Multi-State Medium & Heavy Duty Zero Emission Vehicle Initiative

September 10, 2020
SIPRAC
MHD ZEV MOU – July 14, 2020

• Builds off success of 2013 8 state ZEV 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.
• Consistent with CT’s Global Warming Solutions Act, 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.
• [https://portal.ct.gov/DEEP/Air/Mobile-Sources/EVConnecticut/EVConnecticut---CTs-EV-Commitment](https://portal.ct.gov/DEEP/Air/Mobile-Sources/EVConnecticut/EVConnecticut---CTs-EV-Commitment)
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).

Analysis [https://apps.bea.gov/itable/iTable.cfm?ReqID=70&step=1#reqid=70&step=1&isuri=1](https://apps.bea.gov/itable/iTable.cfm?ReqID=70&step=1#reqid=70&step=1&isuri=1);
Why Connecticut Joined

- Electrifying the MHDV sector is essential to meeting our climate and air quality goals
  - Connecticut continues to project ozone nonattainment
  - After LDV sector, MHDV sector is next largest source of transportation related emissions in Connecticut
  - Goods movement is a growth sector and MHDV diesel emissions contribute to poor air quality that disproportionately harms the health of those in low-income communities and communities of color that are often located near trucking corridors and distribution hubs
  - By 2030, MHD ZEVs are projected to achieve total cost of ownership parity with diesel/gasoline counterparts
  - Many large commercial fleets (Amazon, DHL, IKEA) have made public commitments to electrify their fleets
  - This effort is consistent with Connecticut’s deployment of VW funding
Next Steps

• The Multi-State ZEV Task Force will conduct stakeholder outreach and develop a draft multi-state Action Plan considering:
  – Incentives for vehicles and infrastructure;
  – Utility actions to support infrastructure build out and beneficial rate design;
  – Measures to increase the use of zero emission trucks/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.

• Timeline in the MHD ZEV MOU calls for development of a draft Action Plan within six months (e.g., early 2021)
  – NESCAUM and MJ Bradley & Associates are assisting with plan development with state and utility engagement, respectively

Stay informed! Sign up on EVConnecticut to receive updates
Additional Information

• Covered Truck Classifications
  – Based on Gross Vehicle Weight Rating (GVWR)
  – Class 2 subdivided into:
    • Class 2a (GVWR 6,001-8,500 lbs., and
    • Class 2b (GVWR of 8,501-10,000)
    • MHDVs cover class 2b-8
Determining MOU Goals

Establishing a Baseline for Sales

- In 2018, national new retail sales of Class 2b-Class 8 vehicles totaled roughly 1,588,000.

- Class 2b vehicles dominated sales (50%), followed by Class 3 (19%) and Class 8 (16%).

2017 Mid-Atlantic/Northeast NOx Emissions (tons)

- ONROAD GASOLINE/LDV: 245,332 tons
- ONROAD DIESEL/HDV: 179,623 tons
- NONROAD DIESEL AND GAS EQUIPMENT: 142,313 tons
- AREA RESIDENTIAL: 71,777 tons
- AREA INSTITUTIONAL: 69,639 tons
- NONROAD AIRCRAFT AND RAIL: 61,639 tons
- INDUSTRIAL: 50,000 tons
Northeast Greenhouse Gas Emissions

Source: State Inventory Tool - 2015
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