

# Eliminating Emissions from Transportation: New York State's Proposed Climate Plan and Your Chance to Weigh In



**Jen Metzger, Senior Policy Advisor to New Yorkers for Clean Power  
& former NYS Senator  
March 24, 2022 NYCP Teach-In**

# What is the Draft Scoping Plan?

A proposed plan for meeting the goals of the 2019 **Climate Leadership and Community Act**. These include:

- Reducing GHG emissions by **40%** by **2030** below 1990 levels, achieving **net-zero** emissions by **2050**.
- Generating **70%** of electricity from renewable resources by **2030**, achieving **carbon-free** electricity system by **2040**.
- Ensuring a ***just*** and ***equitable*** transition. Dedicating 35% of the benefits of clean energy investments to Disadvantaged Communities (with goal of **40%**).

# Why is the Scoping Plan Important?

- **It establishes New York's pathway to reaching the Climate Law's emissions targets and equity goals, and its recommendations will be incorporated in the next State Energy Plan.**
- **The Plan will shape State legislation, regulatory decision-making, and State budget-making in the coming years. (The current draft has already informed the Governor's proposed budget.)**

# Overview of Scoping Plan Process

**The Climate Law established a **Climate Action Council (CAC)** to develop the Scoping Plan.**

Co-chairs: DEC Commissioner Basil Seggos and NYSERDA President Doreen Harris

Members: **12** State department/agency heads, and **10** members appointed by Senate (4), Assembly (4), and Governor (2). Appointed members are primarily a mix of environmental and climate justice advocates, industry reps, and scientists.

<https://climate.ny.gov/Our-Climate-Act/Climate-Action-Council>

# Advisory Panels & Working Groups to CAC

- **Seven Advisory Panels** with involvement/expertise in: transportation, energy efficiency & housing, power generation, industry, agriculture & forestry, land use & local government, and waste.
- **Climate Justice Working Group:** Representatives from environmental justice communities statewide and from NYS DEC, Health & Labor Depts, NYSERDA. Responsible for defining criteria for Disadvantaged Communities, and reviewing & providing input into Plan recommendations.
- **Just Transition Working Group:** Advises on workforce development and training opportunities and on mitigating impacts on workers and communities in affected industries (e.g., fossil fuels), undertakes related studies & develops recommendations to ensure a just transition.

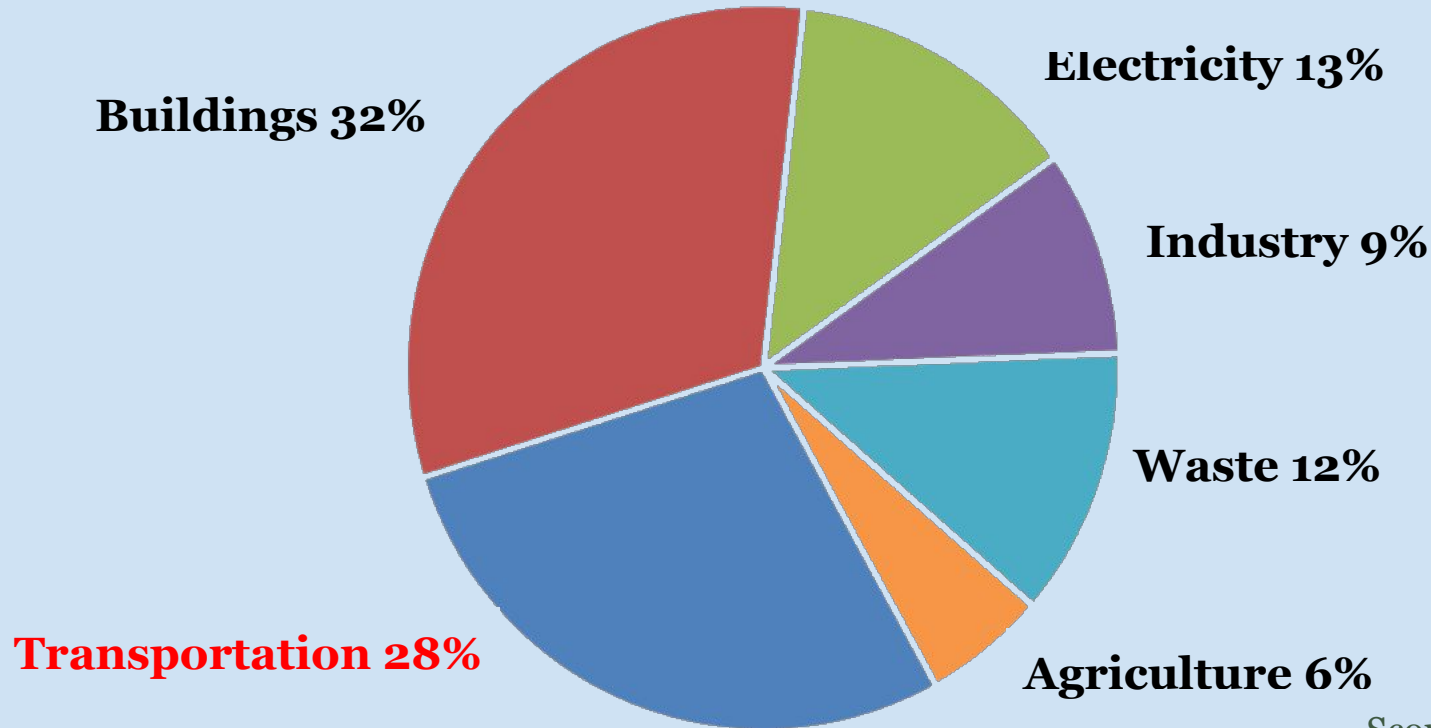


# Transportation Sector:

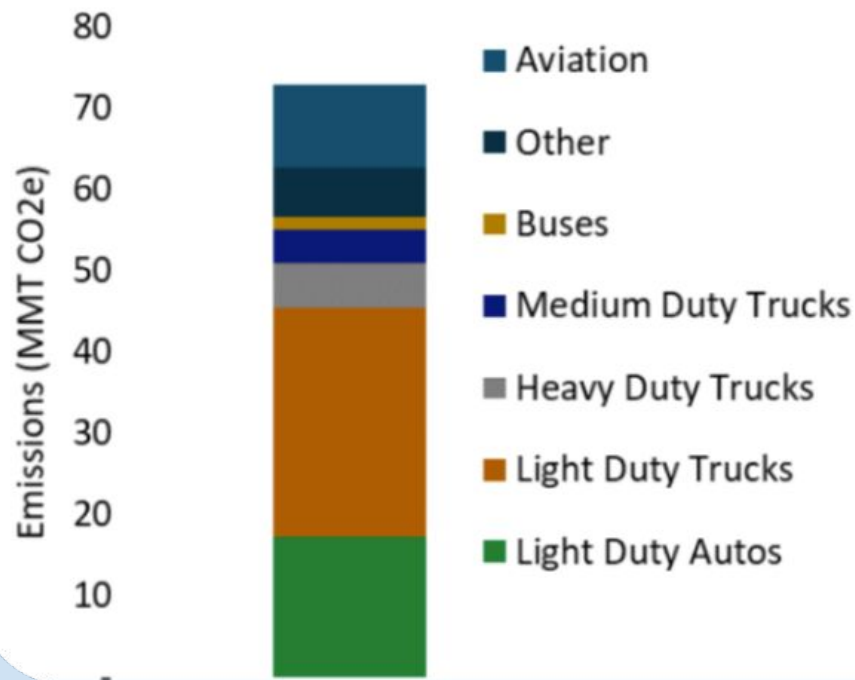
## Where we are and where we need to be



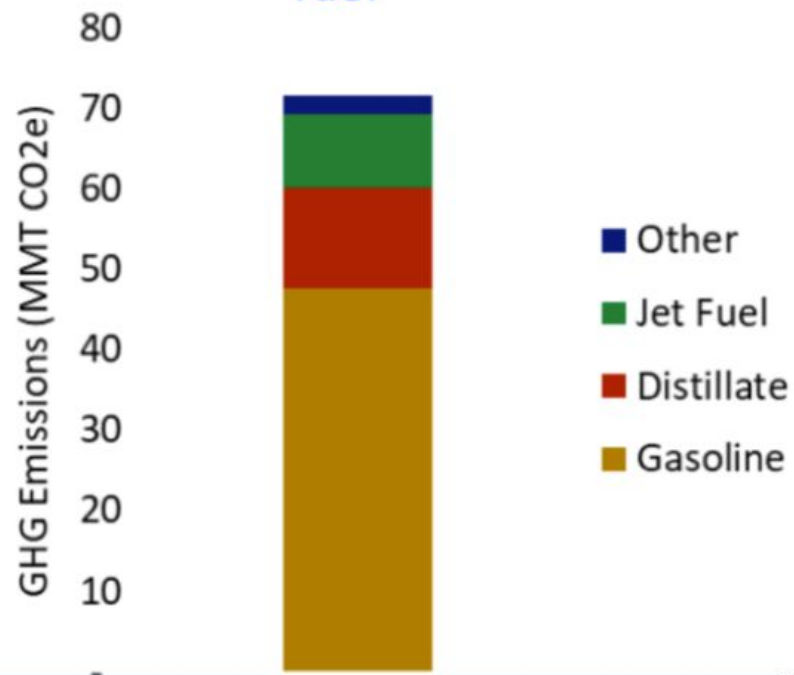
# Where New York's emissions are coming from....



## Transportation emissions by subsector



## Transportation emissions by fuel





# Challenges

- **Many areas of the state underserved/unserved by public transportation.**
- **Traditional local land-use patterns have encouraged sprawl.**
- **Changes in commerce (just-in-time delivery/dispersion of production) has made delivery of goods more inefficient.**

# Meeting our climate goals with require transformative changes

- Light-duty vehicles (cars & other vehicles under 8,500 lbs) account for the largest share of NY transportation emissions (**82%!**)
- The Integration Analysis for the Climate Action Council estimates we need **3 million EVs** on the road **by 2030**, and **10 million** by **2050** to reach emissions reduction targets. (EVs on the road today: 45,000)
- Vehicles miles traveled (VMT) will need to be substantially reduced, while access to public transportation will need to be increased.

# Transportation: Scoping Plan Strategies

- Electrification



- Expansion/improvement of Public Transportation



- Smart growth/mobility-oriented development



# Multiple benefits of transportation strategies

## **Electrification:**

- School bus electrification prevents children's exposure to diesel exhaust, which often leaks into buses & poses a larger health threat than outdoor idling emissions (Scoping Plan, p 63).
- Big air quality improvements, particularly in Disadvantaged Communities, which have been disproportionately burdened with polluting infrastructure (e.g., housing in close proximity to highways, bus depots).

## **Public Transportation improvements/expansion:**

- Widens access to educational & job opportunities & healthcare, particularly for low-income individuals.

## **Mobility-oriented development:**

- Walkable/cyclable communities improves health, safety & quality of life for New Yorkers.

# Electrification: Important recent State actions

**2035**



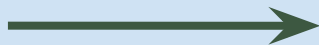
**Law requires all sales of new light-duty vehicles & non-road vehicle sales/leases to be zero-emissions (ZEV).**

**2035/45**



**Advanced Clean Truck Rule requiring inc. % of new ZEV sales/leases of medium/heavy duty vehicles thru 2035. State law includes 100% by 2045 as non-binding goal.**

**2035**



**Target for all-electric school buses. (100% electric school bus sales by 2027)**

# Scoping Plan recommendations: electrification

**Million dollar question:** How to encourage 3 million vehicle owners to switch to EVs by 2030 when ZEV sales law doesn't kick in until 2035?

EVs expected to achieve price parity "from a total ownership perspective" in 2-4 yrs & from a purchase price perspective this decade. Incentives must make up difference to encourage switch. Scoping Plan recommends:

- **A "feebate":** Fee on purchase of fossil cars to pay for incentives encouraging EVs. Ensure equity: Higher incentives for LMI customers; lower fee for lower-priced fossil-powered cars. (Incentive should also apply to used EVs!)
- **Enable direct-to-consumer sales.** (Legislation introduced but not passed)



# Electrification recommendations (cont.)

## EV infrastructure:

- Expand state-funded charging infrastructure.
- Amend building codes to require new buildings to be EV-ready.

## Lead by example:

- Commit to 100% ZEV State passenger fleet by 2035.



## EV-friendly utility rates:

- Require utility rate design incentivizing off-peak EV charging; ensure utility rate structure encourages fleet/public charging (remove onerous demand charge).

# Public transportation recommendations



- **Community-based service enhancements.** Lists general types of improvements, suggests they will be context-dependent for each community.
- **Make public transportation easier to use:** 1) simplified, integrated statewide fare media; 2) employ new phone-based apps.
- State to work with **municipal transportation systems** on a plan to **electrify systems** at defined replacement schedules.
- **How to fund?** A list of possible options but no clear pathway for funding public transportation investments beyond existing state programs/commitments.

The Plan does not include:

- Specific recommendations for expanding non-MTA public transportation.
- Recommendations for improving intra-regional transportation.



# Smart Growth & MOD recommendations

Encourage development adjacent to, and integrated with, public transportation by:

- **Tax credits to businesses** to support low-carbon commuting solutions for employees (e.g., ride-sharing, discounted employee transit passes, bike-sharing);
- **Direct state economic development programs for business** toward mobility-oriented development (MOD), designate priority smart-growth/MOD areas for incentives;
- **Expand low/zero-carbon transportation alternatives for first/last mile** by 1) prioritizing in all agency/authority decisions, 2) funding local projects that expand non-vehicular travel (e.g., support walking/cycling) and
- shift freight to lower-carbon modes (rail, electric truck).



# Make your voice heard!



**Here are some suggested recommendations to support:**

- Require a progressively-structured "feebate" on car purchases to encourage EV purchases and leases (new & used).
- Eliminate sales tax for new and used EVs.
- Enable direct sales of EVs.
- Move up proposed target for zero-emissions State passenger fleet to 2030.
- Accelerate State-supported fast-charger infrastructure build out.
- Fix utility rates to encourage EV uptake and off-peak charging.
- Develop a strategy to support expansion of non-MTA public transportation.
- Require State & IDA development funding to align with emissions reduction strategies (including mobility-oriented development).

**Share public transportation needs/priorities in your area!**

# Submit written comments!



- **Public Comment Deadline: June 10**
- **Written comments can submitted through the portal on the Climate Action Council website (2,000 character limit):**  
**<https://nyserda.seamlessdocs.com/f/DraftScopingComments>**
- **Or, if your comments are longer, email them to:**  
**[scopingplan@nyserda.ny.gov](mailto:scopingplan@nyserda.ny.gov)**

# NYCP makes commenting easy!



Check out our **online public comment toolkit** at:  
<https://nyforcleanpower.org/cac-scoping-plan/>

**You'll find resources, commenting tips, and suggested talking points. Everything you need!**

# Timeline of the Scoping Plan Process

CAC held 18 public meetings to deliberate on the contents of the Draft Scoping Plan. In this time, Advisory Panels and Working Groups also held public meetings to develop recommendations.

**Public  
comment  
period, incl. 6  
statewide  
hearings.**

**CAC Finalizes  
Scoping Plan**



**Dec. 20, 2021:**  
Draft Scoping Plan  
approved by CAC for  
public comment.

**Dec. 31, 2022:**  
Deadline for delivery  
of final Scoping Plan  
to Governor and  
Legislature.

# Change can happen fast!

## Let's make it the future we want to see!

5th Avenue, Manhattan  
1900 vs 1913

*From one lone car  
in a sea of horses...*



*...to one lone  
horse in a sea  
of cars!*



# A Clean Transportation Future for All: #ElectrifyNY

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**ACCELERATING BUS & TRUCK ELECTRIFICATION IN NY'S CLIMATE PLAN**

Alok Disa | Senior Research and Policy Analyst, Earthjustice

May 24, 2022 | New Yorkers for Clean Power Teach-In

# WHO WE ARE



**EARTHJUSTICE**  
BECAUSE THE EARTH NEEDS A GOOD LAWYER

Environmental

Advocates

NY



**NYLPI**  
JUSTICE THROUGH  
COMMUNITY POWER



**SUSTAINABLE  
WESTCHESTER**



**SIERRA  
CLUB**

ElectrifyNY is a statewide coalition of advocates for environmental justice, public transportation, social justice, and good jobs fighting for a clean, equitable electric transportation future for New York.



# WHAT WE DO

**We focus on the dirtiest fleets, and harness the power of public investment.**

**That means prioritizing “medium- and heavy-duty” fleets, like school and transit buses.**

## Sector Strategies

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### Chapter 11. Transportation

#### 11.1 State of the Sector



“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. Replacing diesel trucks and port equipment with ZEV trucks and equipment would have a substantial impact on improving air quality statewide, especially in Disadvantaged Communities.”

# ELECTRIFYING DIRTY FLEETS

## ENVIRONMENTAL RESEARCH LETTERS

### LETTER

Mortality-based damages per ton due to the on-road mobile sector in the Northeastern and Mid-Atlantic U.S. by region, vehicle class and precursor

Calvin A Arter<sup>1</sup>, Jonathan Buonocore<sup>2</sup> , Charles Chang<sup>1</sup> and Saravanan Arunachalam<sup>1,\*</sup> 

**“On a ton for ton basis, buses in the New York-Newark-Jersey City metropolitan area had the largest health damages at \$4 million for every ton of particulate matter emitted.”**

**New York State hardest hit from transportation emissions, which caused an estimated \$21B in damages in 2016.**

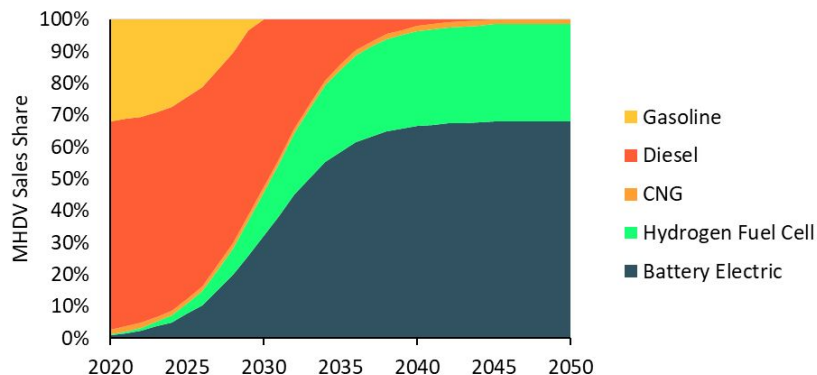
# HARNESSING PUBLIC SPENDING

- **Focus on public fleets:**
  - school buses
  - transit buses
  - gov't fleets
  - others
- **Leverage government spending to promote projects that create good jobs that benefit local communities**
- **Centralized procurement**

**What does the Draft  
Scoping Plan say about  
MHDV fleets?**

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# WHERE DO WE NEED TO GO



## *Medium- and Heavy-Duty Fleets (e.g., big vans, trucks and buses):*

- 47% of new sales need to be ZEVs by 2030
- 10% of on-road stocks (roughly 23,000) need to be ZEVs by 2030
- In 2020, there were just a few hundred ZE MHDVs on the road

Draft Scoping Plan: “Importantly, to achieve the 2050 vision, **early action and investment will be needed in the early 2020s** to ensure the availability and affordability of the future fuels and technologies, including but not limited to ... MHD ZEV engines; and infrastructure to support large-scale electrification including heavy freight solutions.”

# THE DRAFT PLAN HAS SOME GOOD RECS

## ***Transitioning to Zero-Emission Vehicles and Equipment***

Transitioning the transportation sector to zero-emission technologies is central to achieving the State's GHG emission reduction requirements. In most cases this means replacing existing vehicles that run on gasoline or diesel fuel with either battery electric, hydrogen fuel cell or future zero-emission propulsion

- State funding for ZEV trucks and buses - with a focus on those operating in overburdened communities
- “Historic investments” in public transportation
- Requirements for zero-emission equipment use on public projects
- Adoption of regulations mandating sale and purchase of MHDVs

# ...BUT COULD BE STRONGER

## T5: Fleet Modernization and Electrification

**Transition to Zero Emission Public Transportation Fleets:** The State should work with municipally-sponsored public transportation systems on a plan to transition to all-electric/zero-emission public transportation vehicles at defined replacement schedules appropriate for the transit provider.

## T3: Community-Based Service Enhancements

**Identify, Plan, and Implement Service Enhancements:** The State should work with communities and service providers to design strategies that increase utilization of public transportation alternatives. Public transportation service enhancements are intended to be further informed through community-based discussions. For example, availability/accessibility may refer to an increase of service hours/frequency; an increase in routes; and/or an increase in the number of stops along a route. It is anticipated that a combination of approaches will be required in most communities.

**We want a mandate to fully electrify public transit (and paratransit) across NYS.**

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**And we need to significantly expand transit service.**



# GREEN TRANSIT, GREEN JOBS (S.3535C/A.3090A)

- Requires all **new** transit agency purchases (vehicles and equipment) to be zero-emissions by 2029
  - Phases in zero-emission technology as part of normal replacement and upgrades
- Covers transit buses and paratransit vehicles
- Implements best value procurement to promote good jobs and family-sustaining wages
- Creates workforce development reports for existing workers
- Initiates planning to begin implementing an electrification strategy
- Supports transit agencies by offering technical assistance
- Provides limited exemptions

# SIGNIFICANTLY EXPANDING PUBLIC TRANSIT

- The Transportation Advisory Panel included a concrete target: to double transit accessibility/availability for upstate and downstate suburban communities

Initiative #	Description
1	<p>Identify implementable strategies to significantly enhance the availability; accessibility; reliability; and affordability of public transportation services with an emphasis on unserved/underserved communities. This includes:</p> <ul style="list-style-type: none"><li>• Doubling the service availability/accessibility of municipally sponsored upstate and downstate suburban public transportation services statewide; and.</li><li>• Implementing policies and programs that support system reliability/network expansion projects identified by the Metropolitan Transportation Authority (MTA) in their current five-year capital pan/twenty-year needs study.</li></ul>

**This recommendation did not make it into the Draft Plan, but we are asking that the Climate Action Council include it in the Final.**

# DEDICATED STATE FUNDING IS NEEDED

- The Draft Scoping Plan calls for “historic” investments, but does not offer any specific guidance or criteria
- ElectrifyNY and other statewide advocates fought for school bus electrification mandates AND dedicated funding
  - We called for \$300M / year in the near-term
  - Lawmakers included \$500M in the Environmental Bond Act, pending voter approval
- What would it cost to double public transportation and electrify fleets?

# Thank you!!

**Follow us: @Electrify\_NY**

**Email me: [adisa@earthjustice.org](mailto:adisa@earthjustice.org)**

# TRANSPORTATION ALTERNATIVES Climate Action Plan



**Juan Restrepo**  
Senior Organizer  
Transportation Alternatives

*[juan.restrepo@transalt.org](mailto:juan.restrepo@transalt.org)*

May 2022

The New York Climate Action Council Draft Scoping Plan released earlier this year found that, **“New York will need to substantially reduce vehicle miles traveled (VMT) while increasing access to public transportation.”** The Council’s report estimates that the cost of inaction in addressing our transportation needs exceeds the cost of action by \$90-\$120 billion:

- \$40 billion associated with the health benefits of increased active transportation (e.g., walking, cycling)
- \$50 - \$120 billion from 2020-2050 of health benefits from increased air quality

To meet our climate goals, **we have to immediately transition from car-centric infrastructure to more sustainable methods of transportation.**

And it starts with investing in communities that have borne the brunt of environmental racism and been denied access to public transportation and healthy environments.

**Convert 25% of  
NYC road space  
by 2025**

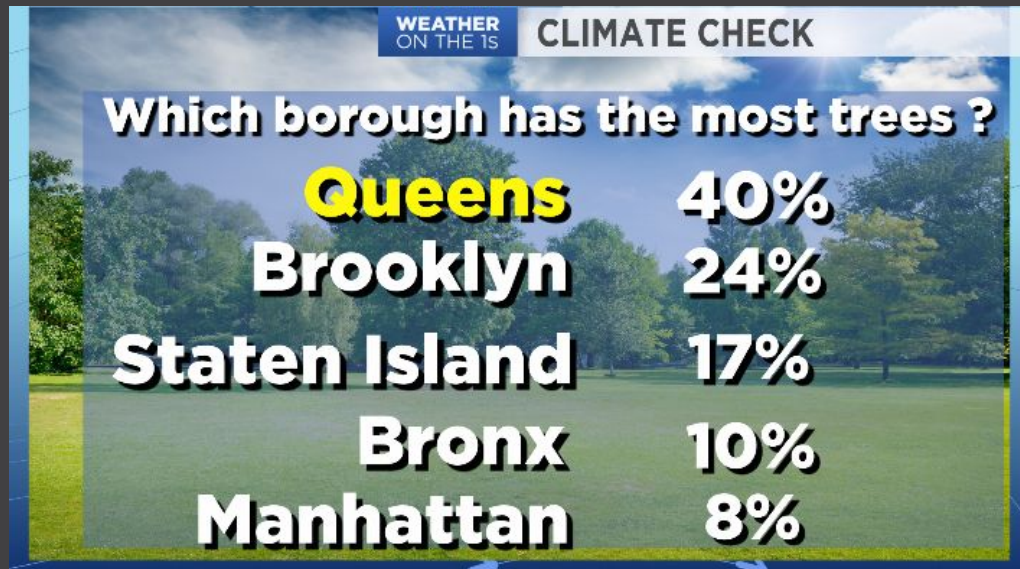
**ASPHALT = ASSET**



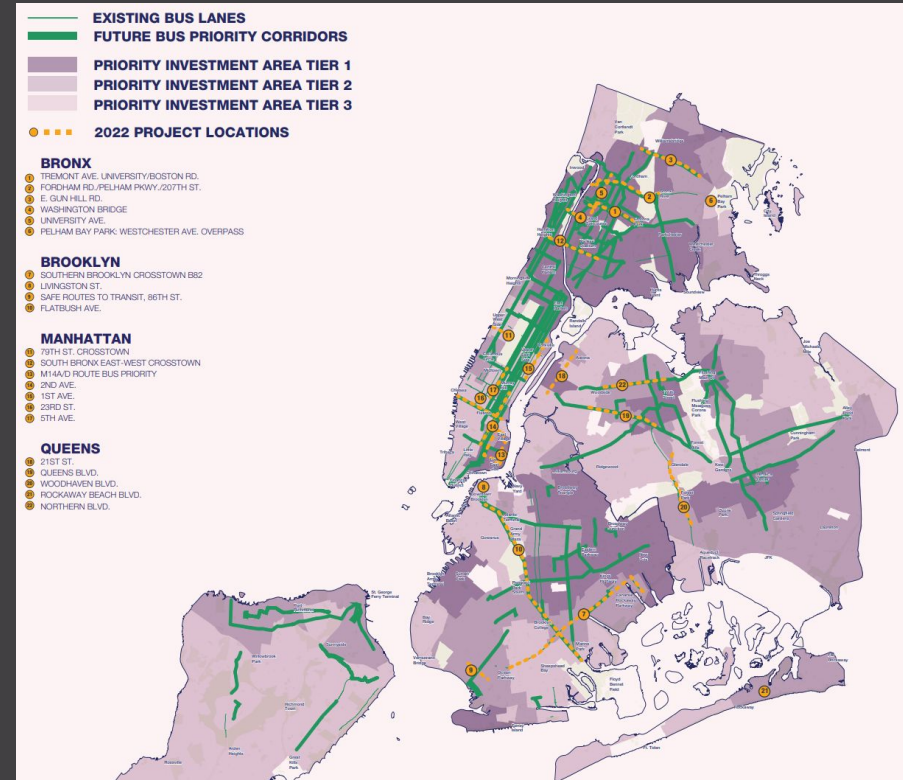
- **Invest in ‘sponge city infrastructure’** of permeable pavements, stormwater curb extensions, and bioswales in flood-prone areas. Bioswales are cost-effective measures to absorb stormwater runoff and mitigate flooding of our city’s subway stations and busways, which disproportionately harms underserved communities.



- Instruct the Department of Health and Mental Hygiene, the Department of Transportation, and the Parks Department to **designate “Tree Cover Priority Districts”** where asthma rates, air pollution, and summer surface-level temperatures are highest, and fund a tree planting campaign that fills all remaining tree pits and replaces 10 percent of all parking spots with trees in these areas.



- **Expand bus lanes and busways in areas of the city least served by subways** to enable more residents to choose public transit over car use in underserved areas. The median income of bus riders is substantially lower than those of subway riders or New Yorkers overall, and they are more likely to be foreign-born or have a child at home, yet face unequal access to public transit options.



NYC Streets Plan, 2021

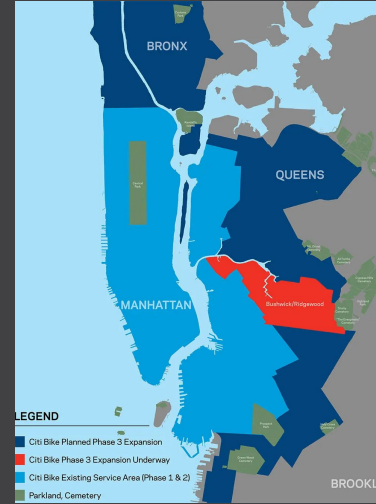


- **Improve substandard bike and pedestrian access to bridges across New York City**, including the Queensboro and RFK bridges in Queens, and fully realize Bridges for People with protected bike lanes on the Manhattan and Williamsburg bridges in Brooklyn, and the Washington Bridge in the Bronx.



*New Brooklyn Bridge  
Bike Path*

Implement **#Citibike4All** with **public funding** to make it available for the first time for many low-income communities and communities of color that currently live in transit deserts. We are also calling for robust, secure, covered bike parking for the personal bikes, including e-bikes, cargo bikes, and adaptive cycles.



*Oonee Pod Bike Parking*

● **Cap the Cross Bronx Expressway**, which will dramatically reduce vehicle pollution causing some of the highest asthma rates in the United States.

## The plan to transform one of New York City's dirtiest freeways into green space

The noxious Cross Bronx Expressway could get an upgrade thanks to new federal funding



📷 Senator Chuck Schumer, the activist Nilka Martell and Representative Ritchie Torres announce plans to make the Cross Bronx Expressway environmentally safer for Bronx residents on 9 November. Photograph: Steve Sanchez/Pacific Press/Rex/Shutterstock

# Thank you!



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