

Medium- and Heavy-Duty Electric Vehicle Infrastructure Act of 2021

Senator Jeff Merkley and Representatives Nanette Diaz Barragán, Doris Matsui, Anne Kuster, and Yvette Clarke

The transportation sector represents the largest source of greenhouse gas emissions in the United States. Medium- and heavy-duty vehicles, such as tractor-trailers, large pickups and vans, delivery trucks, buses, and garbage trucks, produce about 23% of these transportation emissions, making them a critical part of tackling the climate crisis.¹ To ensure the transportation sector goes green in the coming years, we must use all the tools at our disposal to increase access to charging infrastructure for medium- and heavy-duty electric vehicles, especially as more commercial electric models are made available in the U.S. Charging infrastructure incentives, such as rebates, will support the rapid acceleration of the electrification of medium- and heavy-duty vehicles.

The **Medium- and Heavy-Duty Electric Vehicle Infrastructure Act** would establish a rebate program to promote the purchase and installation of electric vehicle supply equipment (EVSE) for medium- and heavy-duty electric vehicles. The Environmental Protection Agency would administer the rebate program to reimburse operators of public and private fleets for the purchase and installation of EVSE. The program would be authorized for \$250 million for FY 2022 – 2025.

- **Eligibility:** Eligible entities would include individuals; state, local, tribal, or territorial governments; a special tax district, port authorities, airport authorities, rural electric co-ops; or private companies that operate centrally fueled vehicle fleets. The Environmental Protection Agency will determine the maximum number of medium- and heavy-duty vehicles allowed to be served by a site where the fleet operator installs the EVSE.
- **Rebate Amount:** Qualified applicants are eligible for a rebate of up to:
 - For a public sector entity, 80% of the capital purchase and installation costs up to \$4,000 per networked level 2 charger and \$100,000 per direct current (DC) fast charger, or
 - For a private sector entity, 50% of the capital purchase and installation costs up to \$4,000 per networked level 2 charger and \$100,000 per DC fast charger.
- **Bonus:** Applicants can take advantage of one of two rebate bonuses, which are each equal to the remaining 20% of cost share.²
 - *Community Benefit Bonus:* Applicants must demonstrate the majority of vehicle miles traveled (VMT) by the medium- and heavy-duty EVs in the fleet are traveled in a county that is designated as a nonattainment area under the Clean Air Act.
 - *Rural Bonus:* Applicants must use the rebate to install EVSE in a rural area (as defined by 23 U.S.C. § 101(a)), and the majority of VMT by the medium- and heavy-duty EVs in the fleet must be traveled in a rural area.

¹ EPA, 2020.

² If the fleet operator receives a rebate equal to the ceiling amount (*i.e.*, \$4,000 per networked level 2 charger and \$100,000 per DC fast charger), then the bonus is equal to 25% of the ceiling amount.

- **Maximum Rebates:** An eligible fleet operator may be awarded rebates totaling up to \$1 million for active projects. The fleet operator can apply for additional rebates upon completion of active projects.