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DEPARTMENT OF ENVIRONMENTAL PROTECTION

Bureau of Air Quality

DRIVING PA FORWARD

Funded by the VW Environmental Mitigation Trust

March 18, 2021

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Bureau of Air Quality

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- PA certified as a beneficiary of the Environmental Mitigation Trust Jan. 2018
- PA's share of the VW settlement = $118.5 million
- Final Beneficiary Mitigation Plan submitted to Trustee May 2018
- Driving PA Forward (DPAF) Initiative launched May 2018 with a suite of eight funding programs

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Funding Programs

1. Onroad Rebate Program; $29.9 million
2. Truck & Bus Fleet Grant Program; $16.1 million
3. Pennsylvania State Clean Diesel Grant/DERA Program; $8.9 million
4. Electric Cargo Handling Grant Program; $5.9 million
5. Marine & Rail Freight Movers Grant; $34.1 million
6. Oceangoing Vessel Shorepower Grant Program; $5.9 million
7. Level 2 Electric Vehicle Charging Rebate Program; $8.0 million
8. DC Fast Charge & Hydrogen Fueling Grant Program; $9.7 million

Driving PA Forward Diesel Programs ($million)

- Marine and Rail Freight Movers
- Onroad Rebate
- ZEV Supply Equipment (Level 2 EV Charging Rebate and DC Fast Charging and Hydrogen Fueling)
- Class 8 Truck and Transit Bus
- Pennsylvania State Clean Diesel
- Electric Cargo Handling
- Ocean-Going Vessel Shorepower

Total = $118.5 (million)

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On-Road Vehicles

Onroad Rebate Program

- Eligible Mitigation Actions (EMAs) 1, 2, & 6
- Replacement/Repower of eligible Class 4-8 trucks and buses- up to 5 project vehicles
- Can replace/repower with clean-diesel, alt-fuel, or electric equivalent

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On-Road Vehicles

Truck & Bus Fleet Grant Program

- EMAs 1, 2, & 6
- Replacement/Repower of eligible Class 4-8 trucks and buses- over 5 project vehicles
- Can replace/repower with clean-diesel, alt-fuel, or electric equivalent

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PSCDG/DERA

PA State Clean Diesel Grant Program/Diesel Emissions Reduction Act

- EMA 10
- Replacement/Repower and/or emissions control equipment upgrades of a wide range of eligible project vehicles and equipment types
- Can replace/repower with clean-diesel, alt-fuel, or electric equivalent

Non-Road Vehicles & Equipment

Electric Cargo Handling Grant Program

- EMAs 7 & 8
- Replacement/Repower of eligible forklifts, airport ground support equipment, and port cargo handling equipment
- Can replace/repower with electric equivalent only

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Non-Road Vehicles & Equipment

Marine & Rail Freight Movers Grant Program

- EMAs 3 & 4
- Replacement/Repower of engines and generator sets in eligible ferries, tugs, and freight switchers
- Can replace/repower with clean-diesel, alt-fuel, or electric equivalent

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Non-Road Vehicles & Equipment

Oceangoing Vessel Shorepower Grant Program

- EMA 5
- Construction of electric shorepower terminal(s) for oceangoing vessels to use while in port
- Three commercially-navigable ports in PA: Erie, Philadelphia, & Pittsburgh- Only Erie and Philly are eligible ports.

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Light Duty Zero Emission Vehicle Supply Equipment

Level 2 EV Charging Rebate Program

- EMA 9
- Funding for installation of Level 2 EV charging stations and infrastructure

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Light Duty Zero Emission Vehicle Supply Equipment

DC Fast Charge & Hydrogen Fueling Grant Program

- EMA 9
- Funding for installation of DC Fast Charge EV charging stations, hydrogen fueling stations, and associated infrastructures

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AWARDS & PAYOUTS AS OF MARCH 1, 2021

- $36.7 million awarded to eligible projects across all DPAF programs
- $18.5 million disbursed from VW trust funds to reimburse completed projects
- PSCDG/DERA, Onroad Rebate, Truck & Bus Fleet Grant, and Level 2 Charging Rebate Programs are wildly popular and account for a large portion of all grant and rebate awards

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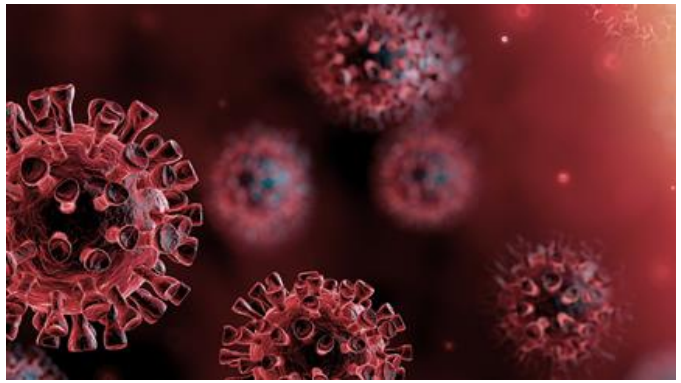
COVID-RELATED ISSUES

- Early pandemic shutdowns led to a temporary drop in applications
- As shutdowns persisted, shortages in manufacturing capacity developed and raw material supplies dwindled
- Backorders for new engines, equipment, and vehicles ranged from a few extra weeks to a year or more in some cases



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COVID-RELATED ISSUES

- Custom/specialty body shops- shortages of personnel due to shutdowns. Custom body work for project vehicles such as dump trucks, plows, and refuse haulers took much longer
- No in-person inspection by PA DEP to verify completed projects

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COVID-RELATED ISSUES: SOLUTIONS

- Allow extra time for DPAF forward projects to be completed. In most cases- one extra year, but some projects on a case-by-case basis
- Amend grant agreements and program documents as necessary, to adjust for extra time allowances

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COVID-RELATED ISSUES: SOLUTIONS

- Virtual or video-based inspections (coming soon) and photographic documentation of satisfaction of all Program requirements

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WEBSITES

https://www.dep.pa.gov/Business/Air/Volkswagen/Pages/default.aspx

https://gis.dep.pa.gov/DrivingPAForward/

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THANK-YOU!

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