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Multi-State Medium and Heavy Duty ZEV MOU and Action Plan

October 21, 2020

Meeting Procedures



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Agenda

- ☐ **M/HD ZEV MOU Overview**
- ☐ **Development of M/HD ZEV Action Plan**
- ☐ **Q/A**



NYS Leadership in Medium and Heavy Duty Zero Emission Vehicles

- Electric Transit Buses (MTA, SOTS)
- NYTVIP, NYC CTP
- VW Settlement
- NYS PSC Make Ready Order

CLCPA

- Requires 40 percent emissions reductions from 1990 levels by 2030
- And 85 percent emissions reductions by 2050



Medium- and Heavy-Duty Zero Emission Vehicle MOU

- Builds off success of 2013 Governor's 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.**



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

MEMORANDUM OF UNDERSTANDING

WHEREAS, the Signatory States and the District of Columbia¹ 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;

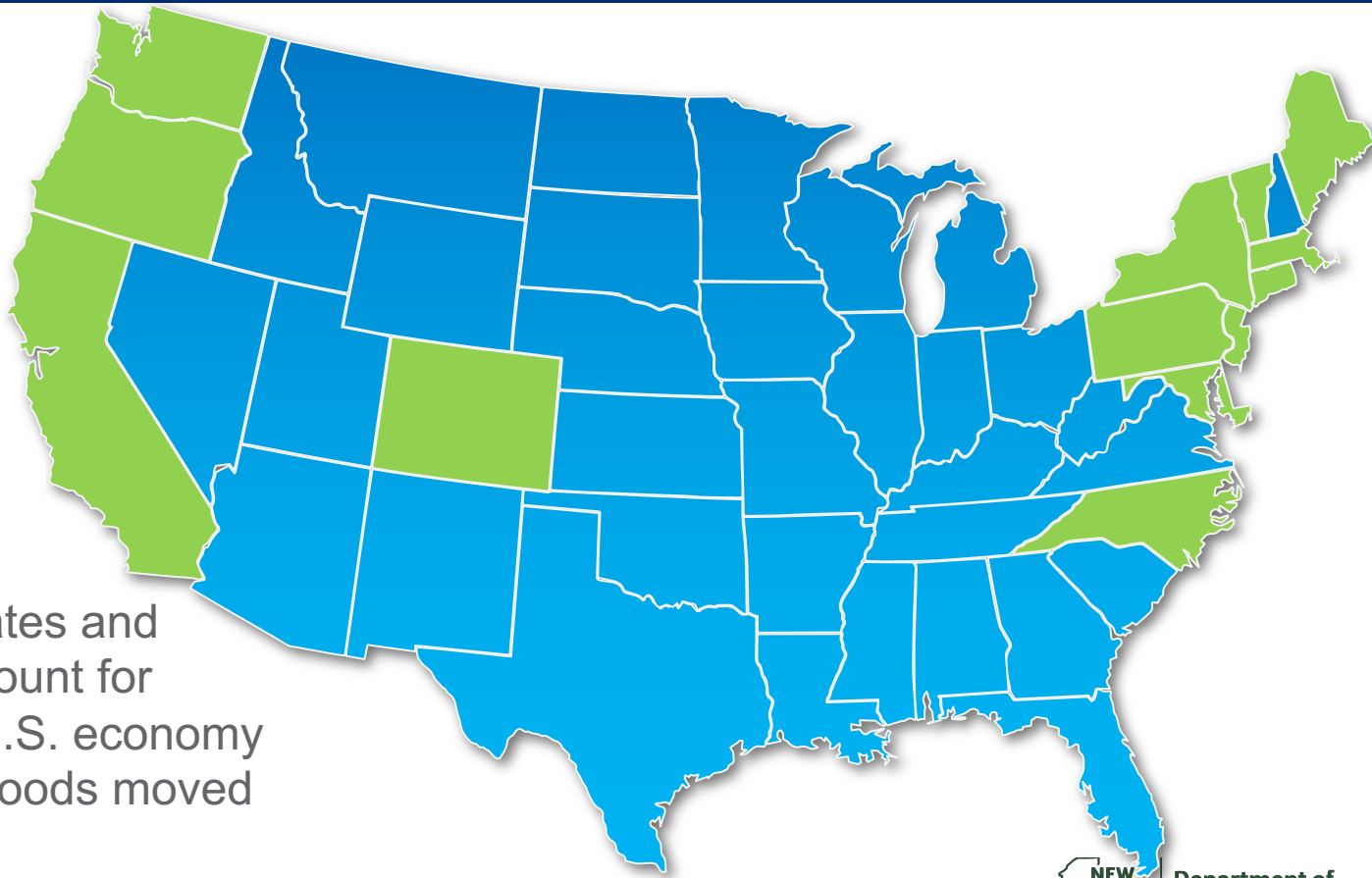
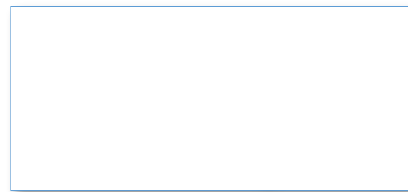
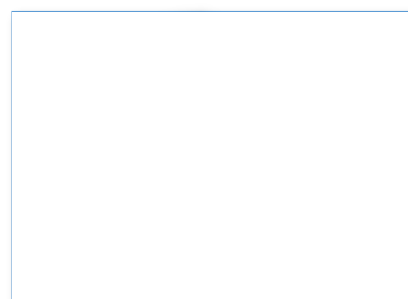
WHEREAS, transportation is now the nation's largest source of GHG emissions, and, after light-duty vehicles, medium- and heavy-duty trucks are the next largest source of transportation sector GHG emissions;

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 communities located near freight corridors, ports and distribution centers;

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

Sources: U.S Bureau of Economic Analysis; FHWA Freight Analysis Framework



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Truck Classifications

- Vehicle classes are based on gross vehicle weight rating (GVWR)

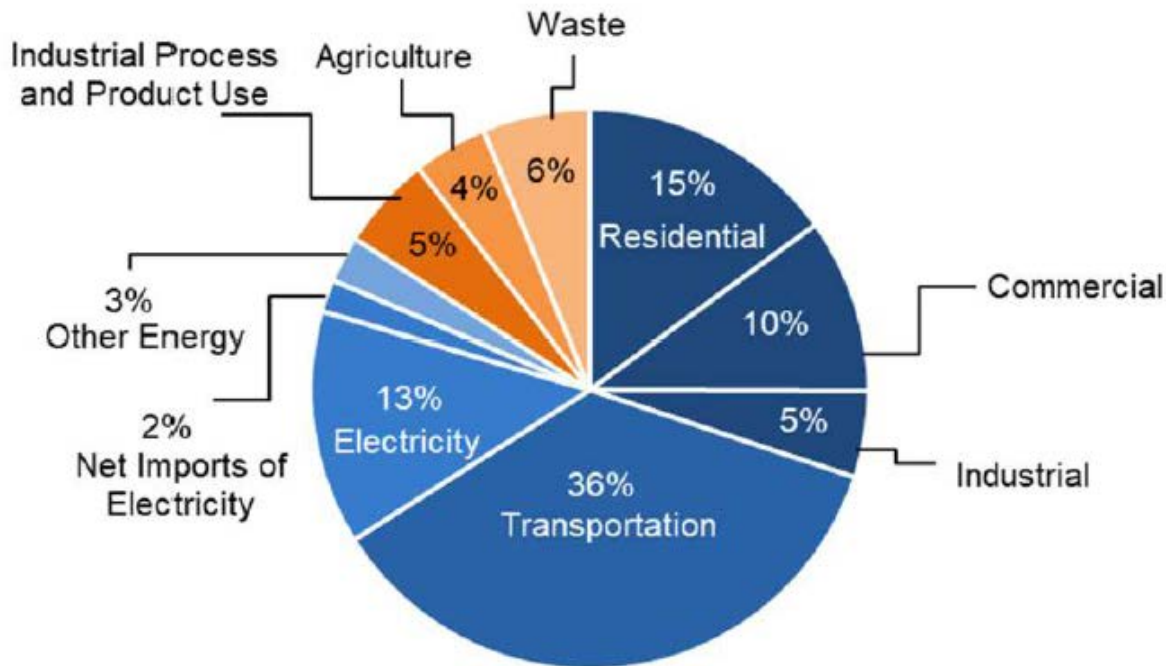


Source: U.S. Department of Energy

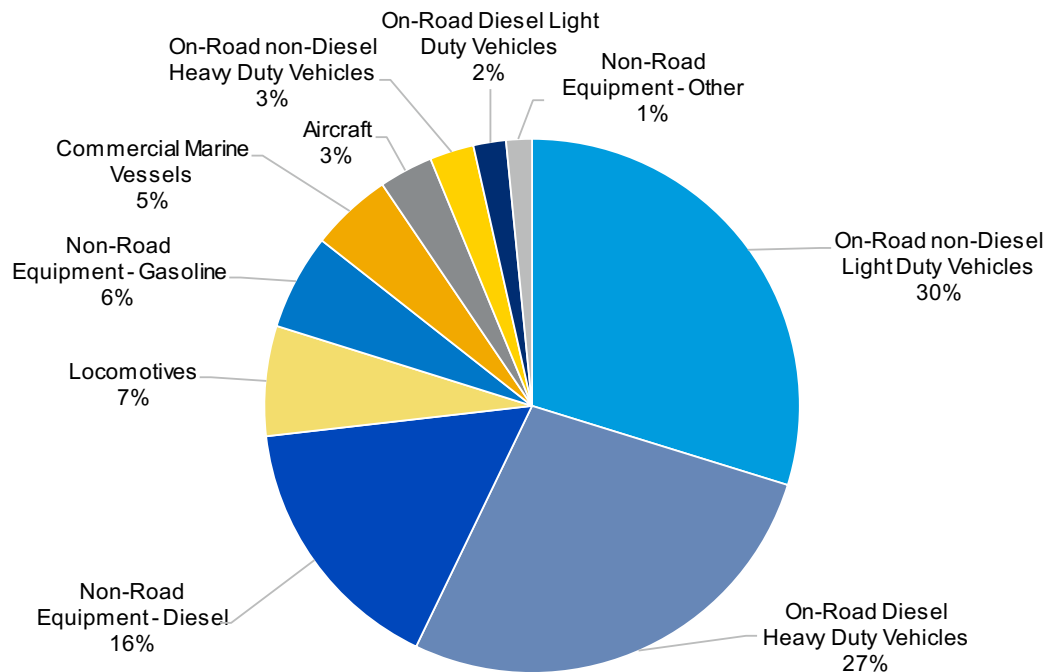


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New York State GHG Emissions by Sector



2014 New York State NOx Emissions by Transportation Sector

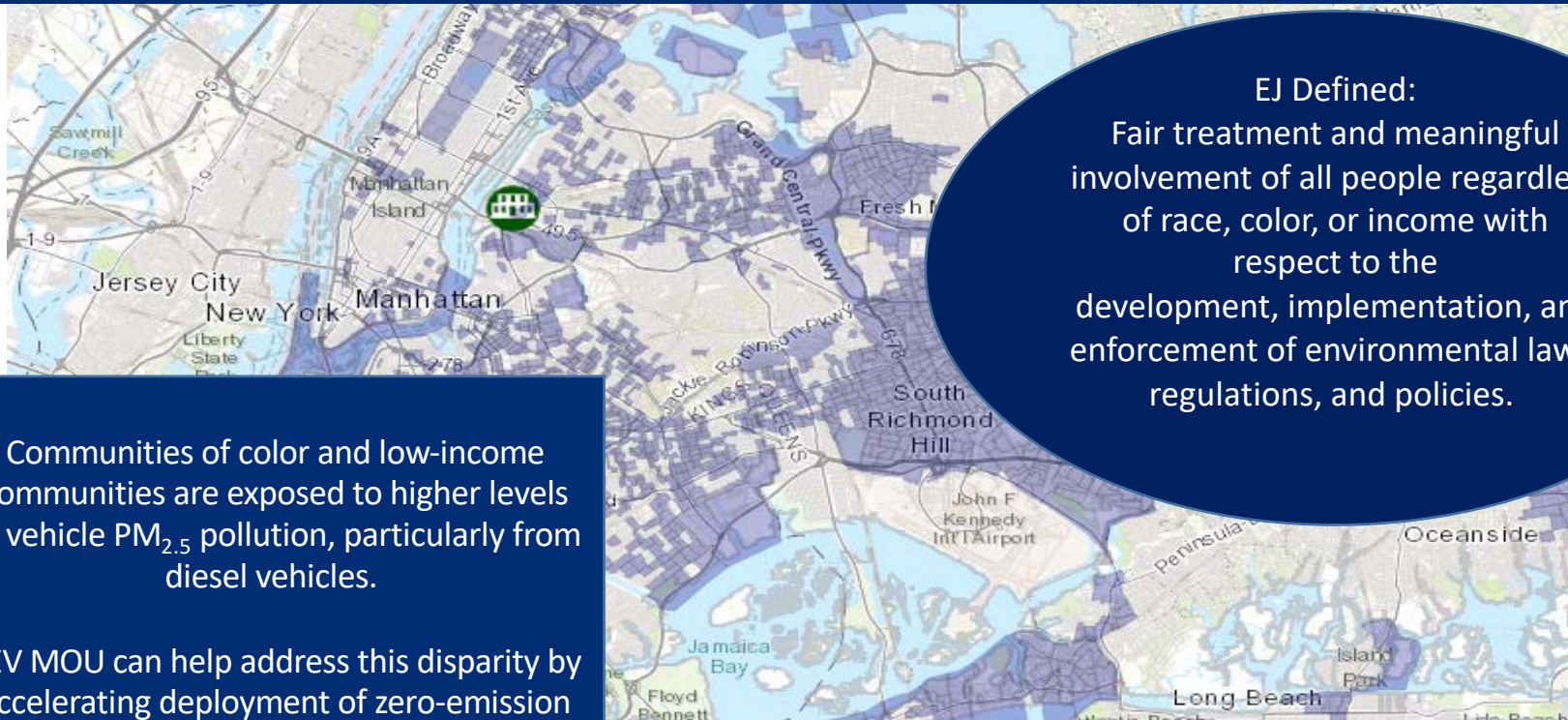


(Source: 2014 EPA National Emissions Inventory)



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Environmental Justice



Communities of color and low-income communities are exposed to higher levels of vehicle PM_{2.5} pollution, particularly from diesel vehicles.

ZEV MOU can help address this disparity by accelerating deployment of zero-emission trucks and buses in these communities.

EJ Defined:
Fair treatment and meaningful involvement of all people regardless of race, color, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.



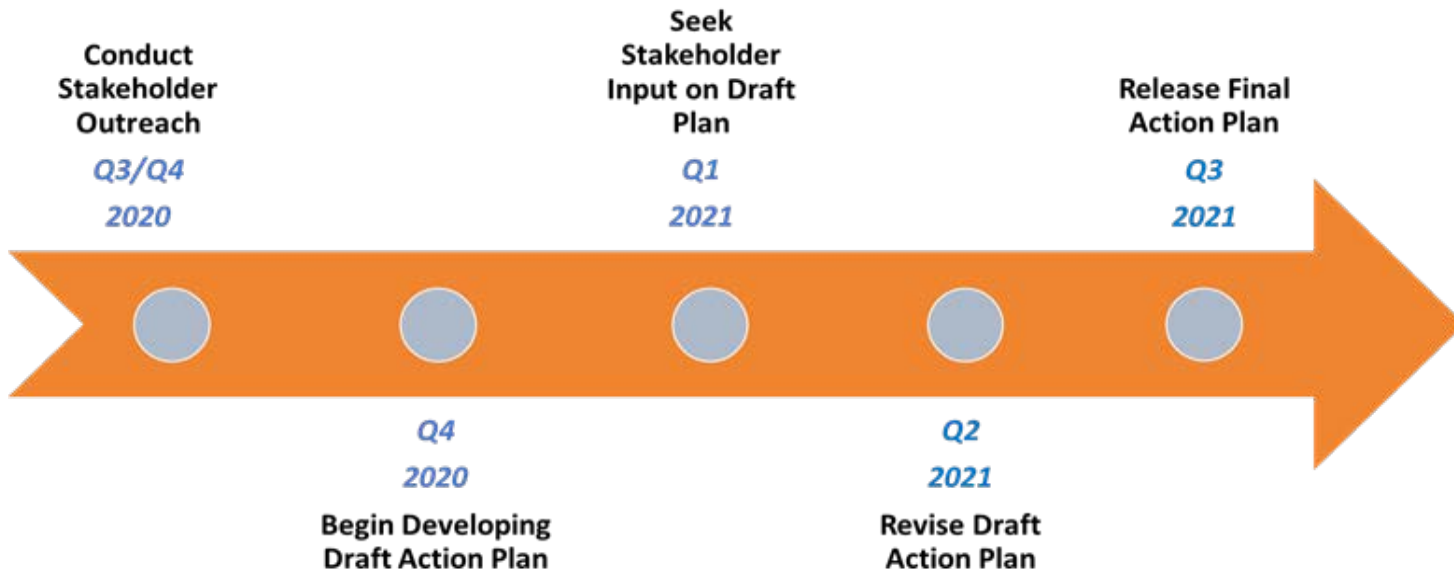
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The ZEV Task Force will conduct stakeholder outreach and develop a multi-state Action Plan that considers the need for market-enabling actions such as:

- Incentives for vehicles and infrastructure;
- Encourage public transit and public fleet MHD ZEVs
- Adoption of regulatory standards (e.g., California's Advanced Clean Trucks Regulation);
- 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 and data collection requirements.



Tentative Timeline



Action Plan Expectations

- What current programs or policies relate to MHD ZEVs?
- What aspects can be improved?
- What are the challenges and barriers to MHD ZEV adoption?
Consider ideas to minimize or resolve these.
- Focus on overarching Multi-State actions with consideration of state-specific and local environmental justice issues
- How can M/HD ZEV Action Plan support CLCPA implementation?



Requests

- What data or studies of interest do you have, or are working on?
- Are there model or pilot programs we should know about?
- Are there particular strategies that we should consider for the Action Plan?
- Submit your comments to DEC's M/HD ZEV email box.
- Review and comment on Draft MHD ZEV Action Plan (Q1, 2021).



Related Ongoing Activities

Clean Transportation Roadmap

- Chart a course to 2030/2050 GHG emissions targets for transportation sector
- Help align and inform policies of NYS agencies working on clean transportation initiatives

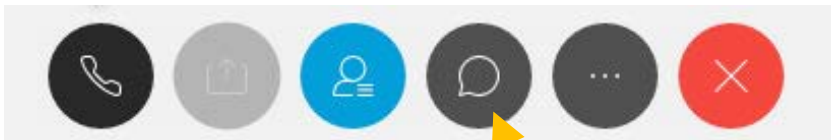
Transportation Advisory Panel

- The Climate Action Council will prepare a Scoping Plan to achieve the State's clean energy and climate agenda.
- TAP will make recommendations for the Council's Scoping Plan.



Question and Answer

- Send questions/comments in the Chat box



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NYS Panelists

- Adam Ruder, NYSERDA
- Alan Warde, NYS DOT
- Lynn Weiskopf, NYS DOT
- Chris Graves, NYS DPS
- John Markowitz, NYPA
- James Clyne, NYS DEC
- James Symon, NYS DEC



Thank You

To get more information and updates, go to the MHD ZEV Website:

<https://www.dec.ny.gov/chemical/121209.html>

Contact us using the MHD ZEV email:

MHDZEVPlan.Air@dec.ny.gov



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