

Addenda #70, December 2024

Re: Ch. 8, 2050 Net-Zero Emissions; Impossible!

Re: Ch. 9, Progressive States Climate Policies

Re: Addenda #44 – April 2024, New York states electrical grid

SDG 7 – Ensure access to affordable, reliable, sustainable and modern energy for all

SDG 13 – Take urgent action to combat climate change and its impacts

➤ *New York and New York City Energy Shortfalls*

In Addenda #44, I detailed the NYISO *Power Trends 2023* report, which found “a deficit in reliability margins for the New York City area beginning in summer 2025.”

The report re-emphasized that a shortfall of as much as 446 MW of electricity beginning in the summer of 2025. That is just fourteen months away!

The most recent NYISO report, *Power Trends 2024*, contains more of the same information.

Declining reliability margins and the need for new generation

While the pace and scale of change is accelerating with the adoption of electric vehicles and electric heating equipment, traditional fossil-fueled generation is retiring faster than renewable and other clean energy resources are entering service.

This has, in part, contributed to declining electric system reliability margins across the state.

Two large transmission line projects were under contract to distribute “clean, renewable electricity” throughout New York state and New York City, as a cure for the looming shortfalls.

The 339-mile Champlain Hudson Power Express transmission line would import 1,259 megawatts of hydroelectricity from Quebec to a Converter Station station in Queens, New York. The developer spent almost ten years designing and negotiating the route of the transmission line, before the contract to proceed was signed. Permitting and environmental approvals for the \$6 billion project began in the fall of 2022 and the CHPE is expected to be operational in mid-2026.

The 175-mile long Clean Path NY transmission line would connect wind and solar generation sources throughout the state and deliver more than 3,800 megawatts of “emissions-free energy” to the NY power grid and to New York City. The estimated \$11 billion contract signed by developers Invenergy, energyRe and the New York State Research and Development Authority (NYSERDA)

“New York continues to lead the nation with innovative green energy initiatives and has been an example to the rest of the world how to confront the perils of climate change, the existential threat of our time. Today’s decision is a major step forward in achieving New York State’s goal of 70 percentage of our energy from renewable resources, while paving the way for thousands of high-quality jobs, spurring billions in economic activity, reducing our dependence on fossil fuels, and ushering in a cleaner, greener New York for all.”

Governor Hochul Announces Approval of Contracts to Deliver Clean, Renewable Electricity to New York City, April 14, 2022

The Clean Path NY transmission project was set to begin in the spring of 2024 and had to be completed by 2027 in order to receive Renewable Energy Credits promised by the contract. Pricing and proposals for both projects were submitted in September 2021. By the time developers received project approval and began signing contracts with suppliers, the price of construction materials, high-voltage distribution equipment and wages had increased substantially. In a repeat of what happened with offshore wind developers Equinor and BP in October 2023*, Clean Path NY developers appealed to the state for higher subsidies from ratepayers to mitigate cost increases. NYSERDA backed “inflation adjustments” for the project. (* Reference: Addenda #30 – January 2024)

Note: Those higher “subsidies” are in the form of *Renewable Energy Credits*, or RECs. New York State requires utility companies and other electricity producers to buy RECs from NYSERDA for each megawatt-hour of renewable energy an electric power generator is unable to generate or purchase. The money collected from those sales, goes to fund “clean energy” projects in New York State.

Because of the renewable energy mandate set by New York State Climate Act (70% by 2030) renewable energy producers are compensated for producing “clean electricity”. They are awarded one Tier 1 REC per Megawatt hour (MWh) of electricity produced. These RECs are payment for the construction, operation and By maintenance cost of the generation facility. Or in this case, the transmission and distribution system to move “clean electricity” to consumers.

Electricity producers, like National Grid, are required to buy these RECs based on the amount of electricity they generate. The cost of these REC purchases are then passed on to ratepayers in the form of higher electricity supply costs added to monthly utility bills. When developers signed the agreement to build Clean Path NY in November 2021, the price of a Tier 1 REC was \$22.47 per MWh of electricity produced. By the 3rd quarter of 2024, Tier 1 RECs were being sold for \$34.05 per MWh, an increase of \$11.58 or 51% from the NYSERDA agreement.

This is the underlying cause of recent double digit rate increases requested by utility companies in New York State, including National Grids most recent 15% rate increase over the next three years. Since 2019, the cost of electricity supply per Killowatt hour on my utility bill has increased by 48%. You can thank New York State for the increased cost the next time you make your payment!

Predictably, the Public Service Commission denied the request for higher reimbursement rates from Clean Path NY developers. As a result, on December 2, 2024, the developers terminated their contract with the state. State regulators “mutually agreed” to the termination and the developers state that they “remain committed to New York’s energy transition”, which leads me to believe that in the next round of large-scale renewable projects, Invenergy and energyRe will re-bid the project at a substantially higher price. Ratepayers will then see even higher electricity rate requests in the coming years.

Just as Equinor was allowed to “successfully re-bid” the Empire Wind offshore project one month after they terminated the original project contract, Clean Path NY will re-bid in the next Large-Scale Renewable Solicitation and be awarded to the same developers. Governor Hochul will put out press releases about New York “continuing to lead the nation with innovative green energy initiatives” and “confronting the perils of climate change.” The climate alarmists will applaud her pursuit of clean, green energy and climate justice. Far left voters will reward her with their votes when she runs for office again in 2026. Utility customers on the other hand, will pay significantly higher electricity rates to pay for the high costs of “clean, green energy”. They/We will be the losers in this renewable transition disaster!

The project completion and transmission of electricity to New Yorkers, especially to New York City, will be several years later than originally promised and the electricity reliability situation won’t be resolved anytime soon. New York state has deactivated 5,207 megawatts of fossil fuel and nuclear powered electricity generation but has only added 2,256 megawatts of renewable sources to replace it. The ongoing electrification mandated by governor Hochul and the continued construction of data centers and technology manufacturing facilities, has resulted in an acceleration of energy shortfalls in the future, threatening the reliability of the state’s electrical grid.

With increasing winter peak loads and consideration of limitations on gas availability, there may be insufficient generation to serve forecasted demand for expected weather while maintaining required operating reserves.

Winter reliability and forecasted consumer demand; New York ISO 2024 Power Trends report

In Addenda #63 I detailed the efforts of state governments to “overcome” landowner and community resistance to large scale renewable energy projects. The Office of Renewable Energy Siting (ORES) was created by then Governor Andrew Cuomo in 2020. The purpose of ORES was to review and grant siting permits for the large-scale renewable energy projects that would have to be built, in order to satisfy the renewable energy mandates in the *Climate Leadership and Community Protection Act* of 2019. ORES had a mandate by the governor: to expedite the approval of these projects. But things still weren’t moving fast enough for our Progressive leaders.

In 2024, Governor Kathy Hochul proposed the *Renewable Action Through Project Interconnection and Deployment Act* (RAPID). RAPID would bypass much of the process that was slowing approvals of these renewables projects and leave the final decision on approvals in the hands of the Public Service Commission (PSC). Major projects that used to take several years to be approved would now go through a nine-month Certification Review Process, enabling developers to begin construction years sooner and enabled the Governor to announce even more renewable energy project awards than before. It no longer mattered what landowners or local municipalities decided what was best for their communities and the environment. Government showed that it would take any steps necessary to achieve its own SDG Climate Goals.

Developers, standing to make millions of dollars on the completion and commissioning of these projects, had an ally in the partisan New York State Public Service Commission, to hurry through the permitting and approval process.

New York State government, which desperately needs to bring renewable energy sources online as quickly as possible to address the declining electric grid reliability margins and the looming shortfall of available power to meet demand, created a way to bypass concerns of homeowners, local governments and environmentalists. The approvals for these two large-scale transmissions projects benefitted from this same process.

Energzyt Advisors, LLC, is a global network of energy experts, based in Cohasset, Massachusetts. They provide assessment reports on energy projects from inception to completion. In January 2020, Energzyt prepared a 66-page report on the Champlain Hudson Power Express for the Independent Power Producers of New York (IPPNY), which represents “clean energy generators” in New York State.

In the first paragraph of the *Executive Summary*, the authors make the following statement about the proposed “clean energy” project:

1. The project, “will give New York City an additional option they might use to comply with New York City Local Law 97, which established stringent emissions requirements for buildings. Local Law 97 provides owners with an option to purchase renewable energy, carbon offsets, or hydroelectricity delivered directly into New York City, as an alternative to making investments in building efficiency improvements.”

So, this \$6 billion project had to happen, solely because of New York State and local Climate Laws.

2. In the second paragraph of the *Executive Summary*, the authors state: “*The results of our analysis show that CHPE will not result in reduced global emissions of carbon dioxide (referred to as “carbon” in this report) – and may even increase overall carbon emissions. Any long-term contracts associated with CHPE would, therefore, fail to meet the spirit and underlying goals of Local Law 97, that is, greenhouse gas emission reductions.*”

What?!! In her April 2022 press release announcing the approval of both transmission projects, Governor Hochul stated that this “first-of-its kind” renewable energy and transmission projects were supposed to result in “greenhouse gas reductions and air quality improvements.”

3. In the third paragraph of the *Executive Summary*, the authors state: “*The only way Hydro-Québec could export 8.3 TWh to New York City via CHPE would be to redirect energy sales from other parts of New York, divert energy sales from existing export markets, and/or increase imports into Quebec from other markets, which would then be sold at above-market prices via CHPE.*”

This implies that even Hydro-Québec has a finite supply of electricity it can produce and transmit to utility customers in Canada and the U.S. I addressed this problem in Addenda #44 section on the reliability of the New York electric grid. Knowing that the New York Power Authority could never bring online enough renewable sources to replace closure of

coal, gas and nuclear power plants over the past decade, they had to resort to importing “clean electricity” from hydroelectric plants in Canada.

Canada produces all the electricity it consumes, but that consumption is rapidly increasing and will eventually outpace supply. I stated in the Addendum, “As both the U.S. and Canada get closer to that 2050 Net-Zero target date, neither New England or New York state can rely with certainty on imported “clean electricity” to meet their climate goals or the projected energy deficits.” This statement is validated by the assessment report from Energyzt Advisors.

New York City does not benefit from, and is adversely impacted by, CHPE.

In Summary, the report finds that:

- The CHPE project *does not* reduce carbon emissions.
- The price of electricity delivered by CHPE is “likely to be above market.”
- New York state and City consumers would be burdened with even greater costs.
- CHPE would be a “wasteful investment in congestion relief.”

There are only two conclusions I can draw from this. Either Governor Hochul was “misinformed” about the climate benefits of this project, or, she knew and didn’t care.

“New York continues to lead the nation with innovative green energy initiatives and has been an example to the rest of the world how to confront the perils of climate change, the existential threat of our time,” (Where have we heard *that* phrase before?)

Ok, my conclusion is, she knew and didn’t care. This is just another unjustified “green energy” project to further Agenda 2030 climate goals, which will end up costing New York rate payers even more money in electricity rates.

“The interesting thing about the Green New Deal, is it wasn’t originally a climate thing at all.... Do you guys think of it as a climate thing?” Because we really think of it as a how-do-you-change-the-entire-economy thing.”

Saikat Chakrabarti, chief of staff for Representative Alexandria Ocasio-Cortez, Washington Post, 2019

“To achieve a better outcome, the world must act jointly and swiftly to revamp all aspects of our societies and economies, from education to social contracts to working conditions. Every country, from the United States to China, must participate, and every industry, from oil and gas to tech, must be transformed. In short, we need a "Great Reset" of capitalism.”

Klaus Schwab, World Economic Forum founder, June 2020

It’s All About Control!

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Addenda #71 – December 2024

Re: Ch. 9, Progressive States Climate Policies

SDG 13 – Take urgent action to combat climate change and its impacts

BREAKING: New California emission rule halts diesel motorhome sales in 6 states

RV travel, November 4, 2024

Looking to buy a new diesel motorhome? If you live in one of six states, you may find you can't. A new air quality regulation issued in California has effectively slammed the door on new diesel motorhome sales, not just in California, but in five other states as well.

On October 24, CARB (the California Air Resources Board) amended its Advanced Clean Truck (ACT) regulations. Essentially, these new regulations require that all vehicles over 8,500 pounds GVWR (gross vehicle weight rating) must produce zero emissions ban affecting the larger motorhomes will be effective Jan 1, 2025

California Emissions Regulation History:

Pollution – The 450 mile long Central Valley is surrounded by a series of mountains and mountain ranges on all four sides. The mountains trap air pollutants, which due to the warm climate, create high levels of ozone pollution. The “Bay Area” of California, San Francisco, San Jose and Oakland, have a combined population of more than 2.2 million people and are major hubs of business, cultural arts and tourism. Los Angeles and Long Beach have a combined population of more than 4.2 million people and are major hubs for business, the film industry, education, shipping and tourism.

CARB – As far back as the early 1940's, these areas had severe ozone pollution (smog). When researchers identified automobile exhaust as the main contributor to smog, California began to take action to reduce emissions, becoming the first state in the nation to have tailpipe emissions standards. In 1950, there were about 11 million people living in California and 4.1 million vehicles were registered in the state. By 2023, the population had increased to almost 39 million and vehicle registrations had increased to 36.8 million. The smog problem only got worse.

In 1967 the California Air Resources Board was established to address the severe air pollution problem in California. Over the years, CARD has been responsible for increasingly tougher emissions laws and has influenced the “zero-emissions” mandates for light-duty vehicles, medium and heavy-duty vehicles, and small, off-road engines that were passed into law in 2020 and 2021.

Note: California is the only state permitted to set *its own* emissions standards. Other states can either follow federal vehicle emissions standards or follow those set by CARB.

In October 2024, CARB set a new emissions regulation on diesel fueled motorhomes. Prior to this update, diesel fueled motorhomes were subject to the same emissions standards as heavy duty trucks. Any heavy-duty vehicle with gross vehicle weight of over 14,000 pounds

operating on California public roads, was subject to semi-annual emissions testing and “compliance” fees.

The new CARB regulations implement an increase in zero-emission vehicle sales for manufacturers of vehicles over 8,500 pounds and made emissions testing and “compliance” fees an annual requirement. Failure to meet emissions standards may result in DMV registration blocks and other enforcement action. The ruling applies to Class “Super C” and Class A diesel motorhomes as well as Class B diesel camper vans. Gasoline powered motorhomes are not affected. Yet.

RV Ban – CARB spokesperson Lynzie Lowe pushed back on claims that this is a “ban” on motorhomes saying, “There is no motorhome ban... There is nothing about the regulation that is preventing manufacturers from selling RVs or consumers from buying them,” she said. “Furthermore ... the regulation does not in any way single out RVs.”

Left-wing media outlets parroted her statements while praising the new emissions ruling.

The new standard requires RV manufacturers to sell an increasing number of zero-emission vehicles to lower the overall emissions of the entire RV fleet. This is similar to the EPA Emissions regulations discussed in Addenda #68. Emissions can only be lowered so much by current engine technology in order to meet the drastically lower emissions levels. Manufacturers have no choice but to sell increasing numbers of zero-emission EVs to lower the average of the entire fleet of vehicles. The problem with this solution is that there are no certified zero emissions motorhome chassis to increase production of. RV manufacturers cannot offset sales of internal combustion motorhomes with sales of zero-emissions motorhomes, so they will not be able to sell their vehicles in California beginning January 1, 2025. Residents wishing to purchase *new* diesel motorhomes will not be able to buy them out-of-state, because the new rule does not allow them to be registered in California.

Economic Impact – Tourism is a large part of the economy of California and travel by RV is a big part of this industry. California leads the nation in total RV sales and has the highest RV ownership. There are 250 dealerships, and more than 4,400 employees employed statewide, serving the industry. According to data obtained from the California Department of Housing and Community Development (HCD), there are 5,230 Active Mobile Home and RV Parks totaling 453,810 lots/spaces in the State of California. Of those 453,810 lots/spaces, 89,216 are RV lots.

Always promising new adventures, the Golden State never ceases to amaze with its wonderful camping destinations. State parks, marvelous forests, and sandy beaches offer the best camping spots in California. As for travelers constantly en route, RV camping is the go-to means for seeing the world from the comfort of a home-on-wheels.

Living on the Road: Where to Go RV Camping in California; Discover California.com, Travel

Between sales, service and maintenance, consumers spend about \$550 million per year in the state. Almost all of this economic activity begins to go away in 2025, due to the new CARB emissions standard.

“The future happens here first, and California is once again showing the world what real climate action looks like.” Governor Gavin Newsom, April 28, 2023

At the same time Governor Newsom is showing the rest of the world what real climate action looks like, his state of California is one of the fastest shrinking states in the U.S. California has lost more than 472,000 residents over the past several years and about a third of all Californians have said they’re considering leaving the state due to the high costs of living. Population growth has increased slightly over the past year, but much of that has been driven by illegal immigration. Despite the small 10,000 increase in population, the number of people unemployed has risen by 14,000 and the number of workers employed has fallen by 26,000. California lost 156,300 jobs in the first six months of 2024.

Source: California Demographic Labor Force; Oct. 2024, Employment Development Department, California

California has an estimated 1.9 million illegal immigrants living in the state, costing taxpayers nearly \$31 billion per year in benefits and services. The state has a combined \$78.5 billion deficit over the last two fiscal years, resulting in funding cuts to school, welfare and climate programs and delays in funding public transportation and other programs. Targeting a \$550 million industry with emissions regulations that will effectively put it out of business, resulting in the loss of economic activity, tax receipts and jobs just doesn’t seem to be smart governance to me.

But then, Progressive politicians like Gavin Newsom are not really concerned with income inequality or improving the standard of living of their constituents. It is about taking away our individual rights, restricting our access to traditional transportation and reducing leisure activities like traveling on vacation, all in the name of fighting climate change.

3. Transform your transport

“You can get a head start: leave your car at home and walk or cycle whenever possible. If the distances are too great, choose public transport, preferably electric options. If you must drive, offer to carpool with others so that fewer cars are on the road. Get ahead of the curve and buy an electric car. Reduce the number of long-haul flights you take.”

10 ways you can help fight the climate crisis; UN environment programme, May 4, 2022

“The interesting thing about the Green New Deal, is it wasn’t originally a climate thing at all.... Do you guys think of it as a climate thing?” Because we really think of it as a how-do-you-change-the-entire-economy thing.”

Saikat Chakrabarti, chief of staff for Representative Alexandria Ocasio-Cortez, Washington Post, 2019

“Current lifestyles and consumption patterns of the affluent middle class – involving high meat intake, use of fossil fuels, appliances, air-conditioning, and suburban housing – are not sustainable... Isn't the only hope for the planet that the industrialized civilizations collapse? Isn't it our responsibility to bring that about?”

Maurice Strong, “self-confessed socialist” and Secretary-General of the U.N. Earth Summit, 1992

Addenda #71 – December 2024, Part II

Re: Ch. 9, Progressive States Climate Policies

SDG 13 – Take urgent action to combat climate change and its impacts

More Bad News! 2025 California Motorhome Ban even includes Class Bs

RV Lifestyle, November 12, 2024

There has been massive fallout over the very controversial regulations that will, in effect, prohibit the sale of new 2025 motorhomes weighing over 8,500 pounds in California and five other states starting Jan 1.

Those other states are Oregon, Washington, Massachusetts, New York, and New Jersey.

It should come as no surprise that the five other states joining California in this motorhome ban are Washington, Oregon, Massachusetts, New Jersey and New York. They are all very Progressive Democrat run states that voted for Democrat candidates in each of the last eight presidential elections. And yes, it is a **ban**! The Progressive Democrat politicians behind this ruling know that RV manufacturers will not be able to comply with the ruling.

New York Emissions Regulation History:

Pollution – While California was the first state in the country to set tailpipe emissions standards and pass climate change legislation, New York was the next state to follow their lead. Under Progressive Democrat leadership, New York passed climate legislation that required large reductions of greenhouse gas emissions, set a ban on the sale and registration of fossil fuel burning cars, light-duty, medium-duty and heavy-duty trucks and buses and set a ban on all gas powered off-road engines (tractors, lawn mowers, leaf blowers, chain saws, snow blowers, generators etc.).

CAC – The Climate Action Council, created by the Climate Leadership and Community Protection Act in 2019, is New York States version of CARB.

The CAC is a 22-member body, appointed by the Democrat leadership of the state. Its mission is to prepare policies necessary to achieve the State's climate goals.

RV Ban – As with other climate policy legislation, New York swiftly followed the adoption of the Advanced Clean Trucks (ACT) rule set by CARB.

"New York continues to lead the nation in tackling the climate crisis, taking bold steps to end our reliance on fossil fuels and transition to clean energy. The regulations we are adopting will help us cut pollution and emissions, kick-start the shift to clean electric trucks, and address the environmental injustices that have plagued too many communities across our state."

Governor Kathy Hochul; Office of the Governor Press Release, December 30, 2024

Climate 'apologists' were quick to jump on the band wagon, defending the governor's decision and attempting to disguise the actual effects of her decision.

Now they say it's not a "Ban" but just may be Motorhome "Unavailability"

RV Lifestyle, December 3, 2024

No, six states are not banning the sale of RVs in 2025

Verifythis.com, December 4, 2024

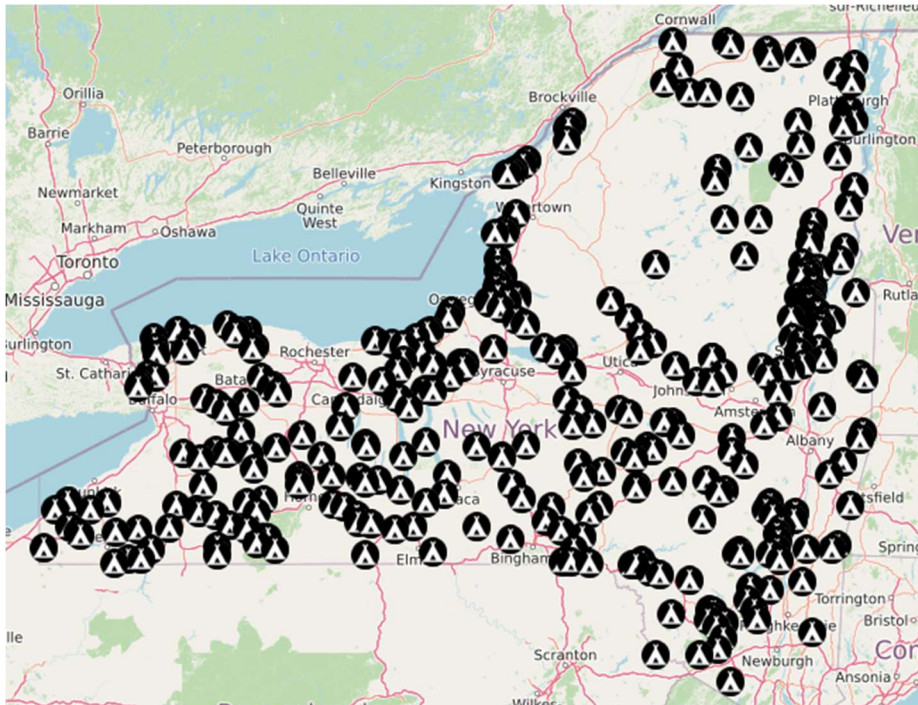
Our rating: False - California regulation doesn't ban RV purchases.

USA Today, December 17, 2024

Fact Check: RVS Are Not Being Banned In New York State

98.1 The Hawk (Binghamton NY radio station), December 19, 2024

Economic Impact – Tourism is a large part of the economy of New York and travel by RV is a big part of this industry. The state of New York operates 180 state parks, providing recreational activities including beaches, boat launches, hiking trails, and camping. The Department of Environmental Conservation operates an additional 52 campgrounds in the Adirondack and Catskill Parks, with the same amenities. There are also more than 500 privately owned campgrounds and RV parks in New York state.



All types of outdoor recreation in New York provided \$21.1 billion in economic activity in 2020 and supported over 241,000 jobs with \$13.1 billion in compensation. While New York ranks fourth in the nation on Gross Domestic Product (GDP) generated by outdoor recreation, outdoor recreation represents a more significant part of the economy in nearly every other state.

Office of the New York State Comptroller, June 2022

RV-related spending in New York state exceeds \$226 million per year and outdoor recreation contributes about \$3.6 billion of New York's \$2.3 trillion economy. Outdoor recreational activities, which include traveling by RV, accounted for a 4.1% increase in employment for campgrounds, RV parks and businesses that support them. Google "RV

Dealers in New York State”, and you’ll find a list of more than 60 businesses that sell and service RVs of all sizes.

“Wake up to the sounds of nature and the smell of a campfire with a camping trip in New York State. From crisp, star-flecked nights in the mountainous Adirondacks and the Catskills, to sunrises on the serene shores of the St. Lawrence River, no matter where you set up shelter, you’re never far from outdoor splendor.

Whether you're looking to park an RV, rent a cabin or cottage, or pitch a tent under the stars, you'll find a range of private campgrounds—many can be booked through [CampNewYork.com](https://www.CampNewYork.com)—as well as public campgrounds operated by New York State Office of Parks, Recreation and Historic Preservation and the Department of Environmental Conservation.”

Camping and Glamping in New York I♥NY New York Department of Economic Development

The New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) oversees an expansive array of outdoor spaces, including over 250 parks, historic sites, recreational trails, golf courses, boat launches, and other amenities covering over 360,000 acres of land. In 2021, these sites drew a record 78.5 million visitors, who collectively spent an estimated \$5.6 billion on various expenses related to their trips. Spending by visitors to these parks and historic sites includes both day and overnight trips, during which visitors typically spend money on park entrance fees, gift shops, sporting equipment, food and beverages, gas stations, local transportation, lodging, and other visitor-related expenses. These expenditures have a significant impact within the parks themselves and across the state as a whole.

Economic Benefits of the New York State Park System; Parks & Trails New York

https://www.ptny.org/application/files/7717/2901/9620/2024_Economic_Impact_of_the_New_York_State_Park_System_FINAL.pdf

In 2020, then Governor Andrew Cuomo announced a multi-year plan to renovate and restore New York State Parks and historic sites, the NY Parks 2020 Initiative. Funding for the Office of Parks, Recreation and Historic Preservation has increased from \$436 million in FY2019 to \$1 billion for the FY2025 state budget. Capital funding for the on-going parks repair plan has increased from \$90 million to \$200 million. This Capital Plan has been upgrading facilities at each of New York's 232 parks, and increasing the number of full-time equivalent workers employed, from 1,763 in 2019 to 2,453 for 2025.

Since 2019, New York State has spent more than \$1 billion on the NY Parks 2020 Initiative. Governor Hochul’s decision to adopt the Advanced Clean Trucks rule will result in the eventual decline and closure of State Parks and recreational facilities in New York, as recreational travel by RV will slowly end.

The “state” of New York –

DOB-forecasted budget gaps over the Financial Plan period now total \$13.9 billion, down from the \$20.1 billion estimate from the prior forecast... State finances will be challenged by many factors in the coming years, including concerning population and labor force trends, slowing projected economic growth, risks of revenue volatility related to the economy and looming federal and State tax policy decisions, and spending pressure from the largest State programs – Medicaid and School Aid.

Report on the State Fiscal Year 2024-2025 Enacted Budget Financial Plan; New York State Comptroller, July 2024

State Comptroller DiNapoli mentions “concerning population and labor force trends” in his report. Between December 2019 and November 2024, the labor force in New York State has decreased by 215,000, the number of workers employed has fallen by 246,000 and the number of unemployed workers has increased by more than 31,000.

For the 12-month period ending July 1, 2023, New York’s population decreased by 101,984 residents, the largest loss of any state. U.S. Census Bureau estimates show that since 2020, New York has lost 884,000 residents to other states. At the same time, the state has gained 181,264 “international migrants” (read: illegal immigrants).

Legal, taxpaying residents are fleeing New York State and being replaced by illegal immigrants who can’t or won’t work, are not contributing to tax revenue so desperately needed and are consuming ever increasing amounts of taxpayer funded social welfare services and benefits that are being reduced for other New York residents. As taxes continue to rise and as government policies, like the RV ban, take away more freedoms and rights from residents, the outward migration of residents and taxpayers will continue.

Governor Kathy Hochul’s Executive Budget for FY2024-2025, named *Our New York, Our Future*, shows a continued increase in deficit spending over the next four years. Even though the final Financial Table in the Budget (Table 243), *PROJECTED APPROPRIATIONS AND DISBURSEMENTS, ALL FUNDS, ALL PROGRAMS – FY2025 THROUGH FY2029*, shows the state will cut spending by 27% over this period.

Receipts from personal income tax, state and local sales tax, business tax and other consumption taxes and fees will not be sufficient to keep up with spending. As a result, total “state-related debt is projected to rise from \$55.915 billion at the end of FY2024, to \$89.4 billion by the end of FY2029.

Yes Governor Hochul, Our Future is Debt! And loss of population. And loss of jobs. And loss of tax revenue.

Nationwide, camping and RVing are major parts of the US economy, with more than 65 million Americans going “RVing” every year. RV activities contributed \$140 billion to the U.S. economy in 2022 from RV retail sales, services, and ancillary businesses related to RV travel. RV travel also boosts camping, travel and leisure markets like restaurants, entertainment, outdoor activity venues, and service providers. The RV industry is also responsible for \$13.6 billion in federal, state, and local tax revenue.

But it’s not just the spending that this industry is responsible for. There are more than 30,360 RV-related businesses in the U.S. responsible for creating 680,000 jobs and providing over \$48 Billion in wages in 2022 alone.

Source: Outdoor Miles RV website; <https://outdoormiles.com/rv-and-camping-statistics-and-trends/>

Source: RV Industry Association; <https://www.rvia.org/news-insights/rv-industry-140-billion-american-made-industry>

Six states are already on board with the RV ban. Industry insiders estimate that Vermont, Colorado, Maryland, New Mexico, and Rhode Island will also adopt the RV ban within the next two years.

“Current lifestyles and consumption patterns of the affluent middle class – involving high meat intake, use of fossil fuels, appliances, air-conditioning, and suburban housing – are not sustainable... Isn't the only hope for the planet that the industrialized civilizations collapse? Isn't it our responsibility to bring that about?”

Maurice Strong, “self-confessed socialist” and Secretary-General of the U.N. Earth Summit, 1992

With the cost of purchasing a new RV ranging from \$10,000 to as much as \$400,000, the RV “lifestyle” is definitely an “affluent middle-class” activity. And Maurice Strong said it best thirty-two years ago on behalf of all climate alarmists, that this “lifestyle” is not “sustainable” and must be stopped.

“The world is going to end in 12 years if we don't address climate change... This is the war—this is our World War II.”

U.S. Representative Alexandria Ocasio-Cortez, January 22, 2019

There's only six more years until 2030, so Progressive climate change advocates are ramping up activities to forestall the end of the world. California governor Gavin Newsom and New York governor Kathy Hochul are doing their part with endless climate policies that cost consumers billions of additional dollars and tens of thousands of lost jobs. It doesn't matter to them if state debt increases and hundreds of thousands of residents leave their states. They don't care that the standard of living continues to fall and thousands of their constituents fall out of the middle-class.

It's all about CONTROL.

“The interesting thing about the Green New Deal, is it wasn't originally a climate thing at all.... Do you guys think of it as a climate thing?” Because we really think of it as a how-do-you-change-the-entire-economy thing.”

Saikat Chakrabarti, chief of staff for Representative Alexandria Ocasio-Cortez, Washington Post, 2019

“... these officials got right to work. Started passing new laws. Little laws at first... None of them seemed important enough to worry about.”

Then the laws got more strict. More broad. Almost impossible to comply with... t's hard, looking back, to know what started all the changes... Policies. Politics. What was happening... Once everyone became aware, it was too late.”

From the book Agenda 21, by Glenn Beck with Harriet Parke, published 2012

“Are you ready to change the way you live?”

Al Gore, “An Inconvenient Truth”, 2006

Update: Addenda #65 – December 2024

Re: Ch. 17, S.D.G. Enforcement by Global Organizations

Re: Addenda #46 – May 2024

SDG 10.7 – U.N. Migration Policies



Sebastian Zapeta-Calil, the suspect in the subway killing, sitting on bench (left) watching woman burn.

What We Know About the Fatal Burning of a Woman on the Subway

The New York Times, December 24, 2024

The man charged with murder and arson in the killing of a woman inside a subway car in Coney Island was arraigned on Tuesday and ordered to be held in custody.

The authorities said the man, Sebastian Zapeta-Calil, lit a homeless woman on fire inside a parked F train on Sunday and then watched from a nearby bench as flames consumed her.

Sebastian Zapeta-Calil is a 33-year old Guatemalan national who entered the U.S. illegally in 2018 and was deported to his home country. Zapeta-Calil illegally reentered the country at an undetermined date. It is unknown how Zapeta-Calil ended up in New York City, but it is very likely he was transported there either by non-government organizations (NGO's) in cooperation with the U.N. *Regional Refugee and Migrant Response Plan*. [Ref: Addenda #46 – May 2024]

Zapeta-Calil's last known address was the Samaritan Daytop Village, a non-profit facility in Brooklyn that provides housing, addiction and mental health services. Samaritan Daytop Village's three locations in NY City received more than \$630K in grant awards from the New York City Council and the New York State Assembly for FY2024.

While the train was stationary at the Coney Island-Stillwell Avenue station, Mr. Zapeta-Calil calmly walked through the car and approached a woman who was sitting silently, according to the police. Then, apparently without a word, he pulled out a lighter and set the woman's clothes on fire, the police said, noting that she was engulfed in flames within seconds.

ICE Enforcement and Removal Operations unit said they will file an immigration detainer for Mr. Zapeta-Calil with New York authorities. The detainer is a notice that immigration officers intend to take a person into custody if he is released by local law enforcement, but it is questionable if law enforcement will cooperate with ICE.

Note: In November 2014, then mayor Bill de Blasio signed into law Introductions 486-A and 487-A which were drafted and passed by the City Council. These policies dramatically limited New York City's cooperation with federal immigration enforcement practices. The only exception allowed, authorized the Department of Correction to cooperate with Immigration and Customs Enforcement only where it is needed to protect public safety.

The shocking, apparently random attack has shaken New Yorkers and contributed to persistent worries about safety in the city's public transit system.

Although crime overall in New York City has decreased in 2024, the number of murders committed increased 20,8% and rape cases have increased by 30.1%. In 2024, 12 people have lost their lives to violence on the subway, with most of the incidents being unprovoked stranger-on-stranger killings. After a series of high-profile attacks including three murders between January 14 and February 23, Governor Kathy Hochul deployed 1,000 state troopers and National Guardsmen to help the NYPD provide security for subway customers.



Four hours after Sebastian Zapeta-Calil burned the unidentified woman to death in that NY City subway car, Governor Hochul posted a picture of herself with two subway riders on her X (Twitter) account.

I took action to make our subways safer...

In addition to the woman murdered by Sebastian Zapeta-Calil on December 22, an assailant stabbed two people in separate attacks in New York City's Grand Central 42nd Street subway station on Christmas Eve.

This, is what Governor Hochul calls safe.