



## MEMORANDUM IN OPPOSITION

### S.7406-B (Krueger) / A.3179-C (Fahy)

**AN ACT** to amend the executive law, in relation to requiring electric vehicle charging stations and electric vehicle capable parking spaces

The Capital Region Chamber, representing 2,800 businesses and organizations from throughout the Capital Region that employ more than 160,000 area residents, opposes S.7406-B /A.3179-C, which would require electric vehicle charging stations and electric vehicle capable parking spaces in certain new or substantially rehabilitated buildings.

While the Capital Region Chamber supports efforts to reduce the carbon intensity of our economy, we believe that the state's energy policies must ensure access to secure, affordable, and reliable energy, protect energy consumers and their choices, and provide meaningful environmental progress. The Chamber appreciates the sponsors' intent behind this legislation. However, we believe that it would be imprudent to enact this bill.

The Chamber has concerns regarding several of the bill's provisions. The bill includes the following requirements: one- to three-family homes with off-street parking must have one electric vehicle capable parking space; multi-family homes with between two and ten parking spaces must have at least 75% EV capable spaces, with at least 20% of spaces equipped with a charging station; multi-family homes with more than ten parking spaces must have 100% of spaces be EV capable, with at least 40% of spaces equipped with a charging station; commercial buildings with between two and ten parking spaces must have 100% of spaces be EV capable, with at least 20% of spaces equipped with at least a Level 2 charging station; commercial buildings with more than ten parking spaces must have 100% of spaces be EV capable, with at least 40% of spaces equipped with at least a Level 2 charging station; commercial buildings may opt to substitute one Level 3 charging station for five required Level 2 charging stations.

Consumers and businesses are already facing every increasing prices due to inflation, a tight labor market and supply chain constraints. These price increases have impacted residential and commercial real estate development. The mandates included in this legislation would only exacerbate this situation. The state's economy is volatile, and the legislature should not consider policies that will reduce consumer choice, increase construction costs of residential and commercial properties, and ultimately harm our economy.

It is important to note that under the Climate Leadership and Community Protection Act, the Climate Action Council was tasked with developing a draft scoping plan that serves as an initial framework for how the state will reduce greenhouse gas emissions, achieve net-zero emissions, and increase renewable energy usage. The CAC's Draft Scoping Plan has been released and the public comment period is open until June 10, 2022. One of the CAC's recommendations is related to the pending legislation; specifically, the CAC recommends the prohibition of the sale of gasoline vehicles in New York State by 2035. The Legislature should avoid acting on any energy policy related legislation until public input has been received and the CAC scoping plan review process has been completed. It would be imprudent to do otherwise.

For these stated reasons, the Capital Region Chamber opposes this legislation.

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