

# A!ert

dvrpc | October 2018

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



## Air Quality Information

### Pennsylvania DEP Launches Electric Vehicle Charging Grant Program Funded by VW Mitigation Trust

On September 20, 2018, the Pennsylvania Department of Environmental Protection (DEP) announced two funding programs to encourage investment in electric vehicle (EV) charging and hydrogen fuel cell supply equipment. The programs, one a grant program and the other a rebate program, are funded by the Volkswagen (VW) Mitigation Trust Settlement which was paid by VW as the result of a court order to mitigate environmental damage caused by emissions control cheat devices installed on VW diesel vehicles between 2009 and 2015.

Pennsylvania received \$118 million from the VW settlement which will fund a number of programs, from replacing on-road diesel equipment, to updating diesel engines at the state's marine ports, and investing in electric vehicle and hydrogen fuel cell infrastructure.

The EV and Hydrogen Fuel Cell grant program will allocate \$10 million over a five-year period to fund a competitive grant program for acquisition, installation, operation, and maintenance of EV fast-charging equipment and hydrogen fuel cell vehicle supply equipment. The grants will provide up to 75% of the associated costs of implementing DC fast-charging stations. Individual grants are capped at \$500,000. EV fast-chargers must be installed in community charging hubs, transportation corridors, and destination locations in order to be eligible for funding.

The second program that DEP announced was the Level 2 EV Charging Rebate Program. The rebate program provides for \$7.7 million over a five-year period. Rebates will be provided for Level 2 EV charging equipment for public use at government owned property, public use at non-government owned property, non-public use at work places, and non-public use at multi-unit dwellings. Rebates will vary from \$4,000-\$5,000 per plug up to 60-100% of project costs based on the amount of public access and the type of facility where the charging is located.

Organizations that submit complete and eligible applications will be provided rebate vouchers on a first come, first served basis. All projects for which a rebate is requested must be approved in advance by DEP. Complete applications that meet eligibility criteria will receive a voucher to hold their rebate funding for their project.



## Save the Date

Thursday  
October 25, 2018

PA DEP DC Fast Charge  
Grant Webinar

10:30 am

<https://www.dep.pa.gov/dataandtools/webinars/pages/default.aspx>

Friday  
October 26, 2018

Public Comment Period  
Closes on the CAFE  
Standards Rule for Model  
Years  
2021-2026

For information on how to  
comment please visit:  
Docket No. EPA-HQ-OAR-  
2018-0283 at  
[www.regulations.gov](http://www.regulations.gov)

For more information on the PA DEP EV VW Environmental Mitigation Trust funding programs please visit:  
<http://www.depgis.state.pa.us/DrivingPAForward/>



## Air Quality Regulations

### EPA Administrator Andrew Wheeler Reverses EPA Enforcement Policy on Glider Trucks

In July 2018, newly appointed US Environmental Protection Agency (EPA) acting administrator Andrew Wheeler announced that the EPA would once again begin enforcing a cap on the number of “glider” trucks allowed on the nation’s highways.

Glider kits are new trucks that come without an engine or transmission. The name comes from the idea that they are engineless, like gliders. Older engines are then installed, and the resulting vehicles produce as much as 55 times the amount of air pollution as trucks with modern emissions controls. Essentially glider trucks are new truck bodies with older engines installed, that allow the vehicle to avoid meeting new engine emission standards. Glider trucks are 25 percent cheaper than new vehicles.

Gliders currently account for about 5 percent of all heavy-duty trucks on the road and generate a third of the truck fleet’s fine particulate matter and Nitrogen Oxides emissions that contribute to ozone pollution and acid rain. The Obama administration sought to limit their annual production to 300 vehicles per year through the end of 2019.

Those restrictions were supported by a mix of public health and environmental organizations as well as major companies like United Parcel Service, the largest truck fleet owner, and Volvo Group, one of the largest truck manufacturers. The EPA began the process of repealing the rule under former EPA administrator Scott Pruitt.

In July, Pruitt announced that EPA would no longer enforce the glider cap while EPA worked on repealing the regulation. The United States Court of Appeals for the Fourth Circuit stayed the EPA action to stop enforcing the glider cap later that month. After Mr. Pruitt’s resignation and in response to the court ruling, acting administrator Wheeler released a memo indicating that EPA will pursue a regulatory process to repeal the Obama-era rule. But, he said, the EPA will not offer any other “no action” assurance to companies that the glider cap will not be enforced while the regulatory process takes place. Instead the agency “shall continue to move as expeditiously as possible on a regulatory revision regarding the requirements that apply to the introduction of glider vehicles.”

Heavy-duty diesel vehicles replaced under state and federal clean air grants are required to have the bodies of the replaced vehicles destroyed in order to prevent those truck bodies from being re-powered with older non-compliant engines and avoiding new engine emissions standards.

To learn more the EPA glider truck rule, please visit: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/regulations-greenhouse-gas-emissions-commercial-trucks>.

### EPA Denies Requests to Extend Comment Period on Repeal of 2012 CAFÉ Standards to 120 Days

In August 2018, the EPA proposed to freeze the fuel economy mandate, or CAFÉ (Corporate Average Fuel Economy) Standards, set by the Obama administration in 2012. At that time the EPA announced a 60-day public comment period on this action. Sixteen states, 32 U.S. Senators, the Alliance of Automobile Manufacturers, and the National Governor’s Association, along with numerous environmental and public health groups, requested that the EPA extend the public comment period to 120-days due to the importance and magnitude of the EPA action on fuel economy, automobile emissions, and public health.

On September 26, the EPA announced that it would extend the public comment period on this action by three days to meet regulatory requirements of the comment period but has denied the request to extend the comment period to 120 days because “automakers will need the maximum lead time to respond to the final rule, and extending the comment period and holding additional public hearings are inconsistent with provision of maximum lead time.”

The public comment period on the proposed rollback of the fuel economy standards will close on October 26, 2018. For information on submitting comments see the “Save the Date” section of the Alert newsletter.



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