

December 12, 2019

California and Seven States
Commit to Faster Transition to Zero-Emission Trucks and Buses

Next Step is Formal Agreement

Today California, Connecticut, Maine, Massachusetts, New Jersey, Oregon, Rhode Island and Vermont committed to move forward together to develop an agreement and action plan to put hundreds of thousands more zero-emission trucks and buses onto their roads and highways. The [Statement of Intent](#) announced today is intended to support accelerated deployment of medium- and heavy-duty zero emission trucks and buses.

The transportation sector is now the largest source of climate-altering carbon pollution in the United States. After passenger cars and trucks, medium- and heavy-duty vehicles are the next largest source of transportation sector greenhouse gas emissions. They are also a major contributor to emissions of harmful smog-forming pollutants, particulate matter, and air toxics that are disproportionately impacting urban communities and those located near major truck routes and distribution hubs. Electrification of trucks and buses is essential to improve air quality and achieve the reductions in carbon pollution needed to meet state science-based GHG emission reduction goals and avoid the worst impacts of climate change.

This effort builds on an existing [Memorandum of Understanding](#) signed by California and nine other states with zero emission vehicle (ZEV) regulations to accelerate consumer adoption of light-duty zero emission passenger cars and trucks.¹ That ongoing effort established a multi-state ZEV Task Force to coordinate state efforts and the development of a comprehensive ZEV Action Plan for passenger cars and trucks. Facilitated by the Northeast States for Coordinated Air Use Management (NESCAUM), a multi-state organization with more than 50 years of experience supporting collaborative clean air programs, the multi-state effort to promote and support ZEVs has proven to be a successful model for effective state and regional action to advance transportation electrification.

This new medium- and heavy-duty vehicle collaborative effort will also be implemented through the ZEV Task Force and facilitated by NESCAUM, and will pursue similar coordinated action with industry and stakeholders to identify and address cost, fueling infrastructure, and other barriers.

“Today’s announcement is definitely a step in the right direction: Trucks are increasingly a major contributor to air pollution nationwide, but especially in our cities where they are among the largest sources of toxic emissions in vulnerable neighborhoods. We need to design a regulatory program that gets to the heart of this problem. We will move farther faster in partnership with other states who share the same commitment to cleaning up trucks and protecting public health,” said CARB Chair Mary D. Nichols.

“Many communities in Connecticut are located near major trucking routes, ports and other trucking hubs and are particularly vulnerable to the harmful health impacts of air pollution from diesel trucks and

¹ *State Zero-Emission Vehicle Programs Memorandum of Understanding*, October 24, 2013. The original eight signatory states were CA, CT, MD, MA, NY, OR, RI and VT. NJ and ME joined in 2018 and 2019, respectively.

further contributing to the climate crisis. As the federal government continues to ignore the public health of our citizens and the impacts of climate change, state leadership in pursuit of decarbonizing the transportation sector is needed now more than ever,” said Connecticut Department of Energy and Environmental Protection Commissioner, Katie Dykes.

“Promoting the adoption of electric vehicles isn’t limited to cars and light trucks and we are grateful for the collaboration with other states and the Northeast States for Coordinated Air Use Management,” said New Jersey Department of Environmental Protection’s Commissioner Catherine R. McCabe. “We welcome the opportunity to spur the introduction of zero-emitting medium- and heavy-duty trucks to help reduce emissions and make New Jersey stronger and fairer for everyone, especially those in neighborhoods who are disproportionately affected by emissions from these vehicles. This new initiative will build on the New Jersey’s continued momentum in electric vehicles and will be an integral part of our strategy to mitigate the impacts of climate change.”

Today’s announcement coincides with a meeting of the California Air Resources Board to consider a new Advanced Clean Trucks rule to establish ZEV sales and reporting requirements for medium- and heavy-duty trucks and buses.

Exciting new technology developments in the medium- and heavy-duty sector are making zero emission public transit and school buses commercially viable, as well as in a growing number of other applications, such as delivery vans and garbage and utility service vehicles. The signatory states are already working to expand the market for MHD ZEVs. California has invested nearly \$1 billion in cap and trade proceeds into a variety of demonstration and pilot projects to accelerate and promote the commercialization of zero- and near-zero medium and heavy duty trucks and buses. Companies with large fleets, including Pepsico and FedEx, are partners in these initiatives, along with a broad range of other technology partners.

Other participating states are providing incentives for zero emitting freight trucks, transit buses and school buses; introducing electric shuttle and urban buses into transit fleets; allocating Volkswagen settlement funds toward medium- and heavy-duty vehicle electrification; and piloting innovative approaches such as vehicle-to-grid (V2G) electric school buses.

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