



David Do  
Commissioner/Chair  
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March 28, 2024

Administrator Michael Regan  
U.S. Environmental Protection Agency  
1200 Pennsylvania Avenue, N.W.  
Washington, DC 20460

**Re: Application EPA-R-OAR-CPRGI-23-07 for Electric Vehicle Charging Infrastructure for Taxis and Rideshare Vehicles and Zero-Emission Ground Support Equipment Voucher Program**

Dear Administrator Regan:

I am writing to express the New York City Taxi and Limousine Commission's (TLC) commitment to participate as part of a coalition with the Port Authority of New York and New Jersey in the application to the United States Environmental Protection Agency's NOFO (**EPA-R-OAR-CPRGI-23-07**) for its Climate Pollution Reduction Grants (CPRG) Program. The Port Authority's request to the EPA addresses the implementation of two measures prioritizing GHG reduction: electric vehicle charging infrastructure (Measure 1) and airport ground support equipment (GSE) electrification (Measure 2).

The TLC is the municipal agency responsible for licensing and regulating New York City's taxis, rideshare vehicles, commuter vans, and paratransit vehicles. The Port Authority's proposal aligns with the TLC's "Green Rides" initiative, which requires the city's rideshare fleet to be either zero-emission or wheelchair accessible by 2030. Measure 1 of the Port Authority's proposal targets the tens of thousands of daily taxi and rideshare trips that pick up and drop off patrons at each of region's three major airports: JFK, LaGuardia, and Newark. The Port Authority and the TLC coordinate regularly to ensure optimal operations and have a shared goal to address the urgent need for convenient charging infrastructure for the rideshare and taxi community. Stakeholders represented among the rideshare and taxi community have identified that airports are an essential part of their charging ecosystem.

Per the New York – New Jersey metropolitan statistical area's Priority Climate Action Plan (PCAP), transportation and stationary energy sectors are the largest sources of GHG emissions identified in the region's action plan. Both measures proposed to the EPA yield marked reductions in GHG emissions at Port Authority airports, which include three of the nation's largest and most heavily transited air travel facilities for the movement of both people and goods

globally. The measures outlined in the Port Authority's application reflect its commitment to climate action and will help the agency achieve its ambitious net zero goal.

The proposed measures of this project will position the Port Authority, NY-NJ MSA, and regional partners like the TLC as leaders in GHG emission reduction initiatives from the aviation and vehicle sectors, by demonstrating the environmental, economic, and social benefits of decarbonization initiatives.

In supporting this proposal, the TLC will serve in a support advisory capacity and coordinate with the Port Authority and other related key stakeholders to implement measures to significantly reduce GHG emissions from airport-related vehicles. Our commitment will also include partnering and advocating for the communities that are anticipated to receive the benefits from this program and the affiliated membership.

I strongly support the Port Authority's proposal and respectfully request that the U.S. EPA favorably consider the project request designed to reduce GHG emissions resulting from combustion engine vehicles traveling to and from Port Authority operated airports and from airside GSE.

Thank you for your consideration of this critical project that aligns with Climate Pollution Reduction Grant goals.

Sincerely,

A handwritten signature in dark ink, appearing to read 'David Do', with a stylized flourish at the end.

David Do  
Commissioner/Chair