

## **Transportation Advisory Panel Meeting October 21, 2020**

### **Attendees**

- **Chair**, Marie Therese Dominguez, Commissioner, New York State Department of Transportation
- Jared Snyder, Deputy Commissioner, New York State Department of Environmental Conservation
- Albert Gore, III, Policy and Business Development, Tesla
- Bob Zerrillo, Policy Director, New York Public Transit Association
- Elgie Holstein, Senior Director for Strategic Planning, Environmental Defense Fund
- Julie Tighe, President, New York League of Conservation Voters
- Kendra Hems, President, Trucking Association of New York
- Nancy Young, Vice President, Environmental Affairs, Airlines for America
- Nick Sifuentes, Executive Director, Tri-State Transportation Campaign
- Paul Allen, Senior Vice President, M. J. Bradley & Associates
- Porie Saikia-Eapen, Director, Environmental Sustainability and Compliance, Metropolitan Transportation Authority
- Renae Reynolds, Transportation Planner, New York City Environmental Justice Alliance
- Steve Finch, Senior Vice President, Automotive Services, AAA Western & Central New York

### **Not in Attendance**

- Craig Turner, Executive Director, Buffalo Niagara International Trade Gateway Organization
- Dimitris Assanis, Assistant Professor, Stony Brook University
- John Samuelsen, International President, Transport Workers Union
- Kerene Tayloe, Director of Federal Legislative Affairs, WE ACT for Environmental Justice

Dominguez welcomed everyone and introduced agenda.

### **Clean Transportation Roadmap Presentation (Adam Ruder) [see Presentation slides]**

- Key Goals
  - Chart possible courses to 2030/2050
  - Inform the CAC TAP
  - Align and inform policies of NYS agencies working on clean transportation
- How the Roadmap Fits In
- Task Overview
- Timeline
  - Mainly aligned with CAC process, with final report by May 2021
- Roles and Responsibilities
- Modeling Overview
- Complementary Research
  - Nexant transportation electrification distribution system analysis – results by Jan 2021
  - E3 integration with Pathways – results by April 2021
- Questions
  - Elgie – what assumptions does the CTR have on federal policy, funding, bulk power systems?

- AR – these factors are being integrated, next briefing on EV Market assessment will make this clearer on the reference case
- Paul – Where is the baseline going to be set for EV adoption? Are we starting from scratch? COVID sensitivities?
  - AR – Cadmus will be able to better address these details regarding the reference case
- Nancy – most projections have been pre-COVID, so interested in how this impacts the study, especially the airline industry
- Albert – will there be an analysis of the auto industry and new EV models?
  - AR – yes, this will be a part of the analysis

### **Developing Recommendations/Assignments (Jared Snyder) [see Presentation slides]**

- Commissioner – we have identified 4 preliminary recommendations that we want to share with this group. At the end of the discussion, we'll look for concurrence on these recommendations
- Structure – develop recommendations in the following subject areas
  - Electrification and fuels
  - Market-based programs, funding and financing
  - Public transportation
  - Smart growth
- Electrification and fuels
  - Pathways goals for 2030
    - 60-70% LDVs sales electric by 2030; 35-50% of MHDVs sales electric by 2030
    - 40% of diesel is renewable
  - Initiatives underway
    - Passenger cars: DEC's ZEV mandate, incentives up to \$2K on top of \$7,500 federal incentives
    - Trucks: MHDV ZEV MOU (100% by 2050), VW (\$127M) most going towards electrified transport, SOTS transit bus electrification
    - EVSE: Make Ready, NYPA EVolveNY, ChargeReady, Climate Smart Communities
  - Policies/programs to drive the transition to EVs
    - Adopt next generation 100% ZEV sales by 2035 target
    - Adopt CA's Advanced Clean Truck rule
    - Analyses needed – ensure benefits to disadvantaged communities, EVSE needed, challenges/opportunities and life cycle cost
  - Policies/programs to reduce carbon intensity of transportation fuels
    - LCFS – could include electricity, green hydrogen and renewable biofuels
    - Consider lifecycle emissions
    - Evaluate co-pollutants and cost impacts as well
  - Discussion
    - Elgie – VW settlement hired Navigant to identify what a national deployment would look like for LDV EVSE installations. What planning is NYS doing? Do we have access to that or do we work with them?
      - Jared – Electrify America is the subsidiary created. We collaborate but we don't rely on their work to inform our programs

- AR – NYS works with NREL to use their EVI-PRO model to do EVSE analysis and forecasting
  - Nancy – LCFS question – are there limits on our recommendations when we know it would take legislation to give the state authority to do something? How do we deal with interactions between federal and state rules? For example, with CA, states can't place requirements on renewable jet fuel but they allow opt-ins such as in Oregon, which is something we'd like to discuss at the subgroup level
    - Commissioner – we need to be big and bold – don't limit ourselves
  - Julie – what incentives are we currently providing for fossil fuels and how to redirect those? Panel on waste should explore how we treat fuel waste. Agree we need to look at co-pollutants and how to drive benefits to disadvantaged communities
  - Kendra – can you elaborate on what is included in the LCFS and biofuels? Is biodiesel included? Wants to be part of this subgroup
    - Jared – still open to discussion, different biofuels have different CO2 footprints, nothing is off the table
  - Nick – federal preemption – how much are we concerned about this? Wants to be part of working group
    - Jared – a lot depends on election outcome and current litigation
  - Paul – TCI isn't mentioned? Jared says next slide
  - AI – recommend taking a look at the scale of the EV transition needed. 600K EVs sold by 2030 and 1M by 2035. Need to pay attention to how they're sold, but also current distribution through franchise dealers, and how to address misalignment of incentives related to decrease in service and parts for dealer revenue. Need to consider complementary policies
- Market-Based Policies, Financing and Funding
  - These provide funding for our programs and actions
  - Programs underway, in development or under consideration
    - TCI – haven't made a decision on whether to participate yet, final MOU decision expected by the end of the year and NY is part of conversation
    - NY Green Bank – supports financing of clean energy projects and hasn't been that involved in clean transportation yet, but opportunities exist as part of this subgroup
  - Potential policies and programs
    - What can help us set up market-based policies and fund additional activities?
    - Potential participation in TCI
    - Financing – strategies to animate private capital
  - Discussion
    - Elgie – the upfront purchase price of EVs is more than ICE, but saves on TCO. Do rebates give away that lifetime TCO benefit? Maybe that's okay, but can we use money through a revolving loan fund where financier provides upfront loan at no/low interest rate which then gets paid back out of the savings over lifetime; similar to how buildings work with shared savings contracts. Wants to be part of this subgroup too. Endorse focusing on ports, airports, warehouses and fleets which can benefit LMI communities. Location is important.

- Jared – Yes, this has been done in the buildings sector - instead of paying for electricity, you pay for efficiency. Worth exploring and how to do for LMI
  - Kendra – Need to look at both upfront financing but also need to consider a lot of these policies will raise costs, such as TCI raising prices on diesel. It would be helpful to have TCI revenue to create incentives for EVSE. Any insight on whether and when NYS joins TCI? Jared – can't speculate at this point
  - Paul – one lens to use is effect of decisions on marketplace for OEMs – scale matters. TCI is a huge scale for the Northeast market, larger economy than western Europe, so if we can send a signal to the OEMs about our commitment to this, it can have a big impact. Also wants to be a part of this subgroup.
  - Nick – Agrees with Paul. Also true in the transit setting where MTA buys 10% of all transit buses in North America – TCI conversation is important because we need to ensure that benefits flow to disadvantaged communities and need to ensure that revenue is invested to help achieve more GHG reductions. Make sure TCI doesn't get raided to support roads and have some separate recurring funding for that
- Public Transportation (Ron Epstein)
  - Ron – MTA and NYS can send strong market signals. MTA is huge, but other systems in NYS have about 3,000 buses and add up to the 7<sup>th</sup> largest system in the country. MTA has more rail cars than the rest of the systems in the country combined.
  - ID policies and programs that would double the availability/accessibility of public transportation statewide, other than the MTA, by 2035
    - ID resources to support network expansion projects ID by MTA in their 20YN
      - How do we grow and enhance transit? Transit is a huge reason why emissions from transportation are low, but we need to build back to pre-COVID levels.
    - ID strategies to provide operating and capital support
      - We provide more than \$7B in direct resources to transit – more than 46 other states combined
    - ID strategies to address transit deserts
      - Areas of the state are underserved by transit – need to make it available to those who want it, whether in Queens or Plattsburgh
    - Assess options for vehicle types/connectivity with microtransit, not just about electrifying everything and 40 foot buses, it's first-last mile solutions and alternate modes
    - Invest in pedestrian infrastructure to enhance safety/access to bus stops, how to make it more accessible for pedestrians and bikes
    - ID strategies for using tax increment financing for modernization/enhancement of bus/rail facilities/equipment, we've done for Hudson Yards and the 7-Line, we could expand this to other transit hubs
  - Discussion
    - Porie – Agree with the priorities Ron mentioned - FLM, TOD, transit deserts – all can be connected and not just by expanding subway lines. Focus on connecting

transit modes, land use development, expansion of transit modes. Work with land use committee. Biggest hurdle for EV buses is EVSE – depots

- Ron – west of Hudson residents create a lot of latent demand for highways, but if we could enhance transit such as rail, then we could help them mode switch
  - Nick – Agree with Porie - if transit service declines, we'll be in a transit death spiral, so we need to consider operations funding to avoid mode switch to other less efficient modes. Buses are a cheaper option than light or heavy rail. London is so successful on getting people onto buses, so it's something we should replicate. Also need to think about Aging in place – people want to stay in their own communities and need other options besides driving
  - Bob – we need to expand the network but we also want to expand service frequency and improve reliability to make transit useful around the state; every 3-5 minutes instead of 20-30 minutes. Mobile ticketing and trip planning apps will help the public switch to transit and integrate with other modes
    - Ron – universal card that can be used to purchase different things including a fare ride could be convenient
  - Porie – re: headways and timing, we need infrastructure like CBTC, but we need to consider service efficiency and reliability
- Smart Growth/System Optimization
  - Adopt policies that incentivize construction of all new roadway, residential and commercial development along certain census tracts to be adjacent to public transportation routes by 2035 – depends on population density
    - ID supportive land use/infrastructure policies that provide access to transportation for users of all abilities – encourage TODs
      - Sprawling developments are expensive to serve by roads and transit – need to encourage mixed use development, reduce need for car trips
    - ID barriers such as home rule and provide incentives to address
      - Smart growth may be the most significant area because of the home rule nature of NYS – but are good examples that we can point to
    - Develop policies on last-mile freight delivery/warehousing
      - Help avoid trucks traveling through local roads that weren't meant for local delivery
    - Incorporate strategic design features incl. sidewalks, pedestrians and facilities, crosswalks and pedestrian, other into reconstruction activities
      - DOT has worked with other agencies on smart growth policies like traffic calming and complete streets. Should look at transportation hubs and how to build around them
    - ID modal bottlenecks that result in excess idling and carbon emissions
  - Discussion
    - Kendra – Smart growth is really important, but should also work on parking - shortage of truck parking in NYC metro area, plus where would they go to charge? Modal bottlenecks – per ATRI we have 5 of top 100 truck bottlenecks in the country, we need to ID where those are and fix them to reduce idling. Could be a good area to direct funding from new revenue streams

- Ron – no bus staging areas either, could align those efforts
- Porie – FLM connectivity is important – talked about requiring new developments to provide better transportation connections which is relevant to smart growth. Should identify what are some reasonable guidelines for new developments re: parking, accessibility to services, etc. Interested in this group.

### **Liaisons/Cross Sector Collaboration**

- Commissioner – identify who would like to volunteer for cross-sector collaboration. Poll has been sent out, so that's the best way to respond
- Jared – subgroups will meet every few weeks, will also be a few meetings with other panels, can volunteer for more than one subgroup, opportunities for alignment between subgroup and certain cross sector, e.g. biofuels and agriculture, EVs and power generation. Send emails to [Transportation.panel@dot.ny.gov](mailto:Transportation.panel@dot.ny.gov) the transportation panel email box on which subgroups and sectors they're interested in.
  - Transportation subgroups (members will be added as Panelists volunteer)
    - Electrification – Renae, Paul, Al, Elgie, Nick, Julie, Kendra, Nancy
    - Market-Based – Kendra, Paul, Nick
    - Transit – Porie, Bob, Nick
    - Smart Growth – Renae, Kendra, Porie, Bob
- Ron – get leads within TAP on recommendations
- Areas of cross-sector collaboration
  - Land use and local government – meeting in late Oct and mid-Nov
    - Kendra, Bob, Porie, Nick
  - Agriculture and forestry – meeting mid-Nov
    - Julie
  - Power generation – meeting mid- Nov
    - Elgie, Al, Paul, Steve
  - Just transition working group – meeting in late Oct and Feb 2021
  - Climate justice / EJ working group – meeting late Oct and Feb 2021
    - Will decide if they want to come to us or us to them. They may designate members to come to the TAP
- The poll is about liaisons so DOT can send out an email reminder as well
- Liaisons will come from the subgroups

### **Expert/Stakeholder Input**

- Commissioner – any comments on this right now?
- Jared – can we organize some of the stakeholder engagement about subgroups?
- Commissioner – good suggestion, any other feedback? Have gotten ideas of people from panel members already. Good opportunity to hear testimony directly from panel members and other experts
- Nancy – hearing from external people – how would that work? Have them come into subgroups?
- Stakeholder/expert groups for informal outreach
- Schedule for public input

### **Next Steps/Open Discussion**

- Nancy – Would TAP members be able to give presentations?
- Commissioner – idea would be to set up time for presentations on a certain topic, give notice to everyone, anyone who can come listens in, then we can circulate notes and info
- Porie – are we asking outside experts to give presentations? Or TAP?
- Commissioner – 2 groups: outside experts and other Panel members
- Commissioner – will send out a follow up email to set these up and ask for volunteers
- Commissioner – are we in agreement on these 4 buckets of recommendations?
  - Julie – I think you covered everything based on today's discussion
  - Elgie – looks very comprehensive
  - Nancy – agrees it covers what was laid out in work plan
  - Albert – is rate design included in electrification work plan? Yes