



Memorandum of Support

S.489 (Comrie)

Purpose: Establishes a comprehensive electric vehicle fast charging station implementation plan; requires the New York state energy and research development authority (NYSERDA) to further establish a "Fast Charge NY working group" to develop such plan; makes related provisions.

Statement of Support: New York needs to rapidly decarbonize the transportation sector to meet its climate mandates and help mitigate the severe impacts of climate change. The landmark Climate Leadership and Community Protection Act (CLCPA) mandates an 85% percent reduction in economy-wide GHG emissions by 2050. Currently, the transportation sector accounts for 29% of New York's emissions¹, making deep reductions in transportation sector greenhouse gas emissions critical to achieving the CLCPA's emissions mandates. The State's own modeling suggests that meeting these mandates will require increasing the number of zero-emission vehicles on the road, from around 110,000 today, to around 3 million by 2030.² Such a transition is feasible, but will require serious and coordinated State support.

S.489 directs NYSERDA within 6 months of passage to create a comprehensive electric vehicle (EV) fast charging plan in coordination with New York State Department of Transportation (DOT), New York State Department of Environmental Conservation (DEC), New York State Department of Public Service (DPS) and the newly established a "Fast Charge NY working group". The Fast Charge NY working group would include stakeholders from statewide environmental groups, public utilities, and charging station developers. The Sierra Club believes this interagency and stakeholder collaboration to be critical in advancing transportation decarbonization.

Without this comprehensive plan New York stands to facilitate a piecemeal deployment of charging stations which leaves the network vulnerable to accrue unnecessary cost as well as leave large gaps. Deploying publicly accessible EV charging infrastructure by itself may not significantly drive EV adoption, but a dearth of adequate public EV charging infrastructure will almost assuredly slow development of the EV market in New York.

¹ New York State Dep't of Environmental Conservation, 2022 Statewide GHG Emissions Report: Summary Report at tbl. ES-3 (2022), https://www.dec.ny.gov/docs/administration_pdf/ghgsumrpt22.pdf.

² New York State Climate Action Council, *Draft Scoping Plan, App'x G: Integration Analysis, Technical Supplement, Annex 2: Key Drivers and Outputs* (2021), <https://climate.ny.gov/-/media/Project/Climate/Files/IA-Tech-Supplement-Annex-2-Key-Drivers-Outputs.xlsx>.

Sierra Club urges New York to develop a comprehensive, coordinated, and inter-agency road map for how the State will implement its ambitious commitments to electrifying vehicles and building out charging.

The Sierra Club Atlantic Chapter Strongly Urges Your Support of S.489