

## New York State Association of MPOs Climate Change Working Group

April 10, 2013  
10:30-11:30 am

### Attendees

- Kate Mance, AGFTC (Chair)
- John Sterbentz, BMTS
- Chris O’Neill, CDTC
- Larry McAuliffe, NYMTC
- Joe Bovenzi, GTC
- Cathy Kuzman, NYSDOT
- Colleen Smith-Lemmon, NYSDOT
- Michele Badger, NYSDOT
- Mark DeBald, PDCTC
- Peter Plumeau, RSG (NYSAMPO staff)

### Discussion Items

#### 1. Delivery Truck Alternative Fuel Initiative - Larry McAuliffe

- Electric Delivery Trucks – info heard at various conferences (Go Green Conference (Fall 2012); Pace University); successful demos of electric delivery trucks (Frito, Coca Cola, Duane Reade); key points – firms pleased with truck performance, believe they work, maintenance not a problem, cost-effective in operation b/c cost of electricity lower than diesel fuel or gas (differential expected to continue into future, even with natural gas/hydro increases); how they proceed on this will be determined by bottom line impacts (environmental issues not enough) – thinking about their fleets as they turnover; successful because incremental costs paid through grants/subsidies from government; willing to help environment if it makes sense financially for these companies. DR has very closely-spaced stores so ready to go electric; Frito & Coca Cola looking at NG trucks now, but fueling stations may be an issue. NYS is using CMAQ funds to provide \$20000 subsidy to firms buying new electric delivery trucks to be assembled by Smith Electric in the Bronx (Hunt’s Point) (~100 trucks per month).
- Presentation (see attached) – Do you need to be in a non-attainment TMA to qualify for CMAQ subsidy? *Kate to check with NYSDOT*

#### 2. Status of NYS Initiatives related to Climate Change

- a. FHWA Pilot Program (Kate) – Round 2 projects have been awarded; no official announcement yet. Kate will forward announcement to WG when available. An existing NYSDOT project is “Champlain Basin Project” – infrastructure vulnerability, resilience and adaptation analysis and study (NYS only).

GTC is conducting a vulnerability assessment as part of their UPWP. BMTS is conducting a extreme weather events vulnerability assessment and contingency plan in cooperation with NYSDOT, but with SPR funding (not FHWA pilot funds).

### 3. Other Business/Announcements

- Michele – Federally-funding study being initiated to assess extreme weather event impacts on transportation infrastructure in the New York City metro area (sponsors are the region's 4 MPOs, 3 DOTs, transit agencies); follow-up to Hurricane Sandy. It will analyze adaptation strategies for critical infrastructure and critical facility vulnerability. Complete within 2 years; Phase 1 to be completed within 18 months. Study will also examine existing climate projections and models as part of a develop risk assessment. The partners are still finalizing the scope of work FHWA. Larry McCauliffe and Gerry Bogacz are both on the study team.
- Kate – AGFTC plans to do an electric vehicle charging station analysis for Glens Falls area. May adapt City of Albany feasibility study framework (Colleen to provide a contact); Colleen to distribute study report to WG. Joe to provide City of Rochester contact info. Georgetown Center for Climate Change has also studied deployment in I-95 Corridor.

### 4. Resource review

- Discussion of selected items provided with the agenda.

### 5. Set Date/Time/Agenda Items for Next Teleconference

- June 12, 2013, 10:30 am

Adjourned at 11:15 am.

# ELECTRIC DELIVERY TRUCKS

# BASICS: POLLUTION

- **Zero emissions**  
(no PM10s, nitrous oxides, carbon monoxide, or CO<sub>2</sub>), save for the pollution that the source of the electricity causes.
- **Zero noise.**



Photo source: [www.fedex.com](http://www.fedex.com)

# BASICS: ENERGY

- Well-to-wheel efficiency of an electric vehicle is about twice as good as an internal combustion vehicle.
  - › For a location where the electricity is supplied by coal, energy source for electric vehicle is 10+ times cheaper.

# ENERGY CONT.

- Trucks can go up to 120 miles on a single charge (figure from Smith website). Lower ranges tend to be ~ 70 miles.
  - 6-8 hours charge time
- Particularly good for urban routes since their range isn't high and they are suited to stop-and-go traffic because of the regenerative braking.



# COSTS

- Electric trucks cost \$100,000 and up
  - about 2x the cost of a diesel truck
- New York State has developed an incentive program that would reduce cost by \$20,000
- Estimated to cost 9-12% less to operate than diesel trucks.
  - require less maintenance due to having fewer parts & only one moving part



Photo source: [www.cartalk.com](http://www.cartalk.com)

# SMITH ELECTRIC FACTORY (THE BRONX)

Smith Electric Vehicles, which is based in Kansas City, MO, has purchased a warehouse near **Hunts Point**, where it will start **assembling electric trucks** in the second quarter of 2012.





# SMITH ELECTRIC: STATISTICS

- will assemble 100 trucks per month
- trucks' range = 150 miles
- will also assemble school buses

# SMITH ELECTRIC: INCENTIVES

- Smith received \$6 million in incentives
  - \$3.4 million in tax credit benefits from the Empire State Development Corp.
  - \$1.5 million from NYSERDA
  - \$1.7 million in tax exemptions from the city Industrial Development Agency (NYCIDA)