-mile of highway, 50 miles of the next station



ALTERNATIVE FUEL CORRIDORS (AFC)



- PennDOT has nominated corridors over 6 rounds - includes interstates and portions of US 30, US 15, Route 1, and Route 422 - over 1,800 miles of roadway
- NEVI funding must be applied to AFCs until a “**Build-Out**” certification by FHWA



PENNDOT NEVI STATE PLAN



PENNSYLVANIA STATE PLAN FOR ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT

National Electric Vehicle Infrastructure (NEVI)
Formula Program

VERSION FOR FFY 2022-2023

Approved by USDOT / On PennDOT's Website
Search for "*PennDOT NEVI State Plan*"

What's in the Plan?

- Vision and goals for the NEVI program
- Focus areas for NEVI program spending
- Needs, gaps and opportunities
- Key challenges and risks
- Contracting framework (more to come)
- Labor and workforce needs and actions
- Engagement and equity priorities

PRIORITIES FOR NEVI FORMULA FUNDS

Build out of the current and future AFC network (DCFC)

01

02

Ensure charging capacity and redundancy on the AFC network (DCFC)

- Focus for initial years of NEVI Formula Program
- Focus on fast-chargers (DCFC) that meet program requirements
- Goal is to meet federal “build-out” criteria for Alternative Fuel Corridors (AFC)



OTHER PRIORITIES FOR NEVI FORMULA FUNDS

Expand charging to other non-interstate routes that may or may not be designated as AFCs and that may serve disadvantaged communities or as emergency routes (DCFC)

03

04

Provide mobile charging or towing services to support emergency response to motorists (DCFC, Level 2 or other power source options)

Provide charging at key public destinations including those that can be accessed by underserved or disadvantaged population (DCFC or Level 2 charging)

05

06

Provide charging at mobility hubs, which are typically located around transit stations and key neighborhood locations. Mobility hubs offer a density of travel options combined with public, commercial, or residential amenities. (DCFC or Level 2 charging)

Provide charging infrastructure to support heavy and medium-duty freight movement including regional travel, rural deliveries or emergency travel (DCFC)

07

- Most will require formal federal designation of AFC “build-out” before funds can be applied
- More flexibility for application to Level 2 charging
- Final federal guidance needed to determine minimum standards for projects
- Will provide more opportunities to address equity needs



LABOR & WORKFORCE



- Funding available to grow & diversify local workforce for installation, operation, and maintenance of EV charging infrastructure.

PennDOT's NEVI Program to Include:

- Support for Workforce Development
- Engagement with Education Institutions
- Educational Workshops
- Support for Training Programs
- Equity Considerations
- First Responder Safety Training for EVs



FUTURE NEVI DISCRETIONARY PROGRAM



Discretionary Grant Program - \$2.5 billion for all alternative fuels (EV, compressed natural gas, hydrogen, etc.).

These funds **focus on AFC development and community alternative fueling projects.**

- **\$1.25 billion** is for designated AFCs while the other half is for community funding. Eligible entities include States, Local governments, Planning Agencies (MPOs/RPOs), Transit and Port Authorities, and Tribal governments.
- **\$1.25 billion** is designated for **Community fueling projects** must be on any public road or in other publicly accessible locations.

Priority will be given to projects in rural areas, low-to-moderate income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes.



NEVI NEEDS AND OPPORTUNITIES

CONTINUE TO EVALUATE NEW AFCS

Potential New AFC Coordinators



Route Corridor	From	To	Mileage	Population Centers Included	Existing Public DCFC or Tesla Station Near Corridor	Reason
US 222	MD Border (Lancaster County)	I-78 (Lehigh County)	88	Lancaster, Reading, Allentown	No Stations	Links key cities that do not have direct interstate connection
US 22 / US 322	I-81 (Dauphin County)	I-99 (Centre County)	84	Harrisburg, Lewistown, State College	No Stations	Provides connection between Harrisburg and State College (supports events at Penn State)
PA 6	US 11 (Lackawanna County)	US 19 (Erie County)	270	Towanda, Mansfield, Wellsboro, Warren	1 Tesla	PA Scenic Route supporting long distance travel
US 15	MD Border (Adams County)	I-76 (Cumberland County)	43	Gettysburg, Mechanicsburg	2 Public DCFC 1 Tesla	Key north-south corridor serving longer distance travel including freight movement. US 15 through Harrisburg is not included since serves more local travel.
	US 22/322 (Dauphin County)	CSVT (Snyder County)	32	Harrisburg, Selingsgrove	No Stations	
	I-180 (Lycoming County)	NY Border (Tioga County)	62	Williamsport, Mansfield	1 Tesla	
I-180	CSVT (Northumberland County)	US 15 (Lycoming County)	47	Shamokin Dam, Milton, Williamsport	1 Tesla	When combined with CSVT completion will complement the US 15 corridor for regional travel.
US 219	MD Border (Somerset County)	NY Border (McKean County)	197	Somerset, Johnstown, Dubois	1 Tesla	Key north-south rural corridor serving longer distance travel.
US 22	I-99 (Blair County)	I-76 (Allegheny County)	76	Altoona, Blairsville, Monroeville	No Stations	Provides longer distance connection from Altoona to Pittsburgh and serves rural areas.

- The NEVI State Plan includes additional corridors under consideration
- More evaluation and stakeholder input is recommended to identify other potential corridors
- Focus should be on supporting fast-charging (DCFC) infrastructure
- Corridors will most likely have higher numbers of long-distance travel
- Opportunities to further address rural and other disadvantaged communities

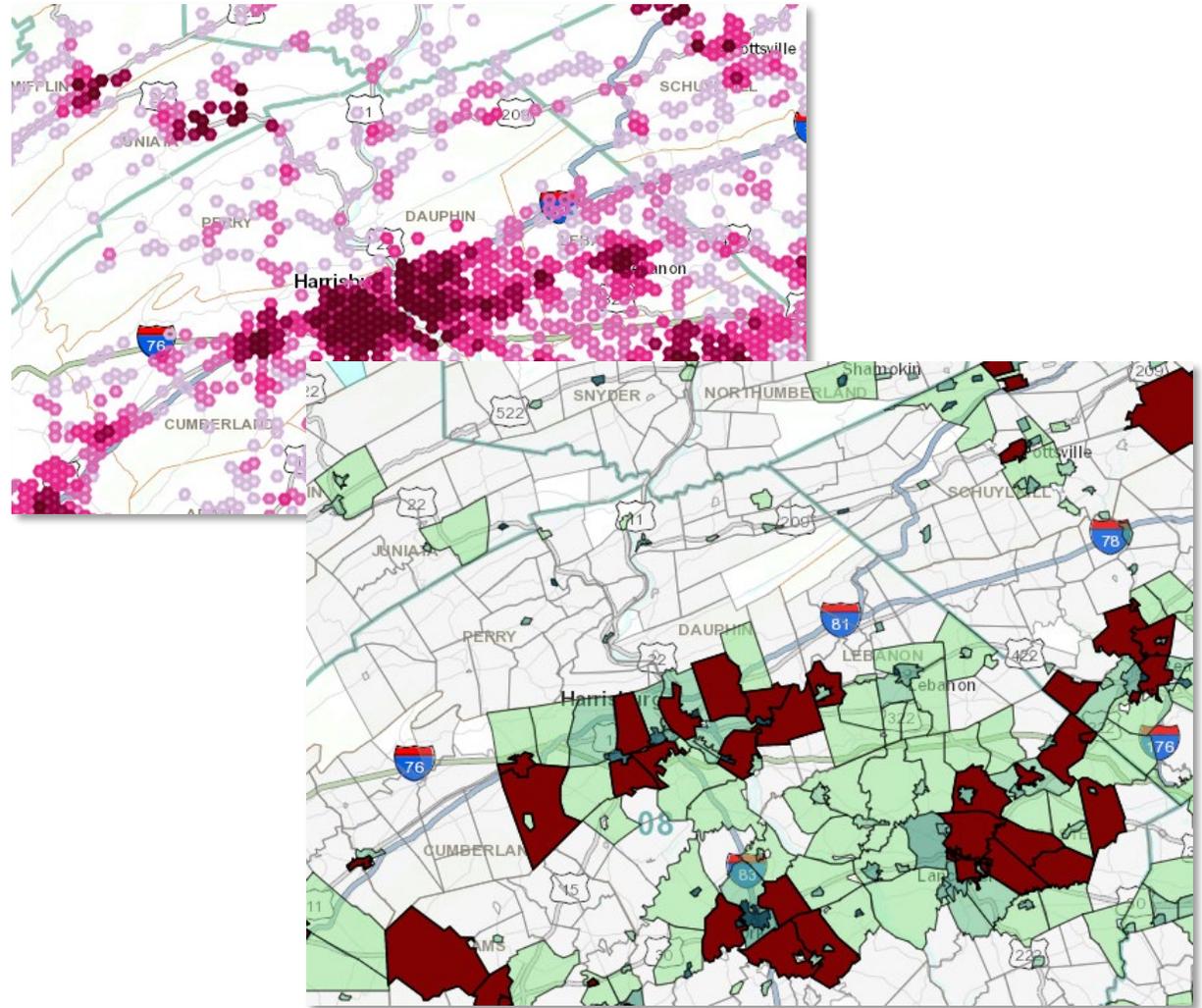


OTHER DESTINATION CHARGING

Priorities and locations have not yet been determined by PennDOT

Continued coordination with regional and local governments to support needs assessment and opportunities

Evaluating charging “suitability” modeling to help inform needs and gaps assessment



CHALLENGE OF ADDRESSING EQUITY

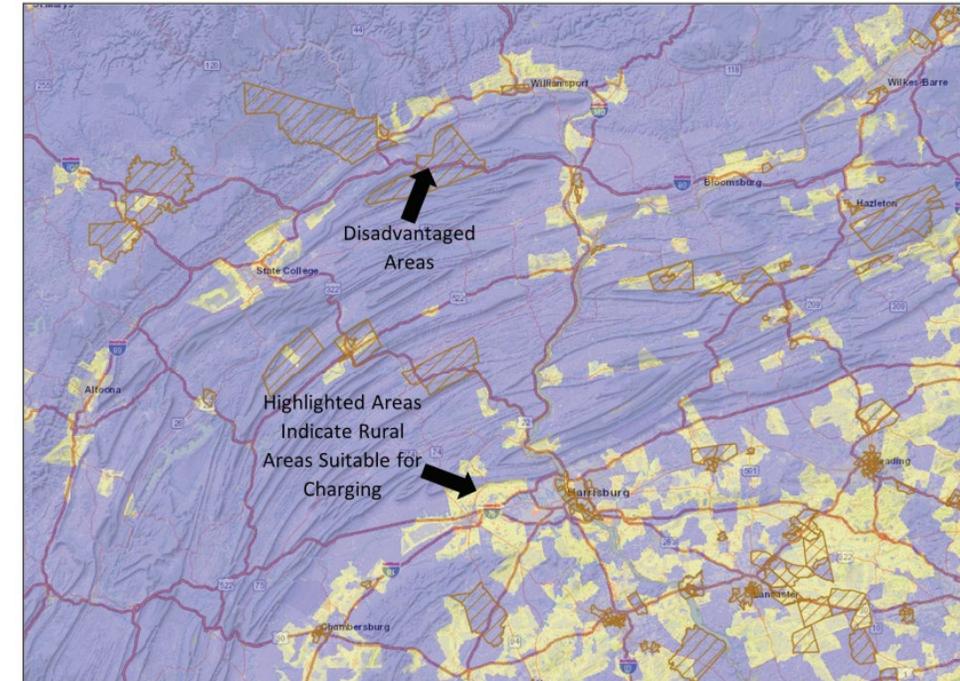
NEVI ACTION STEPS

- 1** DEVELOP AND MAINTAIN EV EQUITY PRINCIPLES TO INFORM AND GUIDE NEVI PROGRAM DECISIONS
- 2** COORDINATE WITH EQUITY AND ADVOCACY GROUPS FOR DEVELOPMENT OF THE NEVI STATE PLAN
- 3** IDENTIFY LOCAL DACS WITHIN PENNSYLVANIA AND INTEGRATE INFORMATION INTO PROGRAM PROCESSES
- 4** IDENTIFY AND TARGET INTERSTATE AND NON-INTERSTATE CORRIDORS OR DESTINATIONS THAT SERVE DACS
- 5** PROVIDE OPPORTUNITIES FOR FUNDING TO SMALL OR DISADVANTAGED BUSINESSES

DAC = Disadvantaged Communities



Figure 10: Example Application of EZMT Tool in Pennsylvania (Rural Suitability for Charging)



CHALLENGE OF ADDRESSING EQUITY

- 6** INTEGRATE EQUITY CRITERIA INTO THE PROJECT PRIORITIZATION AND SELECTION PROCESS
- 7** EXPAND ENGAGEMENT TO EQUITY GROUPS TO BETTER UNDERSTAND NEEDS AND OPPORTUNITIES AND BENEFITS RECEIVED FROM THE NEVI PROGRAM
- 8** DEVELOP A MONITORING DASHBOARD TO TRACK AND REPORT HOW NEVI INVESTMENTS ADDRESS DACS
- 9** SUPPORT WORKFORCE DEVELOPMENT FOR LOW-INCOME AND MINORITY WORKERS
- 10** ADDRESS TITLE VI, ADA AND SECTION 504 CONSIDERATIONS

Targeted Outreach to DACs to Evaluate Needs and Benefits of NEVI Program To Those Communities



NEVI APPLICATION PROCESS

HOW TO GET READY



Register for Keystone Login



Get Familiar with NEVI Program



Attend Informational Webinar



Put a Team Together



Select Site & Assess Readiness



Coordinate with Utilities



PRIORITY LOCATIONS

PRIORITY I:

Selected via gap analysis to most likely meet AFC build-out

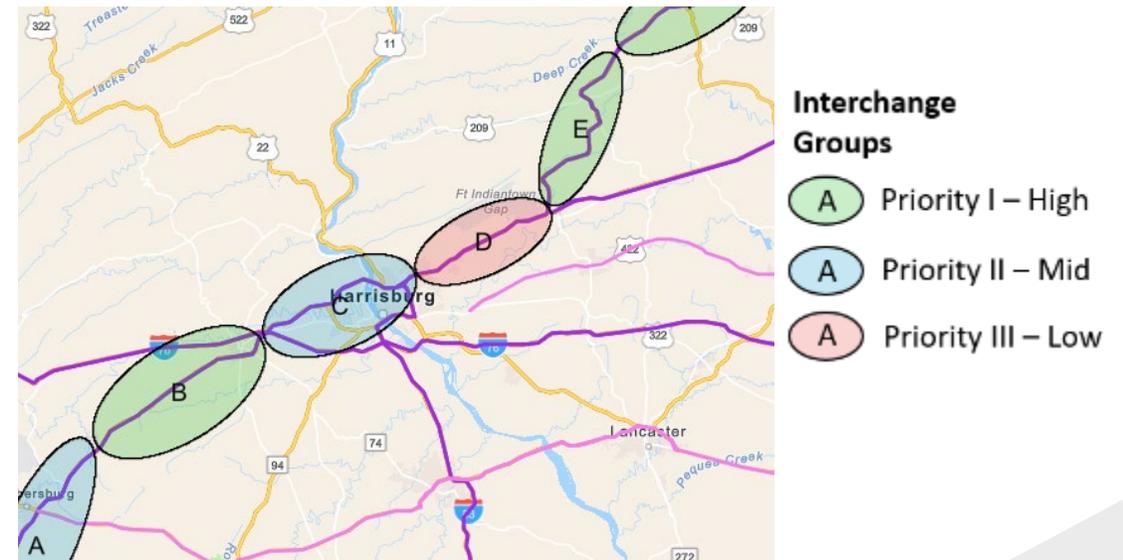
PRIORITY II:

Interchanges in locations closer to existing sites/or likely to be redundant.

PRIORITY III:

Interchanges that already has NEVI-qualifying EV charging site.

- Round 1 will focus on Pennsylvania's primary and auxiliary interstate AFC network and includes 11 primary interstates and four (4) auxiliary interstates
- PennDOT's interchange group map shows the ~80 gaps labeled as Priority I, II, or III
- At least one site at an interchange within each Priority I group will be selected first, followed by one site within each of the Priority II groups of interchanges.



SELECTION CRITERIA

SITE RELATED – Highest Priority

Interchange Score (Location)

Ability to fill gaps	Number & type of nearby facilities	Proximity of facilities at interchanges with 24/7 access	Safe Access of Facilities	Route Significance	Equity: Environmental Justice areas, rural areas, air quality non-attainment areas
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Site Readiness

Power availability	Amount of utility coordination completed	Amount of site development needed	Communication availability	Existing or need for site agreement /ownership	Existing or need for partnership agreement in place	Need for environmental clearance
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Future Proofing

Power per port/site proposed	Number of additional ports/site proposed	Ability to provide more power per port in the future	Ability to add future ports	Availability of pull through sites	Ability to meet medium heavy duty charging requirements	Ability to meet heavy duty vehicle charging requirements
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SELECTION CRITERIA

SUSTAINABILITY; EQUITY; RESILIENCE; ECONOMIC DEVELOPMENT– Second Priority

Criteria

Usage of renewable energy sources and strategies

Generation of clean energy

Renewable energy storage

Plan for involving local and small businesses/workforce

Plan for public/stakeholder engagement

Plan for team training and Safety

COST- Third Priority

Criteria

Amount of funding requested (out of total project cost)

(Please note these selection criteria are subject to change. The final selection criteria will be identified in the NOFO).

ELIGIBLE COSTS

- **Program administration** costs.
- Costs for **pre-construction**
- **Construction** costs (as defined under 23 U.S.C. 101(a)(4)) directly related to EV charging station
- Costs for **planning, permitting, acquisition, and installation of on-site distributed energy resource equipment** (e.g., solar arrays, stationary batteries).
- Costs to **acquire and install on-site electric service equipment** (e.g., power meter, transformer, switch gear)
- Cost of **minor grid updates** (i.e. work necessary to connect a charging station to the electric grid distribution network).
- Costs to **repair, upgrade, and/or replace existing EV charging equipment to meet NEVI** minimum standards/requirements.
- Costs to **upgrade existing EV charging stations to meet ADA requirements.**
- Costs to **purchase proprietary adapters.**
- Cost to **install, operate, and maintain electric vehicle charging infrastructure (up to 5 years after the charging station is commissioned)**
 - Charging equipment lease fees (lease charging equipment rather than purchase).
 - Cellular network fees, internet service fees, or other similar fees.
 - Hardware and software maintenance and repair costs, including service agreements with third-party contractors and charging equipment manufacturers or warrantors.
 - Other operation costs that are necessary and directly related to the charging of vehicles.
- Cost to **install signage at site**
- Costs for **data sharing** about EV charging infrastructure to ensure the long-term success of investments.
 - This includes, to the extent practicable, costs related to the specific data sharing requirements of this program as well as costs of data sharing on all chargers and charging activities on the EV network.



INELIGIBLE COSTS

1. Any costs incurred prior to grant award.
2. Any costs not directly related to an EV Charging Station.
3. Purchase or rental of real estate.
4. Construction or general maintenance of building and parking facilities (if not directly related to EV Charging Station).
5. Cost of major grid upgrades (longer line extension or upgrades, improvements to offsite power generation, bulk power transmission, or substations).

* These are preliminarily identified eligible and ineligible costs. PennDOT is currently working with the Joint Office, FHWA, and its internal agency team to finalize the eligible and ineligible cost details. Final eligible and ineligible costs will be identified in the formal NOFO.



INFORMATIONAL WEBINAR

PennDOT will host an informational webinar about the 2022 NEVI Grant Program on Tuesday, November 1, 2022, between 10 a.m. to 12 p.m.

This webinar is intended for all audiences interested in applying for PennDOT NEVI grant program. This webinar will provide an overview of the PennDOT NEVI grant program, as well as information on eligibility, types of projects funded, how to apply, eligible and non-eligible costs, and application best practices.

NEVI Grant Program Webinar

Date: Tuesday, November 1

Time: 10 a.m. - 12 p.m.

[Register to attend](#)



KEY RISKS AND CHALLENGES



PROFITABILITY/SUSTAINABILITY
OF INFRASTRUCTURE IN
RURAL COMMUNITIES



DISADVANTAGED AND
UNDERSERVED POPULATIONS



CAPACITY AND VEHICLE SIZE
ACCOMMODATIONS



UTILITY INFRASTRUCTURE



COST TO CHARGE



WORKFORCE

PennDOT recommends applicants address these or other identified challenges in their response to application requests for NEVI funding



CHANGING CLIMATE



EMERGENCY MANAGEMENT
AND RESPONSE



ACCESSIBILITY



PUBLIC EDUCATION AND
FAMILIARITY WITH EVS
AND CHARGING



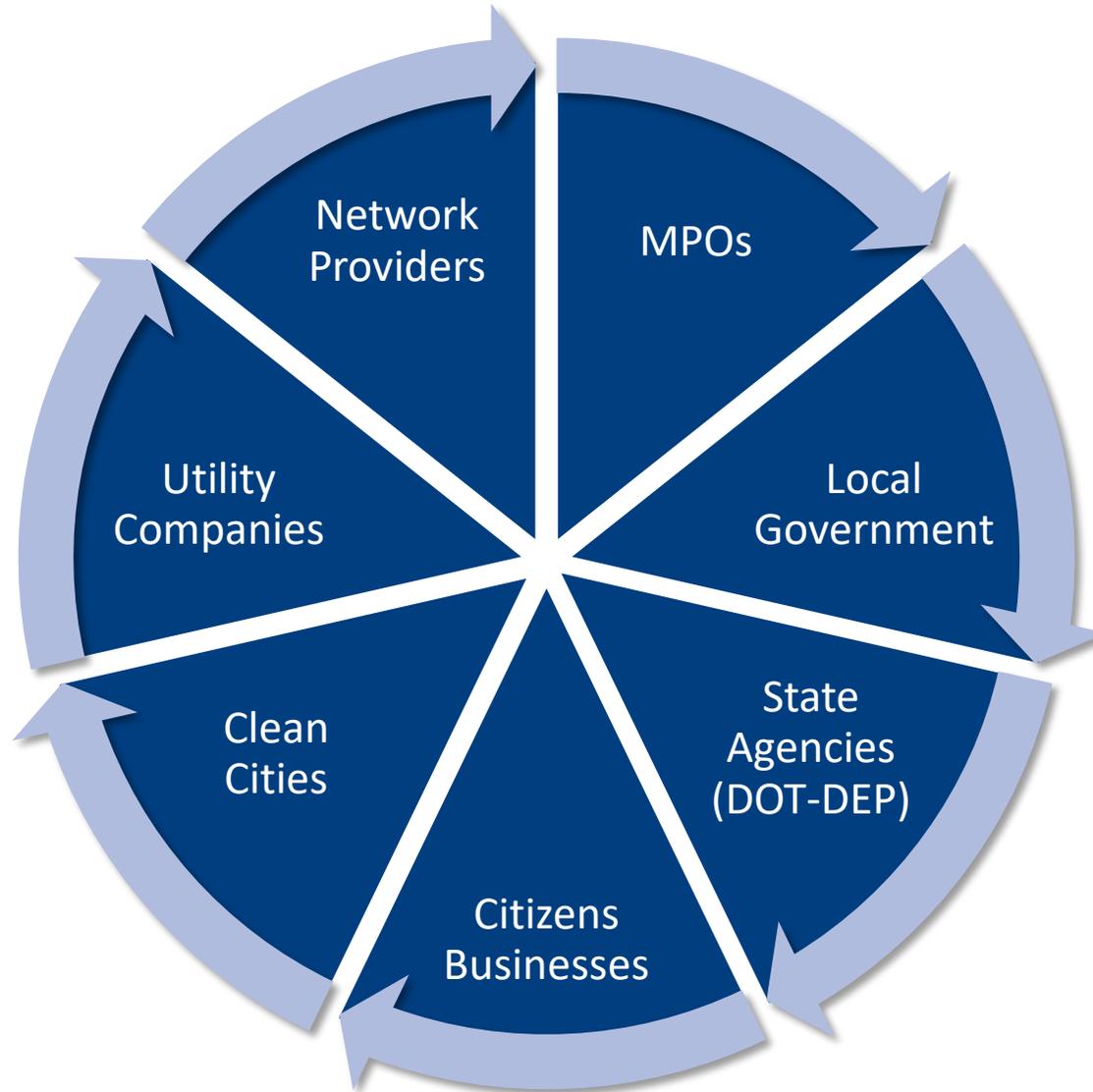
OTHER NATIONAL ISSUES



LAND USE

NEVI PROGRAM COORDINATION

IMPORTANCE OF COORDINATION

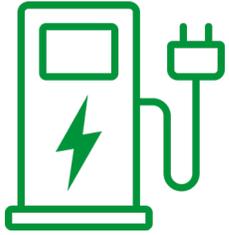


UTILITIES - PPL

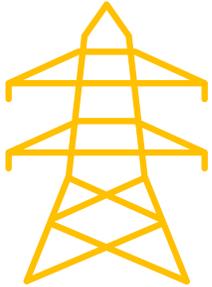
Going Electric?

PPL Electric Utilities is Here to Help

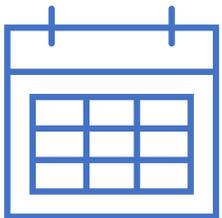
Adding Electrical Load



Engage with us as soon as you're considering becoming an electric vehicle host site.



We'll determine the best supply method to provide safe and reliable power.



Process takes approximately 12 months.

Feasibility Study Request Process

What the Customer Provides

- PPL Electric Grid or Lat/Long
- Desired in-service date
- Number of chargers
- Charger level
- Charger output (kW)

What PPL Electric Utilities Provides

- 10 business day turnaround with high-level details about the project
- Timeframe for completion of all upgrades
- Cost for completion of all upgrades



Submit requests to PPLElectricEV@pplweb.com



Electrification Process for Business

What to expect when going electric



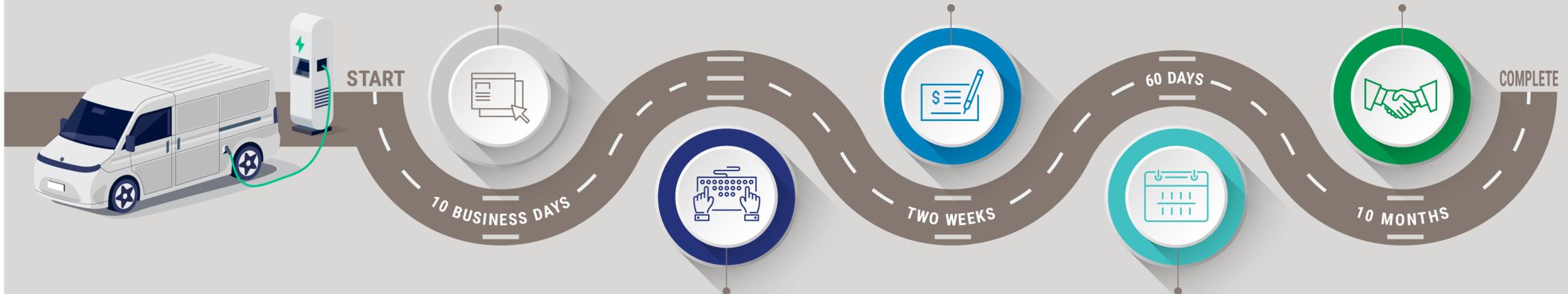
1 When evaluating potential electric vehicle needs, you may want to start by requesting a feasibility study to receive a preliminary evaluation of your service needs, a timeline associated with any improvements or upgrades to PPL Electric Utilities' electric system and any applicable costs you may be responsible for to go electric. This can help you decide whether to move forward with a construction application for electric service.

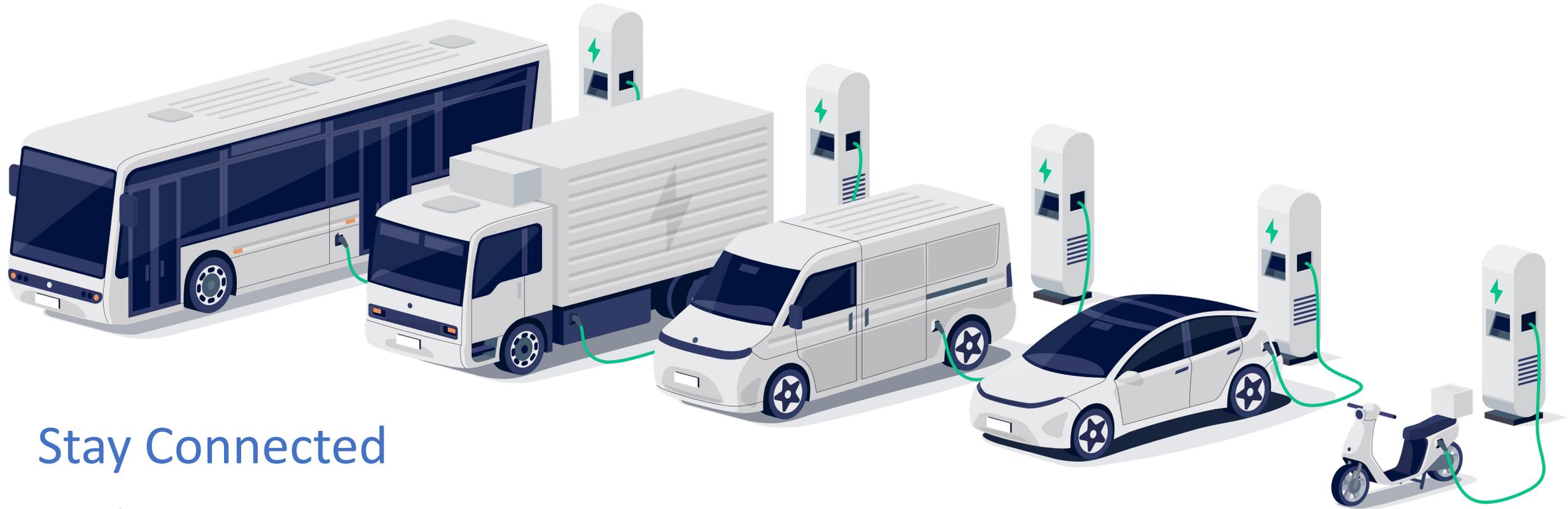
3 Our design team will review the application and contact you within **two weeks** after a completed application is submitted. We will begin designing a service layout and will contact you with estimated costs.

5 We'll complete the design work before adding your project to our work schedule and then constructing the project to meet all of the customer's needs.

2 Submit a service application by going to our website at ppl electric.com/EV or by contacting our Business Accounts department at 1-888-220-9991 or businessaccounts@pplweb.com.

4 For most applications, our engineering team will conduct a more detailed impact study to determine what, if any, changes to your service are required, what upgrades PPL Electric needs to make to its system, and what upgrade costs you may be responsible for. Following the review, you will receive a letter detailing the timeline and costs.





Stay Connected



PPLElectricEV@pplweb.com



ppllectric.com/EV



PPL Electric Utilities

CLEAN CITIES

CLEAN CITIES COALITION NETWORK

- Building partnerships to advance affordable, domestic transportation fuels and technologies

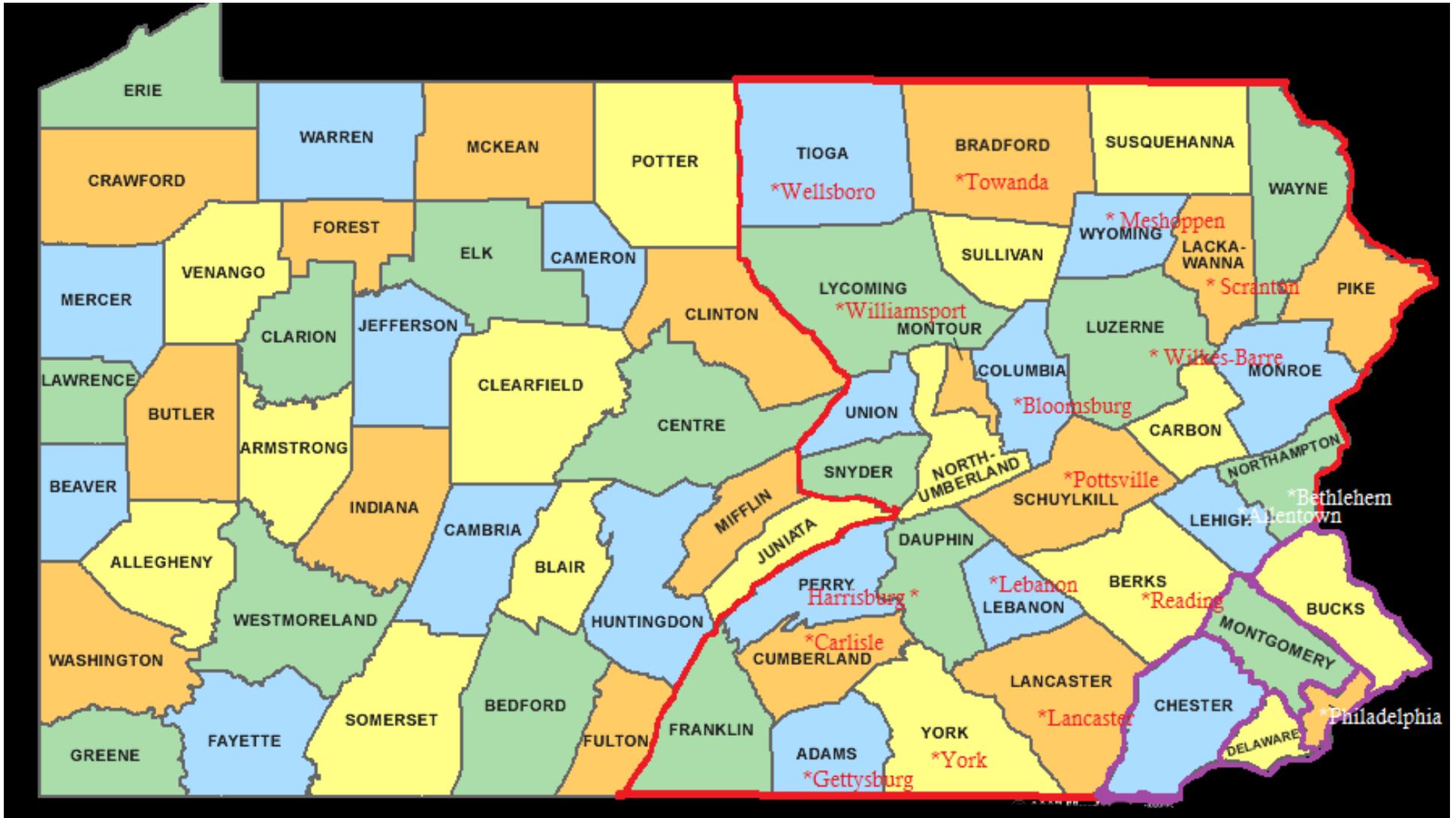


Clean Cities Coalitions:

- Serve as forums for local stakeholders to connect and collaborate on saving energy and using affordable alternative fuels
- Provide grassroots support and resources on new transportation technologies and infrastructure development
- Support networks to help their stakeholders identify cost-effective solutions that work locally



PA CLEAN CITIES COALITIONS



TECHNOLOGY INTEGRATION PROGRAM

- Provides objective/unbiased data and real-world lessons learned that inform future research needs and support local decision-making



EP-ACT



Mission: To reduce petroleum consumption within the transportation sector using alternatives to gasoline and diesel.

Part of the Department of Energy's Clean Cities Program since 1993

501 (c) Non-profit

Comprised of Public and Private companies, State and Local Governments, Municipalities and Utilities

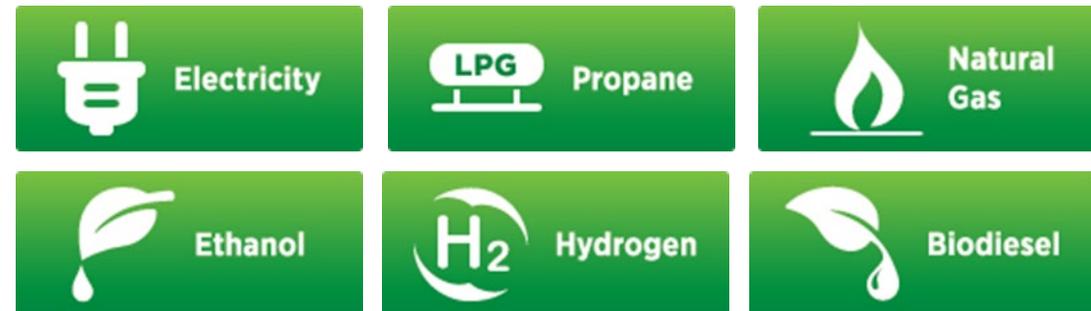
Assist with Grants/incentives/vouchers/rebates

Received over \$30 M for Stakeholders projects valued over \$90 M

Technical Assistance

Project Management

Education and Outreach



EP-ACT ELECTRIC VEHICLE PROJECTS

Priority Areas:

- Statewide Branded
- Consumer Education
- Utility & Regulatory Engagement
- EV Charging Infrastructure Planning
- State & Local Government Planning
- Dealer Engagement
- Fleet Engagement



- The Drive Electric Pennsylvania Coalition was formed in 2016 to help plan and implement strategies for the adoption of electric vehicles throughout Pennsylvania.
- The coalition consists of state and local governments, industry, utility, universities, public and private companies who wish to help spur the adoption of Electric Vehicles (EV's) in The Commonwealth of Pennsylvania.



EP-ACT ELECTRIC VEHICLE PROJECTS

Mid-Atlantic Electric School Bus Experience Project (MEEP)

- Awarded by the U.S. Department of Energy
- Partnership of school bus manufacturers, Clean Cities coalitions and others
- Providing free electric school buses (ESBs) for multi-day vehicle demos in selected school fleets in VA, MD, D.C., PA and NJ through 2023



SUPPORT FROM PLANNING AGENCIES

WAYS THAT PLANNERS CAN HELP



- ❖ Educate the Public and Businesses
- ❖ Identify Needs and Gaps
- ❖ Engage Disadvantaged Communities
- ❖ Share Funding Opportunities
- ❖ Support Grant Applications
- ❖ Coordination (utilities)
- ❖ Address Risks and Challenges

CONDUCTING NEEDS ASSESSMENTS

Prepare for Grant Applications

- Grants are competitive – showing community support and a robust engagement and needs assessment will be valuable in winning grants

Identify Businesses for Hosting Public Charging Infrastructure

- Find business partners to work with and help them obtain grants and coordinate with charging companies
- Private businesses will be needed to accomplish many charging needs and goals

Provide Local Governments Ideas for Projects, Policies and Other Actions

- Evaluate ways to overcome challenges and barriers within the community
- Local governments can work with regional and state partners to get projects funded

ADDITIONAL DEP GRANT PROGRAMS

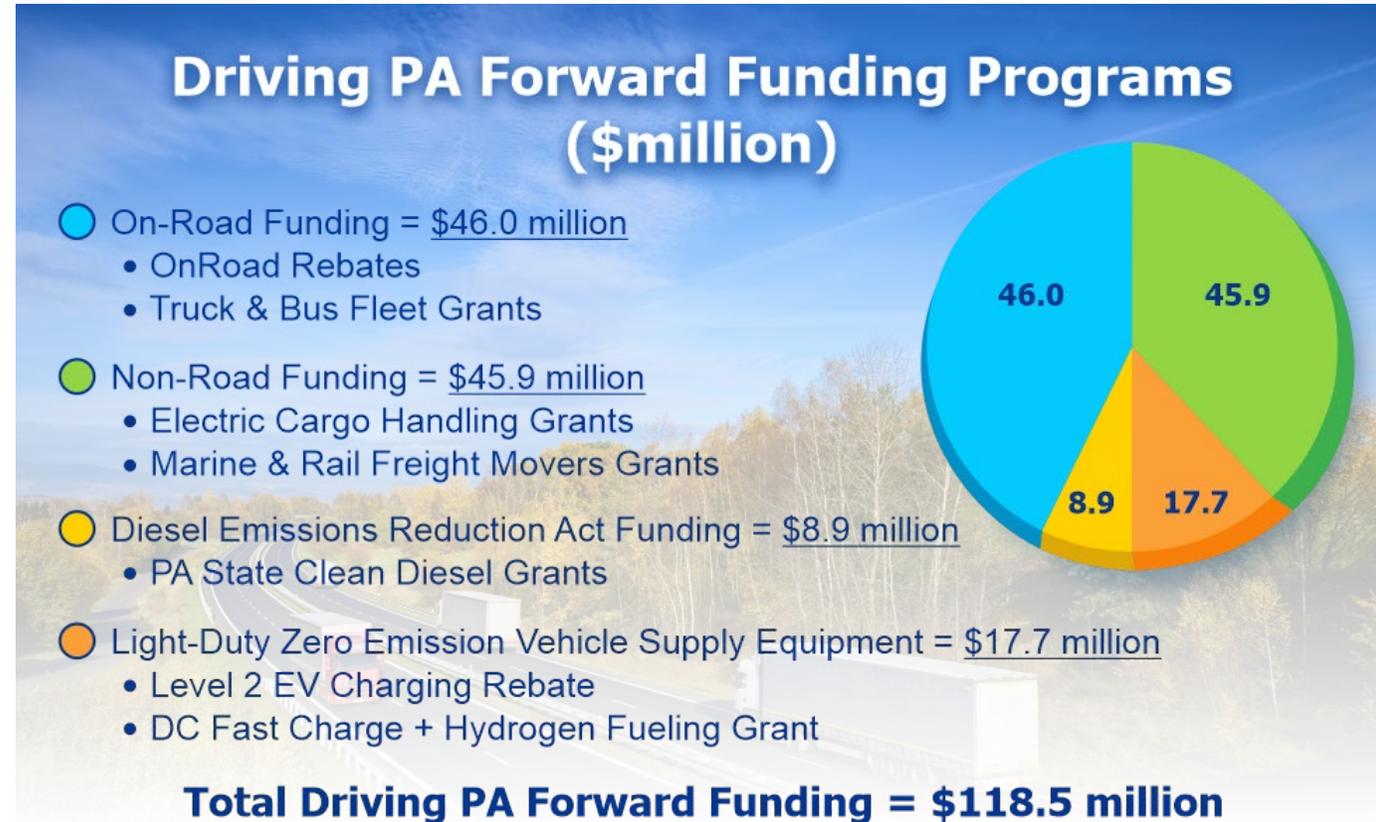
DEP SUPPORT FOR EV

- Level 2 and DC fast charging equipment funding programs for businesses, non-profits, and local governments
- Consumer EV rebate
- Grant program for alternative fuel fleet vehicles
- [Drive Electric PA Coalition](#)
- Medium and Heavy-Duty Zero Emission Vehicle Pilot Grant program
- Electricity rate design study for electric vehicle charging
- Stakeholder and public education



DEP SUPPORT – FUNDING

- Driving PA Forward Funding – Level 2 Rebate:
 - Public spaces
 - Workplaces (employee or fleet)
 - Multi-unit dwellings
- Voucher system
- Over 1,600 plugs installed so far!



www.depgis.state.pa.us/DrivingPAForward/

DEP SUPPORT – REBATE AMOUNTS

Project Type	Maximum Rebate per Plug	OR (whichever is less)	Maximum % of Total Project Cost
Full Public Access, Networked, Priority County	\$4,000	or	70%
Full Public Access, Networked, All Other Counties	\$3,500	or	60%
Multi-Unit Dwelling	\$3,000	or	50%
All Other Eligible Projects	\$2,500	or	40%

www.depgis.state.pa.us/DrivingPAForward/

DEP – ALTERNATIVE FUEL PROGRAMS



Alternative Fuels Incentive Grant Program

2022 Grant Program

- About \$3 million per year to incentivize fleet transitions to alternative fuels
- Eligible project types include incremental cost of fleet vehicle purchase and fleet fueling infrastructure
- Applications are due by December 16th



Alternative Fuels Vehicle Rebate

- Alternative Fuel Vehicle Rebate for low- and middle-income individuals:
 - Household income must be under 400% of federal poverty to qualify
 - \$2,000 for new or used electric vehicle
 - \$1,500 for new or used plug-in hybrid
 - Additional \$1,000 for applicants under 200% of federal poverty

QUESTIONS?

NETWORKING SESSION

STATION 1: LEARNING MORE ABOUT APPLICATION PROCESS

STATION 2: UNDERSTANDING OUR NEEDS, GAPS AND OPPORTUNITIES (INCLUDING EQUITY)

STATION 3: FINDING MATCHES BETWEEN BUSINESSES AND EV NETWORK PROVIDERS

STATION 4: COORDINATING WITH UTILITIES

CONTACT INFORMATION

PENNDOT EV TEAM: RA-PDEVCORRIDORS@PA.GOV

PPL ELECTRIC UTILITIES

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