



Northeast Clean Transportation Summit

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A vertical photograph on the left side of the slide shows a large semi-truck in motion on a road at dusk. The truck is blurred, with light trails from its headlights and taillights, suggesting speed. The sky is a deep blue, and the road surface is visible in the foreground.

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- [Key Up NY Episode 5 | Infrastructure Needed For EV Initiative](#)



Obstacle to Building Charging Infrastructure for Medium-and-Heavy-Duty Vehicles: Lack of Overnight Truck Parking.

- All commercial truck drivers must follow the federal hours-of-service (HOS) regulations which require drivers to take 10 hours of off-duty time following 14 hours of on-duty time (which includes 11 hours of driving) before they can drive again
- Across the U.S. there is currently only one commercial truck parking spot for every eleven trucks. Exacerbated in dense urban areas like NYC
- People don't want truck parking in their communities
- Federal law prevents commercialization of public rest stops



Overcoming These Obstacles

- Use the challenge as an opportunity. To scale up MHD EVs over the next 10-15 years, we must solve today's truck parking shortage
- Industry, Local Government, and Impacted Communities are key stakeholders here.
 - Short term goal is to eliminate trucks parked in residential and other areas where they shouldn't be.
- NYC just implemented this playbook. Southeast Queens residents called for action on illegal truck parking. TANY joined their coalition which seeks solutions. The City Council joined in and together we passed a groundbreaking Overnight Truck Parking Bill.

Overcoming These Obstacles Continued

- Federal Action:
 - “We owe our truckers a safe place to rest – not just because it’s the right thing to do and not only because it’s going to save drivers’ time and money, but because everyone is better off when truckers can do their jobs to the best of their abilities”-U.S. Department of Transportation Secretary Pete Buttigieg
 - Federal grants- Truck parking is eligible under most federal-aid highway apportionment programs
 - \$23 million has been awarded to build truck stops in Florida & Tennessee
 - H.R.2367- Truck Parking Safety Improvement Act. Direct 755 million to truck parking

If There are Not Enough Places to Park, There are Not Enough Places to Charge

- Downstate hubs must include industrial business zones and large plots that are off of, or have easy access to, truck routes
- Upstate, it is important to look at where small and large fleets are located and identify areas of easy access.
 - Particularly for smaller fleets, who will likely not have resources to install their own chargers, access to secure lots that are near their facilities will be critical
- MHD vehicles tend to cluster in certain areas such as industrial zones, by highways, ports, and warehousing so that is where the infrastructure will need to be located.



Regarding fleet electrification, a critical obstacle to collectively overcome in 12 months is increasing dedicated truck parking capacity

