

# Electrifying Trucks and Buses: Market Enabling State Policies

Coralie Cooper  
Deputy Director

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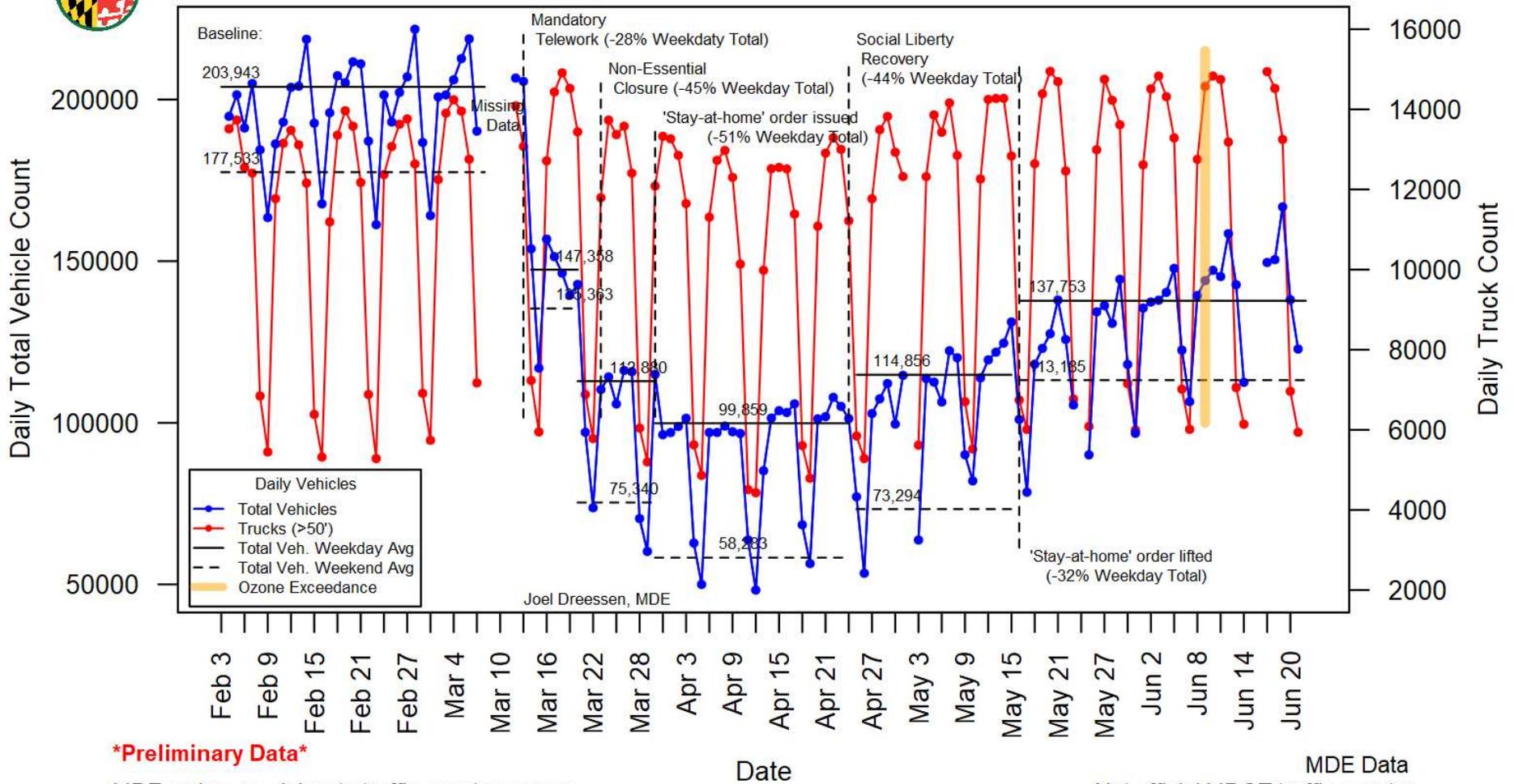
# Northeast States for Coordinated Air Use Management (NESCAUM)

- 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.
- We work with states as they develop and implement air pollution control and climate programs





## MDE Traffic Counter at I-95 Near-Road Site (Feb 4 - Jun 21, 2020)



**\*Preliminary Data\***

MDE makes no claims to traffic count accuracy

MDE Data  
 Not official MDOT traffic counter



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

### MEMORANDUM OF UNDERSTANDING

WHEREAS, the Signatory States and the District of Columbia<sup>1</sup> 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;

## MHD Zero Emission Vehicle MOU

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



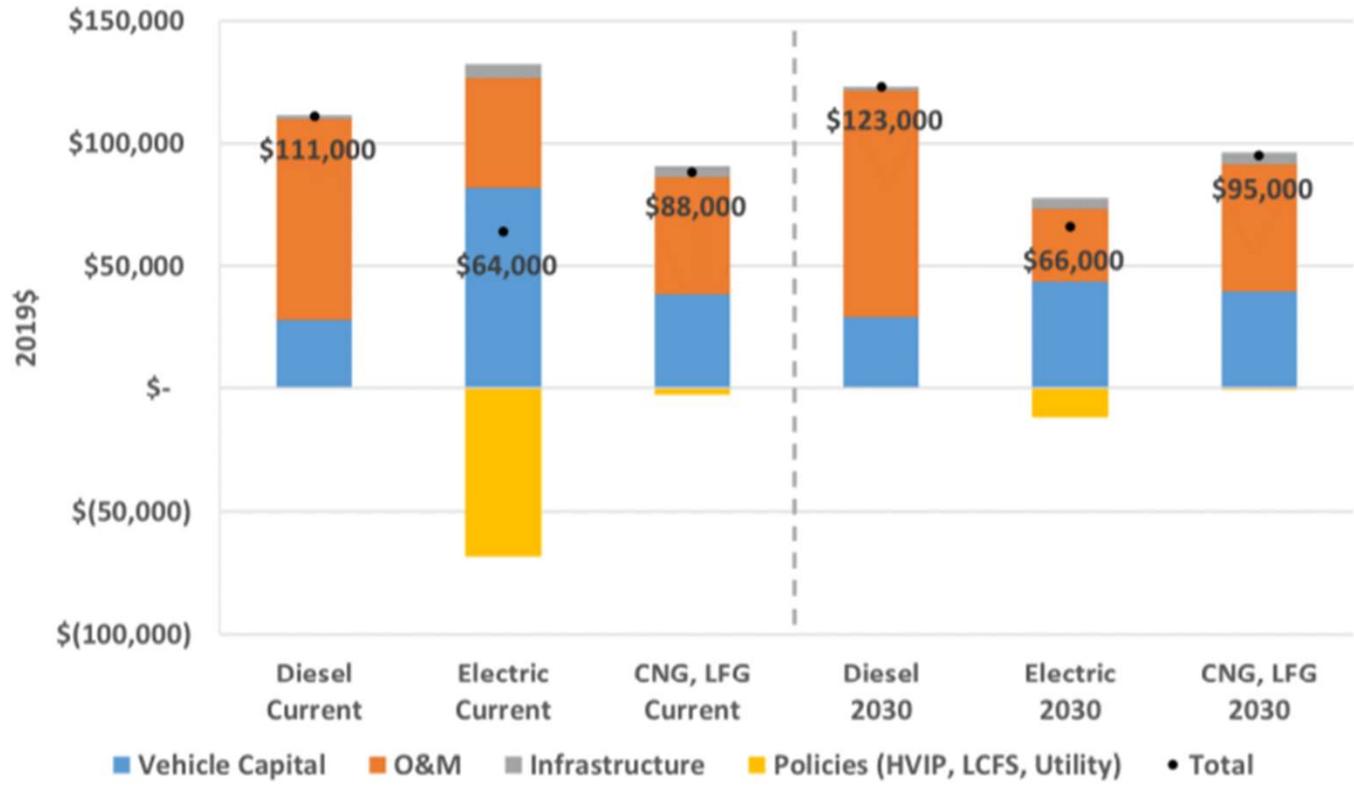
## DEVELOPMENT OF DRAFT ACTION PLAN

The ZEV Task Force will 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 the 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.



# Cost Comparison for Small Van



Source: California Electric Transportation Coalition, <https://caletc.com/comparison-of-medium-and-heavy-duty-technologies-in-california/>