



Ville neuss electric vehicle charging infrastructure

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Electric vehicles (EVs) are on the rise in the United States.

The Biden administration aims for 50% of new light-duty vehicle sales to be zero-emission by 2030. Some states have even more ambitious targets, like California, Massachusetts and New York, which plan to reach 100% new EV sales by 2035. Major automakers like Ford and General Motors have announced plans to electrify large portions of their fleets over the next decade. And consumer demand is rapidly increasing, with EV registrations increasing 60% in Q1 of 2022 compared to a year ago.

All of these developments are important for decarbonizing transportation, the country's largest-emitting sector. Yet even with all this momentum, there's still a major barrier to EV expansion: there aren't nearly enough charging stations available to support America's EV targets. Furthermore, there are concerns around access to charging stations, including their locations, costs, ability to connect and reliability.

The Bipartisan Infrastructure Law could change that, enabling states and cities to fully develop a national network of charging stations to meet the expected growth of EVs in coming years.

While home or workplace charging offers a convenient and low-cost option for many EV drivers and will be the location for most EV charging, a robust public charging network is also necessary so drivers can find a convenient source of power when they need it, even when they're far from home. This is especially the case in rural areas, where daily driving distances are longer, as well as for people without dedicated parking spaces at home or at work, such as renters or residents of multi-unit dwellings.

There are currently approximately 6,000 fast charging stations (suitable for highway corridors and rapid community charging) and approximately 40,000 Level 2 charging stations (suitable for locations like hotels, office buildings and parking garages) across the country. This is inadequate to support national goals and growing consumer demand. Research shows that the United States will need about \$40 billion dollars of investment in publicly accessible charging infrastructure over the next 10 years to put the country on a path for 100% passenger EV sales by 2035.

The Bipartisan Infrastructure Law provides the largest-ever federal investment in EV charging infrastructure, and thus serves as a critical down payment for the United States to reach its EV potential.

It includes the \$5 billion National Electric Vehicle Infrastructure (NEVI) program, formula funding allocated to states over five years to create a nationwide EV charging network along highway corridors. When the national network is fully built out, NEVI funding can be used to add charging capacity on any public road or in other publicly accessible community locations.



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The Bipartisan Infrastructure Law also includes the \$2.5 billion Charging and Fueling Infrastructure discretionary grant program for corridor and community charging and alternative fueling infrastructure. It also allows states to use several other flexible programs, such as the \$70 billion Surface Transportation Block Grant program, to fund EV-charging infrastructure (discussed below).

The influx of new federal funding presents a unique opportunity to jump start the effort to electrify transportation, but only if states and cities use funds effectively and equitably. Here's how they can do so:

Following the passage of the Bipartisan Infrastructure Law, state departments of transportation (DOTs) have a more prominent role in developing a national network of charging infrastructure. Many of the major funding sources for EV charging -- including the NEVI program -- will be administered by state DOTs. However, in many states, most EV charging infrastructure incentive programs (including those from the Volkswagen Clean Air Act Settlement) and other planning processes have, up until now, been developed and implemented by state energy and/or environment agencies.

As state DOTs enter this space, they can leverage the experience and expertise of fellow agencies, including energy and environment agencies, utility regulatory bodies, and labor and workforce development offices. Oregon's Zero Emission Vehicle Interagency Work Group (ZEVIWiG) and the new Michigan Infrastructure Office are examples of efforts to coordinate federal funding from the Bipartisan Infrastructure Law across state agencies and in partnership with cities and other stakeholders.

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Web: <https://www.kary.com.pl/contact-us/>

Email: energystorage2000@gmail.com

WhatsApp: 8613816583346

