



Nevada Clean Truck Incentive Program

Leveraging Federal Investments to Benefit Nevada's Economy and Public Health

What is it?

The Nevada Clean Truck Incentive Program (NCTIP) is a proposed program which would help accelerate access and adoption of medium and heavy-duty (MHD) electric trucks. The program would be created in Nevada through state level legislation and will be federally funded through the Bipartisan Infrastructure Law and Inflation Reduction Act. The NCTIP will help Nevada business and public fleets gain access to new technology which can help reduce their operational costs while also helping to clean up Nevada's air and improve public health.

What is the opportunity created by recent federal legislation?

The passage of the Bipartisan Infrastructure Law and the Inflation Reduction Act created unprecedented amounts of funding available to states to support clean transportation. This legislation would earmark a portion of that new funding to create the NCTIP. The NCTIP would also make the state more likely to win future competitive funding opportunities from the federal government, increasing the scale of federal dollars brought to Nevada.

How will NCTIP provide economic and public health benefits?

The program would provide incentives to lower the upfront cost of medium and heavy-duty zero emission trucks—which would help to spur Nevada's burgeoning clean truck market. The reduced upfront costs will lead to more Nevada businesses and public entities investing in vehicles that will provide total cost savings over traditional vehicles through reduced fueling and maintenance costs.

In addition to pure economic savings for fleet operators, the NCTIP will also lead to significant improvements in public health. Although MHD trucks make up only 5% of all vehicles on the road nationally, they are responsible for 30% of on-road greenhouse gas emissions and over 50% of on-road PM2.5 emissions across the country. These PM2.5 emissions drive unhealthy air quality, which causes asthma, lung maladies, and cardiovascular diseases. MHD trucks and their harmful emissions are also disproportionately concentrated in communities of color due to their close proximity to major roadways, ports, and warehouses where truck pollution is most prominent.

Unlike their diesel-powered counterparts, zero-emission trucks have zero tailpipe emissions and thus offer significant opportunity to clean up local air pollution. Studies conducted by the American Lung Association found that the cumulative benefit of a full transition to zero-emission trucks by 2040 for Nevada would result in the avoidance of 56,722 lost work days, 10,569 asthma attacks, and 474 premature deaths. This would provide a monetized public health benefit of \$5.2 billion dollars to Nevada by 2040.

Who will benefit from this?

The incentive program will be structured to prioritize deploying electric trucks for the groups that need them most: small businesses, public transit agencies, and school districts. These entities are poised to greatly benefit from the operational cost savings of electric MHD vehicles like trucks and buses, but higher upfront purchasing costs are a barrier. The NCTIP will lower the barrier to electrification for Nevada's small businesses and bus operators and help them realize the economic and public health benefits that electric trucks and buses offer.

Incentives will prioritize applications for fleets operating in “historically underserved communities,” as defined by SB 448 of the 2021 legislative session. This will focus incentives where they will have the greatest environmental and public health benefits and will align the program with the principles of the Justice40 initiative.

How will it work?

Legislation will direct a portion of Nevada's Carbon Reduction Program funding to create the NCTIP. This will provide the necessary funding for staff to begin administering rebates in 2024. NCTIP staff will begin conducting outreach with truck dealers, retrofitting companies, and fleet operators immediately after the legislation is signed into law to spread awareness of the program. The NCTIP will be designed so that purchasers of qualifying electric vehicles can apply the rebate at the point of sale to reduce upfront purchasing cost of zero-emission Class 3-8 trucks.



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