

---

# Transportation

**Chair:** Marie Therese Dominguez  
**Department of Transportation**

# Transportation Mitigation Strategies, slide 1/4

## Scope topic/Subgroup: Transportation Electrification

<b>Strategy under consideration</b>	<ul style="list-style-type: none"> <li>Adopt regulatory approaches and supporting policies to increase the sale of M/HD ZEVs to 30% by 2030 and the sale of LD ZEVs to 100% by 2035, and require greater use of ZEV non-road vehicles.</li> </ul>
<b>Rationale</b>	<ul style="list-style-type: none"> <li>Zero emission vehicles (ZEVs) are rapidly becoming commercially available in many subsectors, offer low lifecycle GHG emissions and zero or low emissions of local pollutants;</li> <li>NYS can accelerate this transition to ZEVs through regulatory actions, market-based policies, and supporting activities including incentives, public-private partnerships, and private financing;</li> <li>ZEVs save consumers and businesses money otherwise spent on fuels and maintenance.</li> </ul>
<b>Equity considerations</b>	<ul style="list-style-type: none"> <li>Prioritize M/HD ZEVs in locations impacting overburdened communities (e.g., ports, heavy traffic areas) through strategies such as green zones – these are the largest sources of local air pollution in the transportation sector;</li> <li>Focus on making clean transportation available to all, including low-income and rural New Yorkers, through measures such as enhanced incentives, targeted infrastructure investment;</li> <li>Avoid transferring pollution from vehicles to peaking power plants located in disadvantaged communities.</li> </ul>
<b>Potential Implementation challenges</b>	<ul style="list-style-type: none"> <li>The policy levers for this strategy are well established but many require additional resources and financing tools;</li> <li>Initial purchase costs of vehicles (esp. M/HD ZEVs) and charging stations, including electric grid upgrades, remain high;</li> <li>Policies and programs need to encourage replacement of existing vehicles, open up EV market to more companies;</li> <li>Ecosystem improvements require local regulations, workforce training, improving consumer awareness.</li> </ul>
<b>Issues to explore</b>	<ul style="list-style-type: none"> <li>Suitability of mandates like CA Advanced Clean Trucks, 100% ZEV sales targets, state procurement of non-road vehicles;</li> <li>Ways to reduce the cost of EVs through incentives or feebates, used EV rebates, scrappage programs;</li> <li>Ways to accelerate charging station installations and bring down their cost;</li> <li>Electric tariff changes that encourage off-peak charging, address demand charges, and make EVs more affordable to operate;</li> <li>Revenue and financing options, opportunities to create broader economic ecosystem around EVs.</li> </ul>
<b>Additional thoughts</b>	<ul style="list-style-type: none"> <li>Need for engagement with Power Generation Advisory Panel, Climate Justice WG, Just Transition WG.</li> <li>Evaluate market-based mechanisms to reduce carbon emissions and provide longer-term funding for implementation of strategies.</li> <li>Evaluate various financing strategies, including Green Bank and other tools to leverage private investment</li> </ul>

# Transportation Mitigation Strategies, slide 2/4

## Scope topic/Subgroup: Clean Fuels

### Strategy under consideration

Adopt a market-based approach and supporting policies to increase the availability and affordability of clean transportation fuels (renewable biofuels, green hydrogen, electricity) in NYS.

#### Rationale

- Pathways identifies role for diesel substitutes in decarbonizing transportation;
- Some hard-to-electrify uses may be decarbonized with low-carbon fuels (e.g. aviation, long-distance trucking);
- Potential interim role in other uses as we move towards electrification (e.g. medium/heavy duty trucking).

#### Equity considerations

- Importance of reducing co-pollutants in overburdened areas, particularly w/r/t diesel truck and bus pollution;
- Siting of renewable/clean fuel production, storage and refueling facilities;
- Avoid policies and activities that expand fossil fuel infrastructure.

#### Potential Implementation challenges

- Low Carbon Fuel Standard (LCFS) is a complex regulatory program requiring substantial development; opportunity to partner with other states; potential impact on fuel prices.

#### Issues to explore

- Availability of various biofuels; best uses for limited availability (with other panels);
- Other policy mechanisms to support clean fuels production and deployment;
- Interaction with other policies, e.g. LCFS can support electrification
- GHG accounting, including accounting for out-of-state life cycle emissions, including land use impacts.

#### Additional thoughts

- Consider CLCPA statutory constraints;
- Coordinate with Agriculture, Waste Panels and CJWG.

# Transportation Mitigation Strategies, slide 3/4

## Scope topic/Subgroup: Public Transportation

<b>Strategy under consideration</b>	<ul style="list-style-type: none"> <li>Identify policies and programs that would double the availability/accessibility of upstate and downstate suburban public transportation services statewide by 2035;</li> <li>Identify policies and programs to support system reliability/network expansion projects identified by MTA in their twenty-year needs study.</li> </ul>
<b>Rationale</b>	<ul style="list-style-type: none"> <li>Transportation generates approximately 40 percent of all greenhouse gases, primarily single-occupant light/heavy-duty vehicles;</li> <li>Unparalleled State support for public transportation directly attributable to New York using the least energy per capita for transportation purposes than any state in the nation;</li> <li>Results in net reduction of more than 17 million metric tons of carbon annually;</li> <li>High-frequency/high quality public transportation services provide options to single-occupant vehicles and benefits users/non-users.</li> </ul>
<b>Equity considerations</b>	<ul style="list-style-type: none"> <li>Ensuring affordability of passenger fares/expanding transportation availability/options in rural/underserved communities;</li> <li>Integrating safe/accessible pedestrian/bicycle infrastructure in un-served/underserved areas;</li> <li>Reducing carbon emissions in overburdened areas;</li> <li>Implementing complementary zero-emission public transportation rollingstock/supportive infrastructure/land use considerations.</li> </ul>
<b>Potential Implementation challenges</b>	<ul style="list-style-type: none"> <li>Funding and finance strategies to sustain/enhance public transportation services;</li> <li>COVID-19 revenue loss replenishment needs;</li> <li>Technological impacts on existing workforce/workforce training and development;</li> <li>Existing federal rules constrain planning for projects to those activities that are fiscally constrained, conflicts with ambition.</li> </ul>
<b>Issues to explore</b>	<ul style="list-style-type: none"> <li>Exploring Tax Increment Financing and other revenue strategies to support increased public transportation;</li> <li>Transitioning performance measures for traditional transportation investments from Level of Service to reduced Vehicle Miles Traveled, Equity, Greenhouse Gas Emissions avoided, health, other.</li> <li>Incentivizing transit supportive land use/development policies;</li> <li>Strategies for addressing Last-mile/transit desert connectivity;</li> <li>Deploying technology that makes transit easier to use.</li> </ul>
<b>Additional thoughts</b>	<ul style="list-style-type: none"> <li>Requires strong coordination with Land Use and Local Government and Energy Efficiency and Housing Advisory Panels; and Just Transition Working Group.</li> <li>Evaluate market-based mechanisms to reduce carbon emissions and provide longer-term funding for implementation of strategies.</li> </ul>

# Transportation Mitigation Strategies, slide 4/4

## Scope topic/Subgroup: Smart Growth and Transportation System Efficiency

<b>Strategy under consideration</b>	<ul style="list-style-type: none"> <li>• Transportation-Oriented Development—Align roadway, residential and commercial development to be proximate and accessible to public transportation and consider holistic GHG emissions in smart growth developments;</li> <li>• Low- and Zero-Carbon Transportation Modes—Expand access to low- or zero-carbon transportation modes (biking, walking, carpooling) for first mile/last mile connections to transit and destinations.</li> </ul>
<b>Rationale</b>	<ul style="list-style-type: none"> <li>• Expansion of transit is ideal opportunity to align development and low- or zero-carbon transportation options;</li> <li>• Well-considered development and provision of appropriate transportation options leads to land use/transportation location efficiencies that support efficient VMT and reduce transportation-based and other greenhouse gas emissions.</li> </ul>
<b>Equity considerations</b>	<ul style="list-style-type: none"> <li>• Overcome the spatial mismatch between housing and jobs for LMI households, which traditionally spend more time and percentage of income on commuting;</li> <li>• Ensure affordable housing in and around transportation-oriented developments;</li> <li>• Provide low- or zero-carbon transportation modes that are accessible and affordable for LMI households;</li> <li>• Support land uses that account for freight without creating areas with poor air quality.</li> </ul>
<b>Potential Implementation challenges</b>	<ul style="list-style-type: none"> <li>• Greater level of inter-governmental land use/transportation coordination, private sector engagement, and local buy-in (through land use planning and zoning), particularly for more compact, mixed-use, mixed-income development;</li> <li>• Incentives and technical support will likely be needed to achieve local buy-in;</li> <li>• Financial support may be needed to roll out new transportation options in smaller cities and towns.</li> </ul>
<b>Issues to explore</b>	<ul style="list-style-type: none"> <li>• Mechanisms and opportunities for delivering land use/transportation coordination on this level, mechanisms for delivering new transportation modes in diverse settings;</li> <li>• Ways to designate local/county/regional priority growth areas that are aligned with public transportation investments;</li> <li>• Ways to support projects that improve safety and ease of use of low- or zero-carbon transportation modes;</li> <li>• Changes to SEQRA process to remove barriers to transportation-oriented development while maintaining community input.</li> </ul>
<b>Additional thoughts</b>	<ul style="list-style-type: none"> <li>• Collaborate with Land Use and Transportation Advisory Panel to ensure adequate local land use support.</li> </ul>