

Transportation Advisory Panel

Meeting 9

February 18, 2021

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**Climate Action
Council**

Agenda

- Welcome/Introductions
- TAP delegates to meet with Just Transition Working Group
- Review of Advisory Panel recommendations template for Electrification and Clean Fuels strategies - Adam
- Plans for additional expert input/research – Jared & Ron
- Next Steps

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Meeting Procedures

Before beginning, a few reminders to ensure a smooth discussion:

- Panel members should be on mute when not speaking
- Video is encouraged for Panel members, in particular when speaking
- We will not be muting individuals for this discussion; the chair will call on members individually, at which time please unmute
- If technical problems arise, please contact: Jesse.Way@cadmusgroup.com

Panel Member Roll Call

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Transportation Advisory Panel Members

Marie Therese Dominguez, Chair
NYSDOT

Jared Snyder
NYSDEC

Paul Allen, M. J.
Bradley &
Associates

Dimitris Assanis,
Stony Brook
University

Steve Finch, AAA
Western & Central
New York

Albert Gore III,
Tesla

Kendra Hems,
Trucking Association
of New York

Elgie Holstein,
Environmental
Defense Fund

Renaë Reynolds,
New York City
Environmental
Justice Alliance

Porie Saikia-Eapen,
Metropolitan Transit
Authority

John Samuelson,
Transport Workers
Union of America
AFL-CIO

Nick Sifuentes,
TriState
Transportation
Campaign

Kerene Tayloe, WE
ACT for
Environmental
Justice

Julie Tighe, NYS
League of
Conservation Voters

Craig Turner, Buffalo
Niagara
International Trade
Gateway
Organization

Nancy Young,
Airlines for America

Bob Zerrillo, New
York Public Transit
Association

Topics for discussion with JTWG



Review of Advisory Panel recommendations template

- Each TAP sub-work group will present their recommendations for Panel review on or before the March 18 meeting.
- Recommendations will be presented to the CAC in April, after which they will be made available to the public via the Climate Act website, climate.ny.gov. Additional documents (e.g., supporting analysis) may be separately submitted to the CAC and may also be made available to the public via the Climate Act website.

Mitigation strategy summary

Draft Material

Initiative #	Description	Action type	Emissions impact	Ease of implementation	Cost
1	Transition to 100% zero-emission light duty vehicle sales	Regulatory, Financial, Legislative	High	Medium	\$\$\$
2	Transition to zero emission Medium/Heavy Duty Vehicles & Non-Road Vehicles	Regulatory, Financial, Legislative	Medium	Medium	\$\$\$

*Note: Draft recommendations and associated timeframes that include regulations will depend on the type of regulation and its governing body and legislation, State Administrative Procedure Act rulemaking requirements and timelines, an ongoing assessment of feasibility, impacts and analysis of what timeframes are needed to meet New York State's climate goals.

Mitigation strategy: 100% Zero Emission Passenger Vehicles -- Overview

Draft Material

Description:	Transition to 100% zero-emission light duty vehicle sales		
Action type:	Regulatory, Financial, Legislative		
GHG reduction by 2030:	Medium	GHG reduction by 2050:	High
Cost and funding considerations:	<p>\$\$\$ - Nearly \$1B in ratepayer and NYPA funding is already committed for EV charging station installations. ZEV incentives can be supported through a revenue-neutral feebate, but additional assistance may be needed to help LMI New Yorkers replace old gasoline vehicles with ZEVs</p>		
Ease of implementation:	Medium – some elements of this strategy have already been implemented in NYS; others are new to NYS but have been tried elsewhere		
Risks / Barriers to success		Possible mitigants	
<ol style="list-style-type: none"> 1. Lack of consumer awareness/interest and consumer concerns about technology & charging 2. Potentially high cost of supporting charging infrastructure and ZEV incentives 3. Unmanaged charging could have significant costs for electric grid operators/ratepayers 		<ol style="list-style-type: none"> 1. Coordinated and cooperative marketing campaign with industry partners 2. ZEVs are expected to reach price parity with gasoline cars by 2028; charging stations are better investments with more ZEVs on the road 3. Utility managed charging programs and TOU rates can help shift charging to lower cost off-peak times 	

Mitigation strategy: 100% Zero Emission Passenger Vehicles – Components of the strategy

Draft Material

Components required for delivery <i>(Brief description of action required)</i>	Implementation lead <i>(Entity responsible for completing)</i>	Time to implement <i>(Time required to implement)</i>	Other key stakeholders <i>(Entities that need to be engaged)</i>
Adopt Zero Emission Vehicle sales regulations	DEC	1-2 years	NYSERDA, OEMs, car dealers, utilities
Fuel-related regulations that support ZEV technology deployment	DEC/NYSERDA	1-2 years	Fuel producers, utilities, fleet users
EV Charging/Fueling Station investments, focused on disadvantaged communities, multiunit dwellings, fast charging, EV-ready building codes	DPS/NYPA/Utilities/ NYSERDA/NYGB	3-12 months	EV charging station developers
Feebate/ZEV purchase incentives, higher for LMI ZEV purchases; include used ZEVs	DEC/NYSERDA/ DOB	1-2 years	Car dealers, OEMs
ZEV Awareness-Building Activities	NYPA/NYSERDA	6-12 months	Car dealers, OEMs, utilities, local businesses
Utility Rate Design Changes	DPS	6 months-2 years	NYPA, NYSERDA, utilities, technology providers, EV charging station developers
Reduce ZEV sales barriers (direct-to-consumer sales by ZEV-only manufacturers, dealer incentives)	Legislature/DMV	3-6 months	OEMs, car dealers

Mitigation strategy: 100% Zero Emission Passenger Vehicles – Benefits and impacts

Draft Material

Anticipated Benefits and Impacts

Disadvantaged communities	Enhanced incentives for residents of disadvantaged communities are essential for faster ZEV adoption in disadvantaged communities. Incentives that support used ZEV purchases and EV charging at multifamily buildings can be especially effective at increasing ZEV adoption among underserved populations. Local ownership of EV charging stations and workforce development can support economic opportunities in disadvantaged communities.
Health and co-benefits	Zero emission vehicles improve local air quality, with public benefits including improved public health, including a reduction in asthma and other respiratory illnesses
Just transition: businesses and industries, workers	Some ZEV components are made in NYS. New jobs will be created to service and fuel EVs. Installing charging stations will provide employment opportunities. Current repair technicians will likely need to be trained to service EVs. Businesses such as vehicle dealerships, parts manufacturing, gas stations, repair shops, and parts retailers may be adversely impacted as vehicle sales shift from internal combustion vehicles to ZEVs. Workforce development in disadvantaged communities.
Other	Regulatory strategies are aligned with other jurisdictions.

Mitigation strategy: Zero emission trucks, buses and heavy equipment– Overview

Draft Material

Description:	Transition to zero emission Medium/Heavy Duty Vehicles & Non-Road Vehicles		
Action type:	Regulatory, Financial, Legislative		
GHG reduction by 2030:	Medium	GHG reduction by 2050:	Medium
Cost and funding considerations:	<p>\$\$\$ - Incentives will be needed to encourage fleets to buy zero-emission trucks and help them install ZEV charging/fueling infrastructure until total cost of ownership improves compared to diesel trucks and private financing becomes more widely available</p>		
Ease of implementation:	Medium – some elements of this strategy have already been implemented in NYS; others are new to NYS but have been tried elsewhere		
Risks / Barriers to success		Possible mitigants	
<ol style="list-style-type: none"> 1. High upfront costs of electric trucks, buses, and equipment 2. Fleets and private financial institutions have very little experience with the technology 3. High-powered charging and hydrogen fueling can be expensive to install and can lead to high demand charges that make operating ZEVs expensive compared to diesel 		<ol style="list-style-type: none"> 1. Total cost of ownership parity is expected by 2030 or sooner; private financing can mitigate upfront costs 2. Data collection and reports from early state-funded projects 3. Support for installing charging infrastructure from utilities, others; creative approaches to utility rates that create appropriate rate options for high-powered charging 	

Mitigation strategy : Zero emission trucks, buses and heavy equipment -- Components of the strategy

Draft Material

Components required for delivery <i>(Brief description of action required)</i>	Implementation lead <i>(Entity responsible for completing)</i>	Time to implement <i>(Time required to implement)</i>	Other key stakeholders <i>(Entities that need to be engaged)</i>
Adopt Zero Emission Vehicle sales regulations	DEC	1-2 years	NYSERDA, OEMs, utilities
Fuel-related regulations that support ZEV technology deployment	DEC/NYSERDA	1-2 years	Fuel producers, utilities, fleet users, airlines
ZEV purchase incentives	DEC/DOT/NYSERDA	1-2 years	OEMs, fleet users
Utility Rate Design Changes	DPS	6 months-2 years	NYPA, NYSERDA, utilities, technology providers, fleet users
ZEV Charging/Fueling Station investments	DPS/NYPA/Utilities/ NYSERDA/NYGB	3-12 months	Fleet users
ZEV Equipment Use Requirements for State Fleet, Contractors	DEC/DOT/OGS/Other State Agencies	3-5 years	Construction companies, manufacturers
Fleet-based ZEV Use Requirements (e.g. ports)	DEC, PANYNJ, other port facilities	3-5 years	Fleet users, airlines

Mitigation strategy: Zero emission trucks, buses and heavy equipment – Benefits and impacts

Draft Material

Anticipated Benefits and Impacts

Disadvantaged communities

Diesel trucks and port equipment are one of the largest sources of local air pollution in disadvantaged communities. Removing diesel trucks and port equipment from use and replacing them with ZEV trucks and equipment would have a sizable impact on improving air quality in disadvantaged communities. Local ownership of electric trucks and buses and their associated infrastructure can support economic opportunities in disadvantaged communities. Incentives can be targeted to disadvantaged communities.

Health and co-benefits

Although they comprise only a small portion of total vehicles in the state, diesel trucks and buses are responsible for 30% of total PM and NOx emissions from mobile sources. Policies that encourage electrification of trucks, buses, and non-road equipment will generate significant public health benefits. These benefits will accrue across the state but will be especially noticeable along major highways and thoroughfares and in areas proximate to heavy industrial traffic, such as warehouse districts and ports which are often located near disadvantaged communities.

Just transition: businesses and industries, workers

Some ZEV trucks, buses, and construction equipment and their components are made in NYS. New jobs will be created to service and fuel ZEVs; training needed for current service technicians. Installing charging stations will provide employment opportunities. Businesses such as vehicle dealerships, parts manufacturing, gas stations, repair shops, and parts retailers may need to adapt as vehicle sales shift from internal combustion vehicles to ZEVs. Workforce development in disadvantaged communities.

Other

Regulatory strategies are aligned with other jurisdictions.

Plans for additional expert input/research

Next Steps/Open Discussion

- 2/24/2021 Public Engagement Meeting 2-4pm.
- Evaluate any refinements to the recommendations based on public input, cross panel/work group coordination and expert engagement.
- Summarize resiliency benefits from draft recommendations.
- Aggregate emissions impact of panel recommendations.
- Finalize recommendations for CAC in template format provided.
- March 18, 2021 TAP Meeting 11am-1pm.
- Another TAP meeting is being considered for early March.