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Truck and Bus Electrification: Time for State Action

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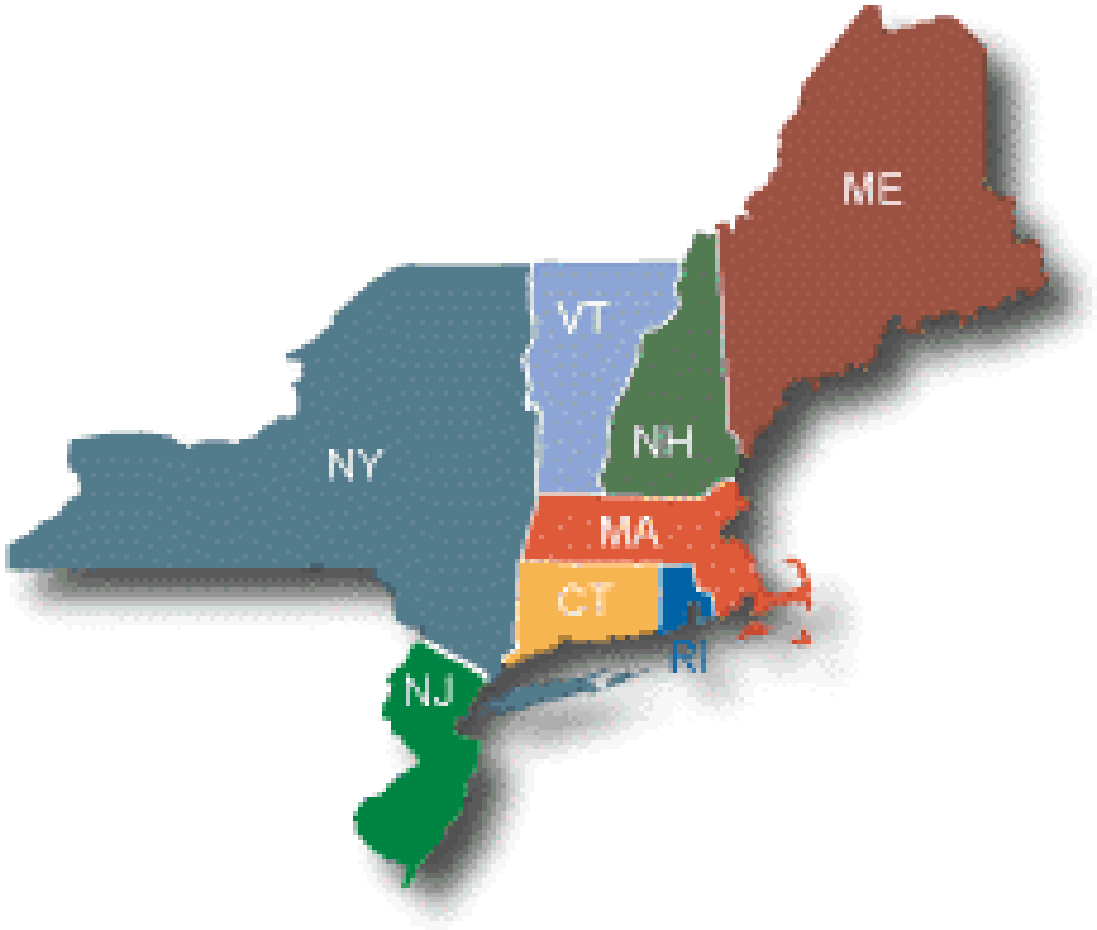
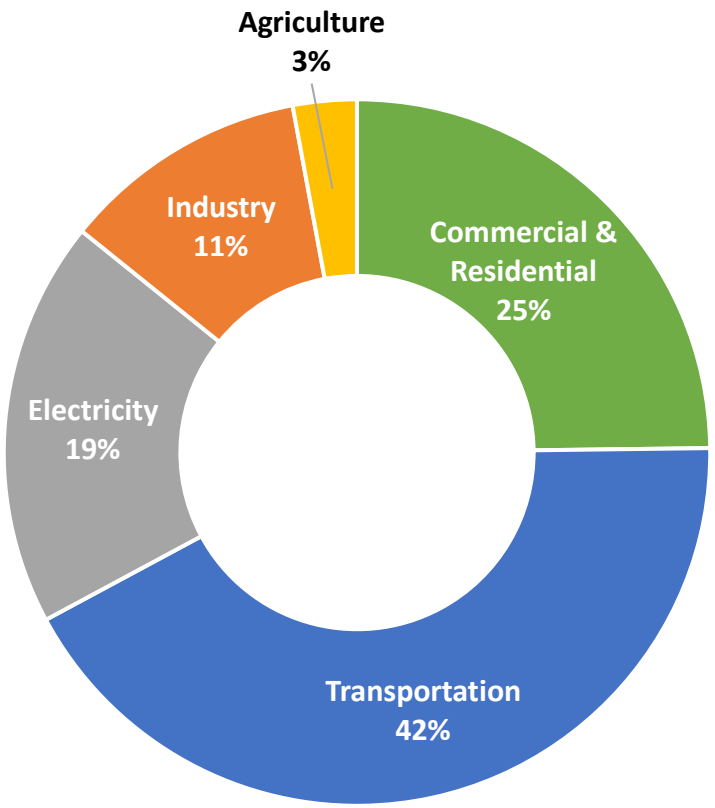
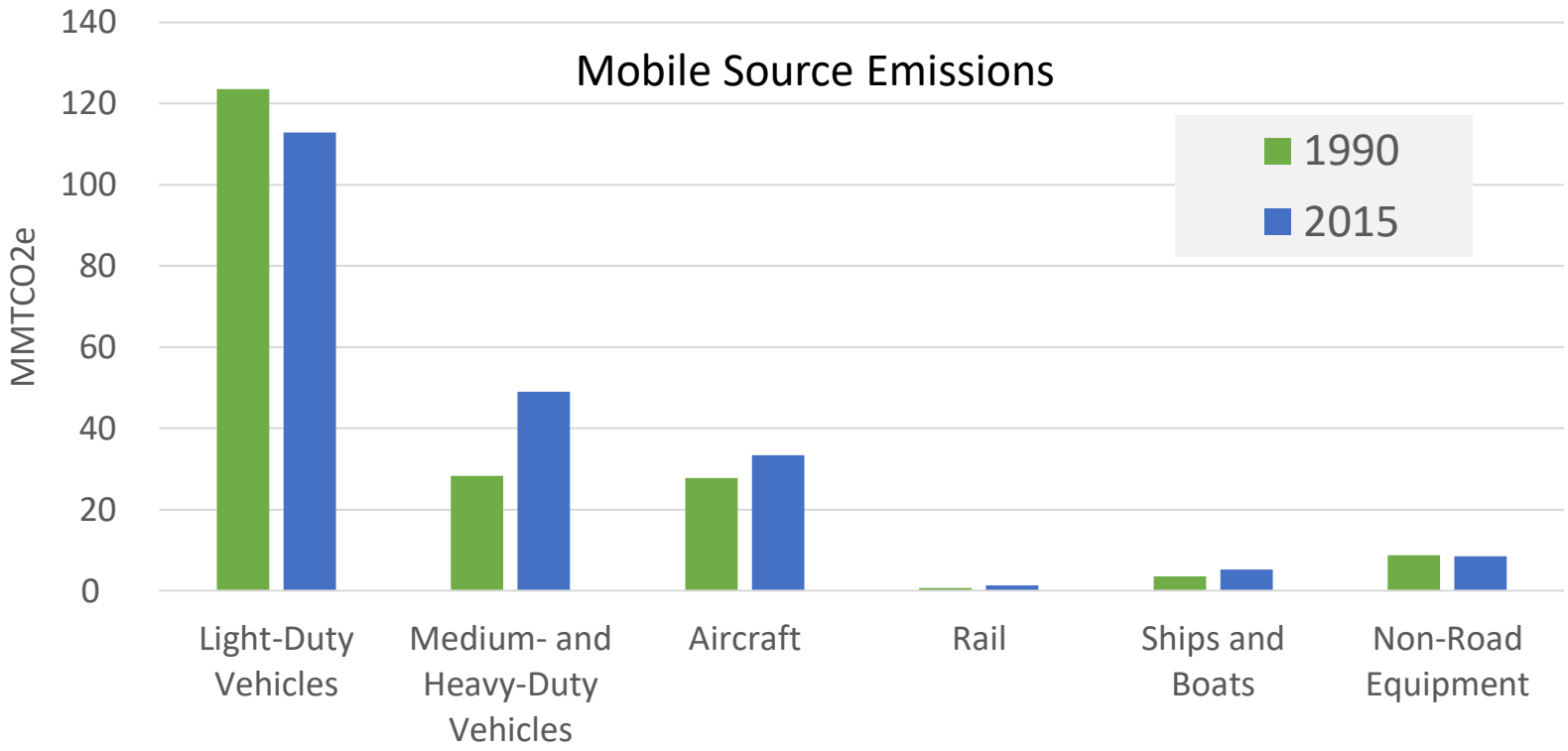
Northeast States for Coordinated Air Use Management (NESCAUM)

- NESCAUM is the regional nonprofit association of state air quality agencies in the Northeast.
- Our purpose is to provide scientific, technical, analytical and policy support.
- Long history of working with California and the Section 177 States.
- NESCAUM facilitates the multi-state ZEV Task Force.



Greenhouse Gas Emissions in the Northeast





Source: State Inventory Tool (2015 emissions)

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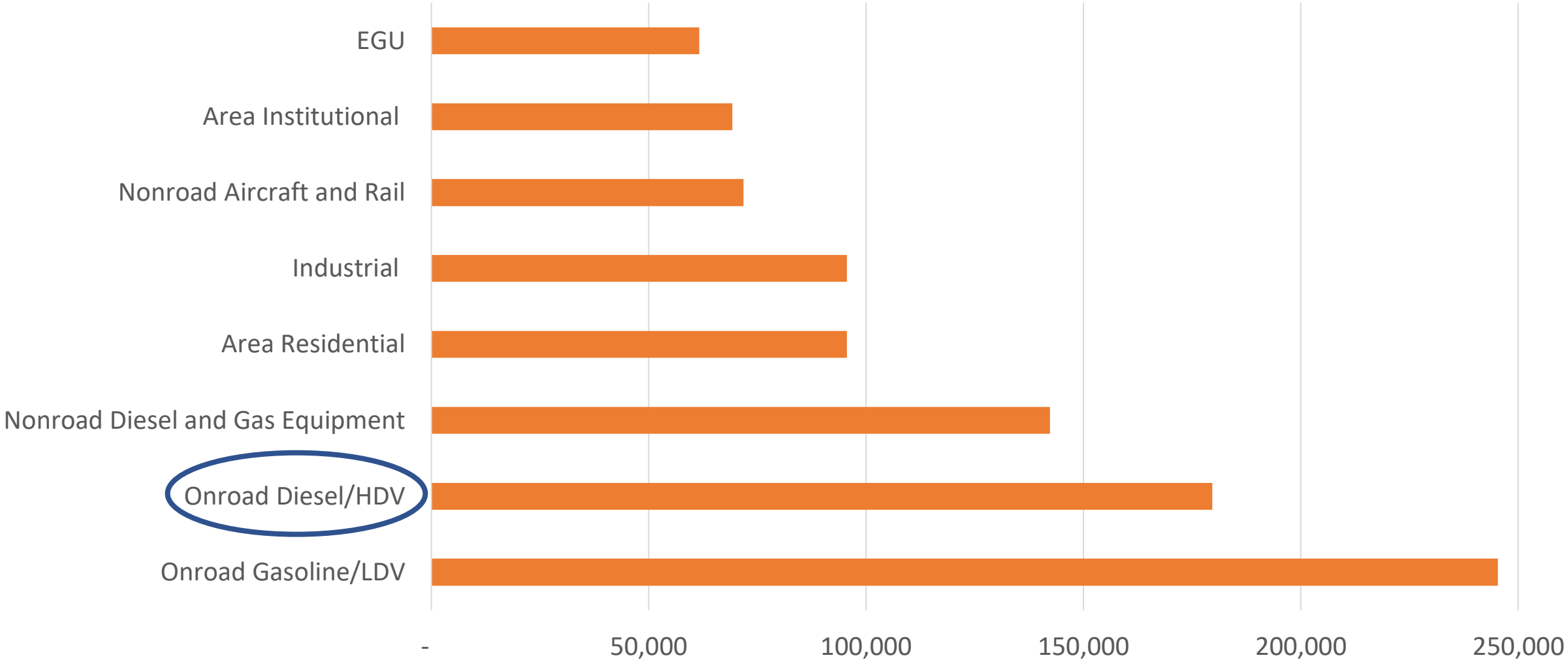
2017 NOx Emissions (Tons) in Mid-Atlantic/Northeast



Source: EPA 2017 National Emissions Inventory

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Medium- and Heavy-Duty Zero Emission Vehicle MOU

MULTI-STATE MEDIUM- AND HEAVY-DUTY ZERO EMISSION VEHICLE

MEMORANDUM OF UNDERSTANDING

WHEREAS, the Signatory States and the District of Columbia[1] recognize the importance of state leadership and coordinated state action to ensure national progress in the effort to reduce greenhouse gas (GHG) emissions and stabilize global warming;

WHEREAS, the Signatory States have statutory obligations or otherwise seek to significantly reduce statewide GHG emissions by 2050, consistent with science-based targets;

WHEREAS, transportation is now the nation's largest source of GHG emissions, and, after light-duty vehicles, medium- and heavy-duty trucks are the next largest source of transportation sector GHG emissions;

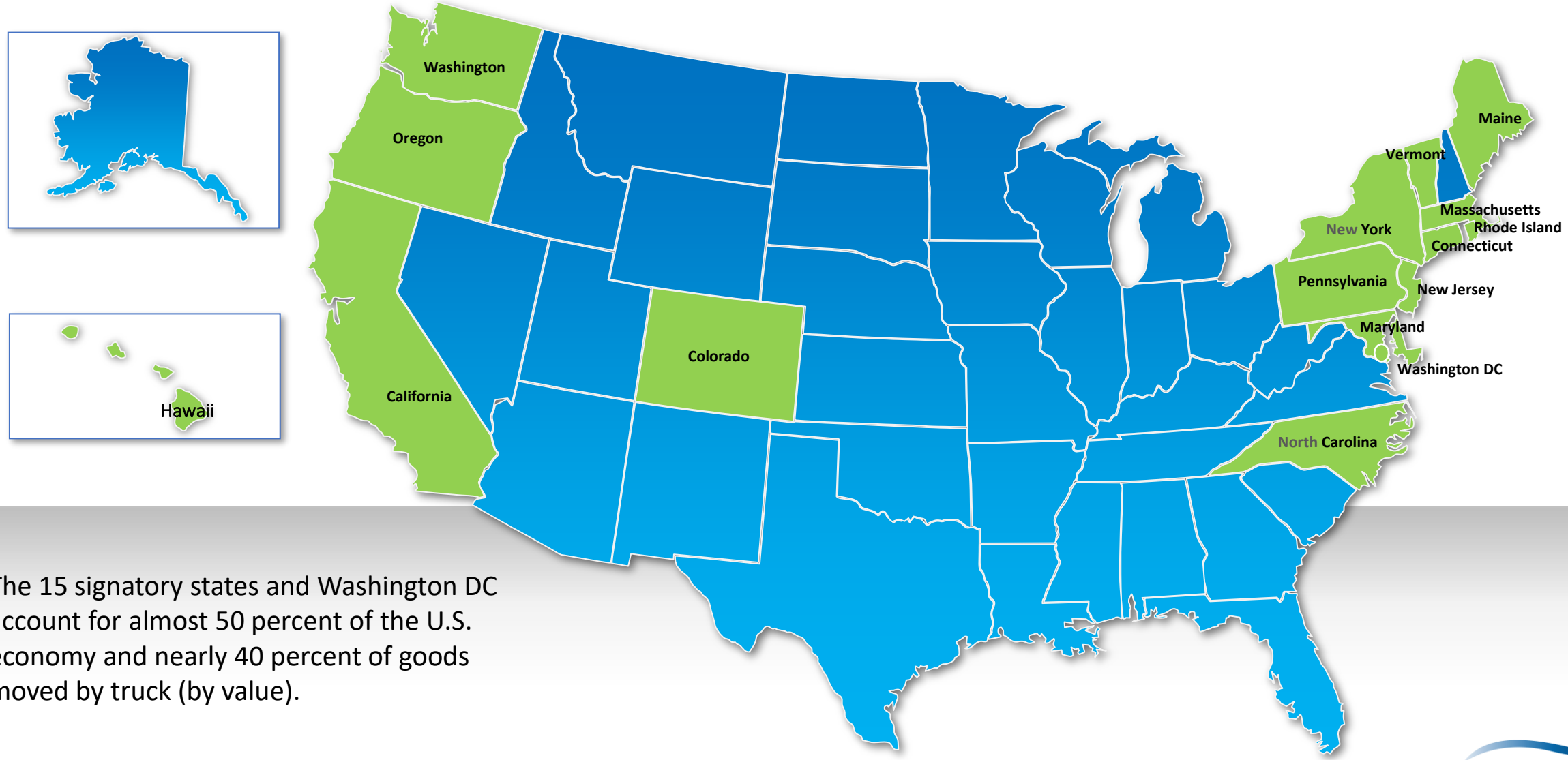
WHEREAS, the Signatory States have a statutory obligation to provide their citizens with air quality that complies with national health-based air quality standards, which are required to be protective of health and the environment with an adequate margin of safety;

WHEREAS, fossil fuel related emissions from medium- and heavy-duty vehicles (MHDVs) are a major source of nitrogen oxides (NOx), particulate matter, and toxic air emissions, which are preventing many densely populated areas from achieving compliance with federal ambient air quality standards;

WHEREAS, emissions from MHDVs are a widely acknowledged, but unaddressed, environmental justice problem that directly and disproportionately impacts disadvantaged communities located near freight corridors, ports and distribution centers;

- Builds off success of 2013 MOU and subsequent Action Plans for light-duty ZEVs.
- Commits signatories to work together to foster a self-sustaining market for zero emission medium- and heavy-duty vehicles.
- Calls for 30 percent of new truck and bus sales to be zero-emission by 2030 and 100 percent by 2050.
- Emphasizes need to accelerate deployment of zero-emission trucks and buses in disadvantaged communities.
- Directs Task Force to develop a multi-state Action Plan.

MHD ZEV MOU Signatories



The 15 signatory states and Washington DC account for almost 50 percent of the U.S. economy and nearly 40 percent of goods moved by truck (by value).

Sources:
U.S Bureau of Economic Analysis https://apps.bea.gov/itable/iTable.cfm?ReqID=70&step=1#reqid=70&step=1&isuri=1;
FHWA Freight Analysis Framework https://faf.ornl.gov/faf4/Extraction1.aspx

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NEXT STEPS

The ZEV Task Force will conduct stakeholder outreach and develop a multi-state Action Plan that considers the need for market-enabling actions such as:

- Incentives for vehicles and infrastructure;
- Adoption of regulatory standards;
- Utility actions to support infrastructure buildout and beneficial rate design;
- Measures to increase use of zero emission trucks and delivery vans in densely populated areas;
- Innovative financing models and new funding sources;
- Actions to encourage fleet purchases; and
- Uniform standards and data collection requirements.

Tentative Timeline

Conduct Stakeholder Outreach

Summer 2020

Fall 2020

Develop Draft Action Plan

Seek Stakeholder Input on Draft Plan

Jan-Feb 2021

March 2021

Revise Draft Action Plan

State Approval Process

April-May 2021

May/June 2021

Release Final Action Plan

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For questions, please contact:

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