

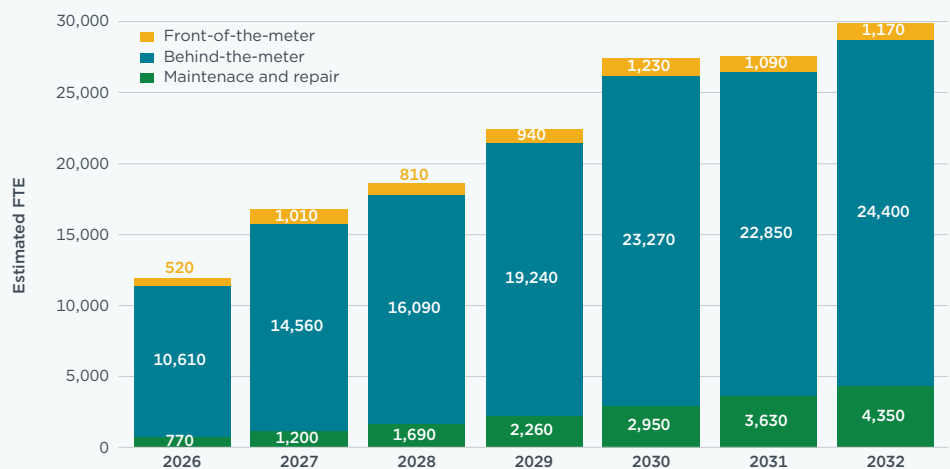
# HOW EV TAX CREDITS COULD SPUR JOB GROWTH IN TRUCK CHARGING INFRASTRUCTURE

## NATIONAL HIGHLIGHTS

- » In 2032, the ICCT projects that tax incentives (45W and 45X tax credits) could support adoption of over 1 million Class 4-8 zero-emission medium- and heavy-duty vehicles (MHDVs).
- » These vehicles could require over 633,000 chargers and 48 GW by 2032.
- » The associated infrastructure build-out would require an estimated minimum of 30,000 full-time equivalent (FTE) jobs.

Figure 1

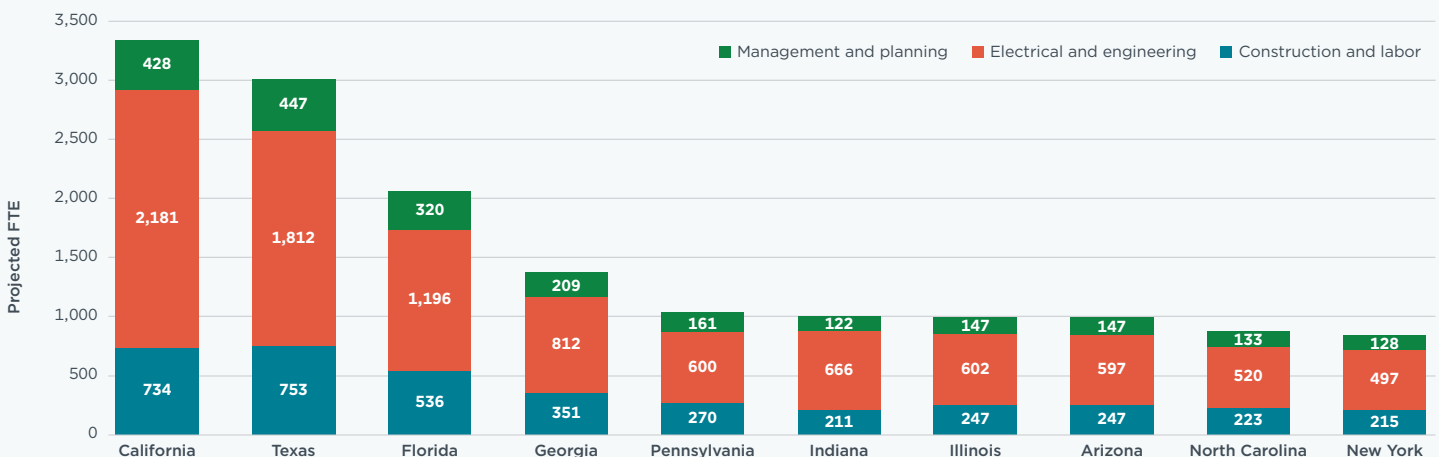
Projected medium- and heavy-duty vehicle infrastructure job demand from 2026 to 2032



Of total job demand in 2032, those in the electrical and engineering category make up 62%, construction and labor are 24%, and management and planning are 14%.

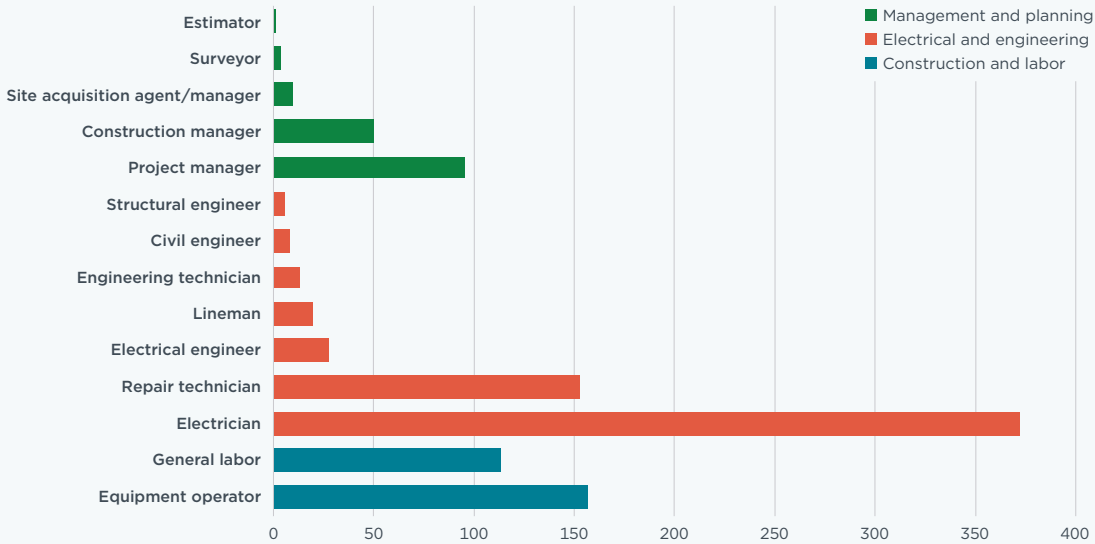
Figure 2

Top 10 U.S. states by job demand for charging and utility infrastructure, 2032



# TRUCK CHARGING AND UTILITY INFRASTRUCTURE NEEDS FOR PENNSYLVANIA

**Figure 3**  
Estimated job demand in Pennsylvania, 2032



Pennsylvania ranks 5th in terms of projected job demand from infrastructure build out.

In 2032, new infrastructure growth in Pennsylvania is projected to require a minimum of 1,032 FTE jobs.

The ICCT estimates Pennsylvania will require charging infrastructure totaling about 1.26 GW in nameplate capacity by 2032.

In terms of job demand, the top 5 counties are:

- » Allegheny County - 75 FTE
- » Montgomery County - 56 FTE
- » Bucks County - 46 FTE
- » Lancaster County - 45 FTE
- » Westmoreland County - 44 FTE

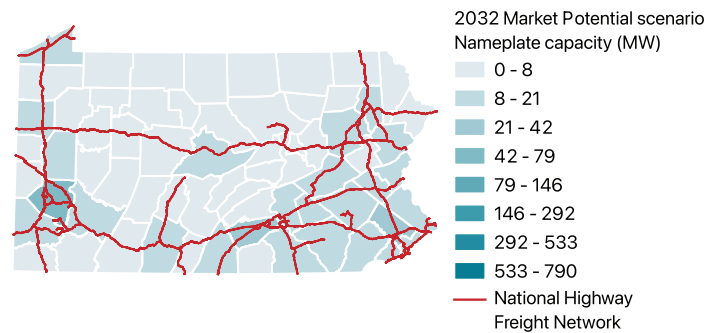
## STATUS OF TRUCK CHARGING INFRASTRUCTURE IN PENNSYLVANIA

Pennsylvania has taken steps over the past several years to promote the adoption of zero-emission trucks and charging infrastructure development. In January 2024, the Department of Environmental Protection awarded nearly \$40 million to replace diesel fleets with zero-emission vehicles as part of its Medium- and Heavy-Duty Zero-Emission Vehicle Pilot Grant, which also supports the installation of vehicle chargers.<sup>1</sup> More recently, Senate Bill 147 was introduced in the state legislature, which would create a Near-Zero-Emission Truck Incentive Program focused on replacing pre-2010 model trucks.<sup>2</sup>

<sup>1</sup> Department of Environmental Protection, "DEP Awarding \$39.6 Million to Replace Aging Diesel Fleets with Zero-Emission Vehicles," press release, January 10, 2024, <https://www.pa.gov/agencies/dep/newsroom/dep-awarding-396-million-to-replace-aging-diesel-fleets-with-zero-emission-vehicles.html>.

<sup>2</sup> Keith Goble, "Pennsylvania Bill Would Create Incentive Program for Purchasing Certain Trucks," *Land Line Media* (blog), January 31, 2025, <https://landline.media/pennsylvania-bill-would-create-incentive-program-for-purchasing-certain-trucks/>.

**Figure 4**  
Pennsylvania charging infrastructure nameplate capacity, 2032



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