

NYC's Warehouse Indirect Source Emissions Reduction (WISER) Program

Info Session

September 2026



Today's Meeting

NYC's Warehouse Indirect Source Emissions Reduction (WISER) Program

The WISER program would apply to large warehouses that attract mobile sources of air pollution, such as trucks and delivery vans, rather than directly regulating vehicle emissions themselves. WISER would provide affected warehouses with a menu of compliance options to reduce emissions.

Goals

1. To answer the following questions:
 - What is the WISER program? Why is it being proposed?
 - How would the WISER program work? Who is impacted?
 - How can I participate in opportunities for public comment?
2. To answer your questions about the WISER program



What is the WISER program?

- WISER is an Indirect Source Rule program.
- "Indirect sources" are structures that attract mobile sources of pollution.
- The WISER program focuses on **warehouses** due to the volume of vehicle traffic in and out of these sites.
- **Local Law** is needed to put WISER in place via amendment to the Air Code enforced by the DEP.
- Environmental Review (**City Environmental Quality Review, "CEQR"**) must take place before the Local Law.



Why does NYC need the WISER Program?

- Despite dramatic improvements in air quality citywide, **current levels of air pollution still contribute to asthma, heart and lung disease, and strokes.**
- **E-commerce boom** has led to an increased demand for goods.
 - Over 80% of households in NYC receive at least one package per week; 18% receive four or more (NYCDOT).
- This influx of goods has led to the **proliferation of large warehouses that generate significant polluting truck traffic**, causing acute health impacts for New Yorkers, particularly those in disadvantaged communities.



Image: NYC Department of City Planning

Policy Context in NYC

- **PlaNYC (2023):** Includes an Initiative to “Get Polluting Trucks Off our Streets.”
- **DEP Long-Range Vision 2025:** Includes an Initiative to "Enact an Indirect Source Rule to regulate mobile emissions associated with warehouses."
- **Forthcoming EJNYC Plan 2026:** Includes Recommendation to develop and implement an Indirect Source Rule.
- **City Legislation:** Intro 1130-2025 (Aviles); City held a hearing on the bill in February 2025. Current version: Intro 0053-2026 (Aviles).
- **Local Authority:** NYC can put an Indirect Source Rule in place through our own independent authority via amendment to the Air Code enforced by the DEP.



Who in the City is working on this?

Primary City Team:

- Department of Environmental Protection (DEP)
Bureau of Environmental Compliance (BEC)
- Mayor's Office of Climate and Environmental Justice (MOCEJ)

City Agency Working Group:

- Department of Transportation
- Department of City Planning
- Economic Development Corporation
- Health Department
- Mayor's Office of Food Policy



How would the WISER Program work?

Based on the number and type of vehicle trips to and from a large warehouse in a given year, a warehouse operator would be assigned a “points obligation.”

To satisfy that obligation, the warehouse operator would need to select actions from a menu of options.

Each action, or menu item, would be assigned a points value based upon the cost of the investment and/or its pollution reduction impact.

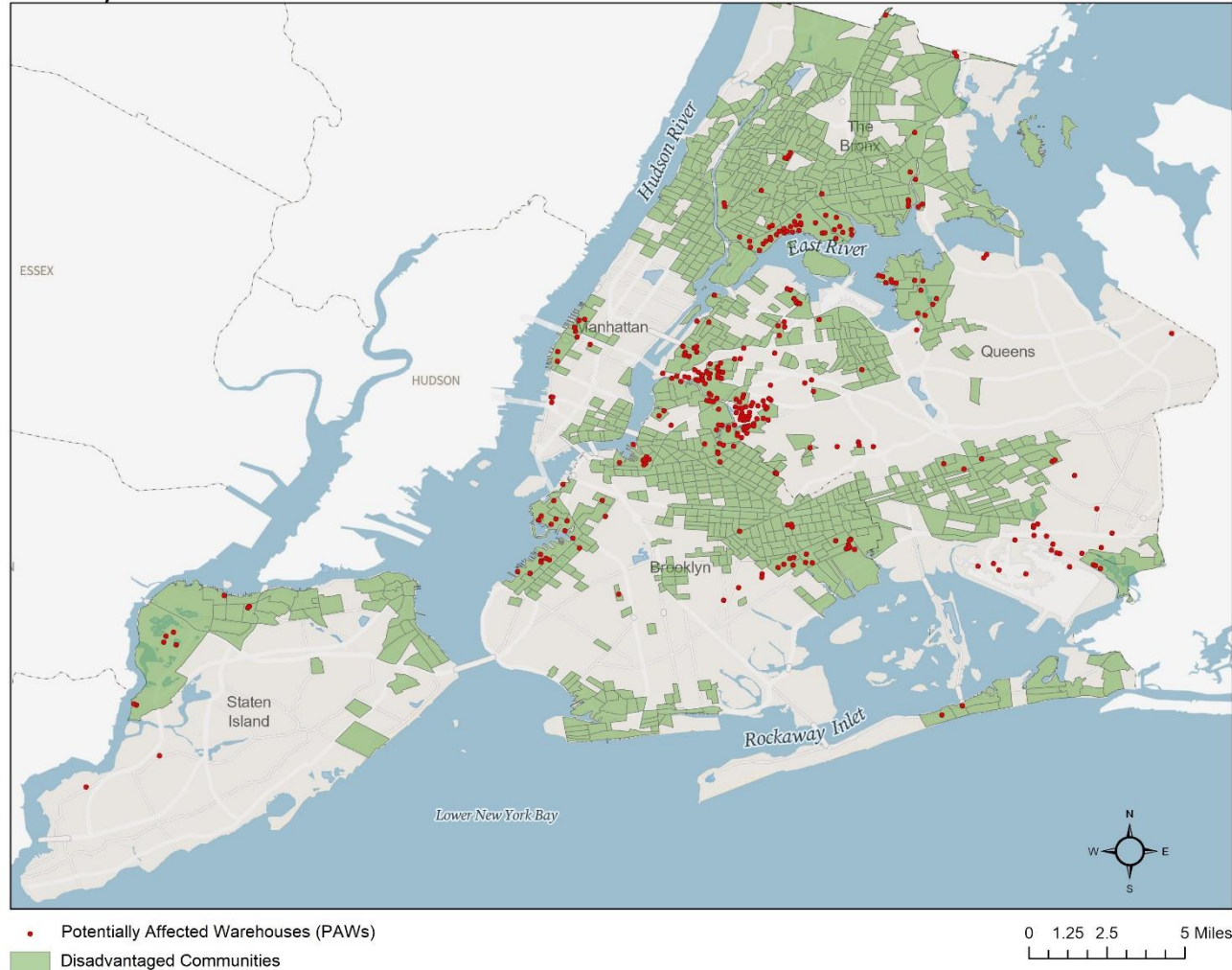
This menu of options approach would give warehouse operators flexibility in how to achieve compliance with the program’s requirements.

We will talk more about what may be included on the menu of options in future slides!



Potentially Affected Warehouse (PAW) Locations

Potentially Affected Warehouses and DACs



Across the US, warehouse density is associated with higher air pollution levels. In New York City, Disadvantaged Communities (DACs) are exposed to disproportionate emissions from trucks due to the locations of warehouses, highways, delivery routes, and fleet parking facilities.

Data Sources:

- 1) PAWs (Large Industrial Buildings ($\geq 50,000$ SF) that contain a warehouse and are likely to be affected by an Indirect Source Rule): NYC ISR Draft Market Study (BJH), 2026
- 2) DACs: New York State Climate Act, 2023

Who could be regulated under NYC's WISER Program?

Warehouse Owners

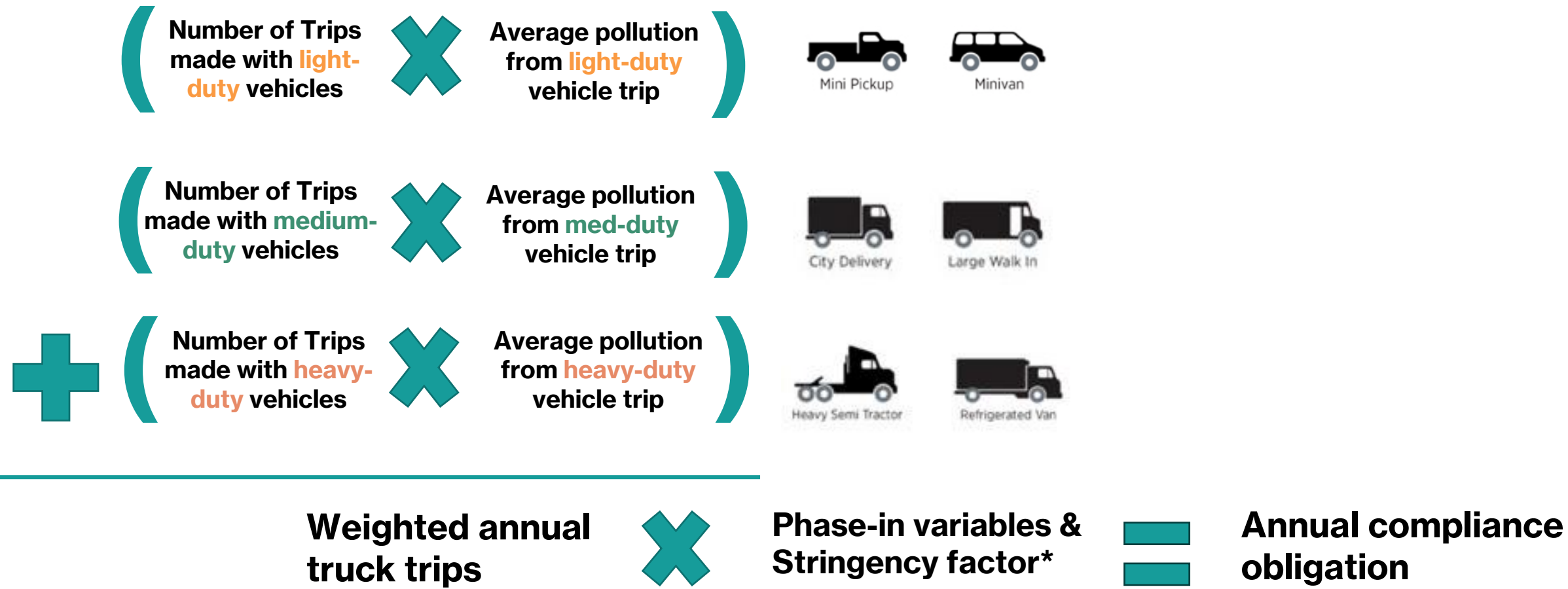
- Owners of warehouse buildings equal to or greater than a minimum size
- Required to report annually on who their tenants/operators are and how much space they lease
- Option to voluntarily earn points and transfer to warehouse operators

Warehouse Operators

- Operators of warehouses equal to or greater than a minimum size
- Required to track and report trips to and from their warehouse (quantities and vehicle types)
- Required to take actions and earn points proportionate to pollution impact of vehicles visiting their warehouse

* While 50,000 SF is the minimum size warehouse and warehouse operation being studied in this environmental review, the analysis will also consider higher minimum thresholds for Program applicability, i.e., 75,000 and 100,000 sq ft, where relevant to the specific EIS chapter's analysis.

The number of points a warehouse operator must earn each year is calculated based on the **number** and **type of truck trips**.



Note: Pollutants included in calculation are NOx, PM2.5, and PM10.

*Phase-in variable allows for operators to comply in early years of the program. The stringency is a simple adjustment factor used to adjust the compliance obligation down to a reasonable number of points an operator can be required to earn.

What **actions** could earn points for a warehouse operator?

Options could include (but are not limited to):

- Purchase and use of zero-emission (ZE) or near zero-emission (NZE) vehicles
- Purchase and use of cargo bikes
- Purchase and use of EV and cargo bike chargers
- Purchase and use of ZE yard trucks and forklifts
- Purchase and use of anti-idling devices/zero emission Auxiliary Power Unit in vehicles



Photo: NYC Department of Transportation

What **actions** could earn points for a warehouse operator? (continued)

Options could include (but are not limited to):

- Purchase and use of zero emission Transport Refrigeration Units (TRUs)
- Installation and use of Battery Energy Storage Systems (with EV charger)
- Installation and use of solar panels (with EV charger)
- Hosting Community Solar on site
- Tree-planting

Custom Plans

- Accommodates newer technology that may not be established enough to be on the initial menu but could have pollution reduction benefits
- Encourages investments to support City priorities (e.g., Blue Highways, microhub development)

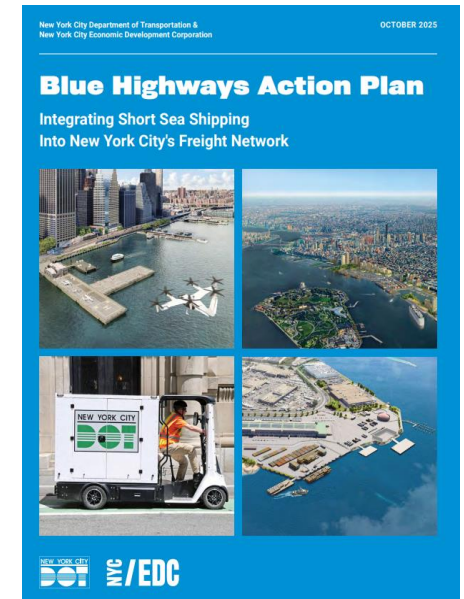


Photo: NYC Mayor's Office

How could we determine **how many points an action is worth?**

Equipment "Acquisition" Points

- Capital investments are necessary precursors to pollution reductions.
- Points granted can scale with level of financial investment.

Equipment "Use" Points

- Points earned are based on the sum of annualized PM and NOx reduction associated with each action that is undertaken.

Custom Plans: Innovative Approaches

- Proposers will have to provide data to demonstrate how much their investments or operational changes reduce air pollution relative to the status quo (similar to use points) OR are precursor investments for future air pollution reductions. City can accept or reject plans and determines appropriate points earned for actions.

Reporting requirements for Operators

To track compliance with the WISER program, operators of affected warehouses will be required to submit information about their warehouse operations and compliance actions.

Initial Site Information Report (ISIR)

- Initial report detailing warehouse operations, including projected truck trips which will be used to estimate their points obligation

Annual Warehouse Report (AWR)

- Annual report submitted by operators detailing the actual truck trips for the compliance period and actions they took to meet their compliance obligations

WISER Program Timeline: 2024 to Today

- **Summer 2024:** DEP and MOCEJ participated in a preliminary policy design study with C40 Cities and the Los Angeles Cleantech Incubator (LACI) to research the City's warehousing landscape and develop case studies of other ISRs
- **Early 2025:** City Council Hearing on Intro 1130 with public testimony
- **Spring 2025:** Brought on Cornell Tech Fellow to design ISR IT platform for reporting
- **Summer 2025:** Brought on an ISR Policy Fellow to work on policy design questions
- **Currently** preparing Environmental Review documents

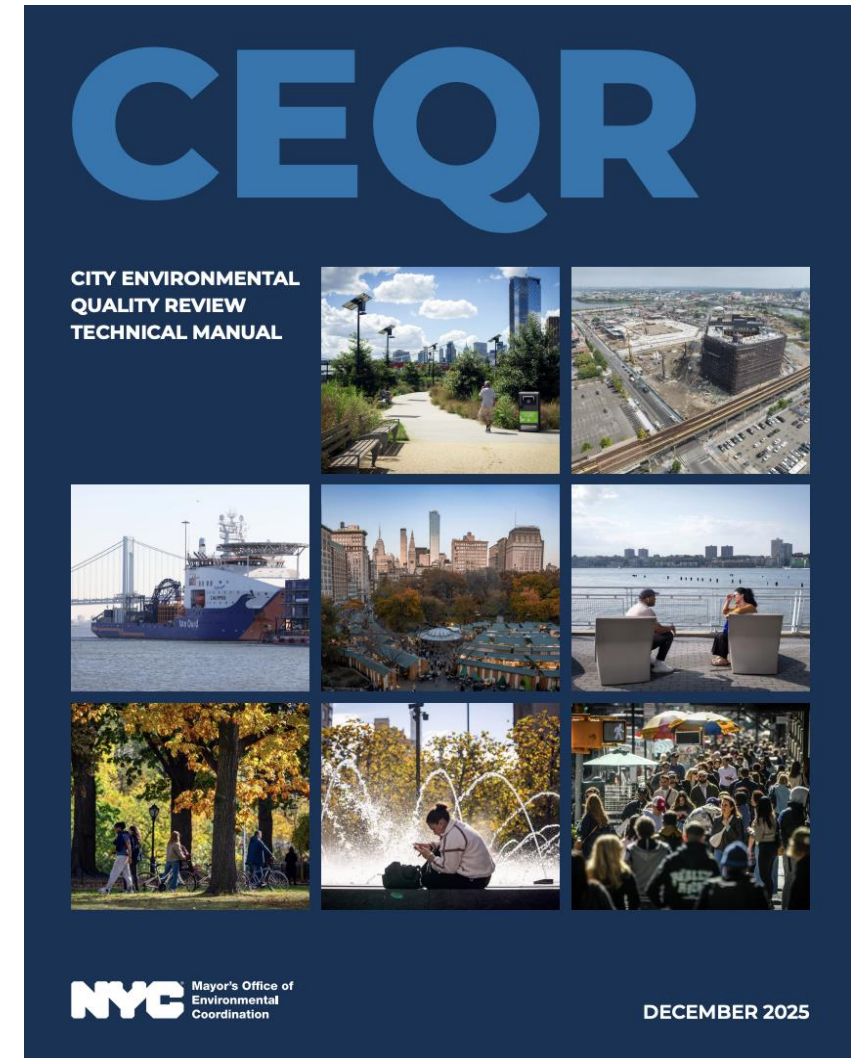


Photo: NYC Department of Transportation

CEQR Process: Overview

What is CEQR?

- CEQR = City Environmental Quality Review
- As mandated by the State Environmental Quality Review Act, CEQR is the process by which New York City agencies determine what effect, if any, a discretionary action they approve may have upon the environment
- CEQR is a disclosure process and not an approval process in and of itself



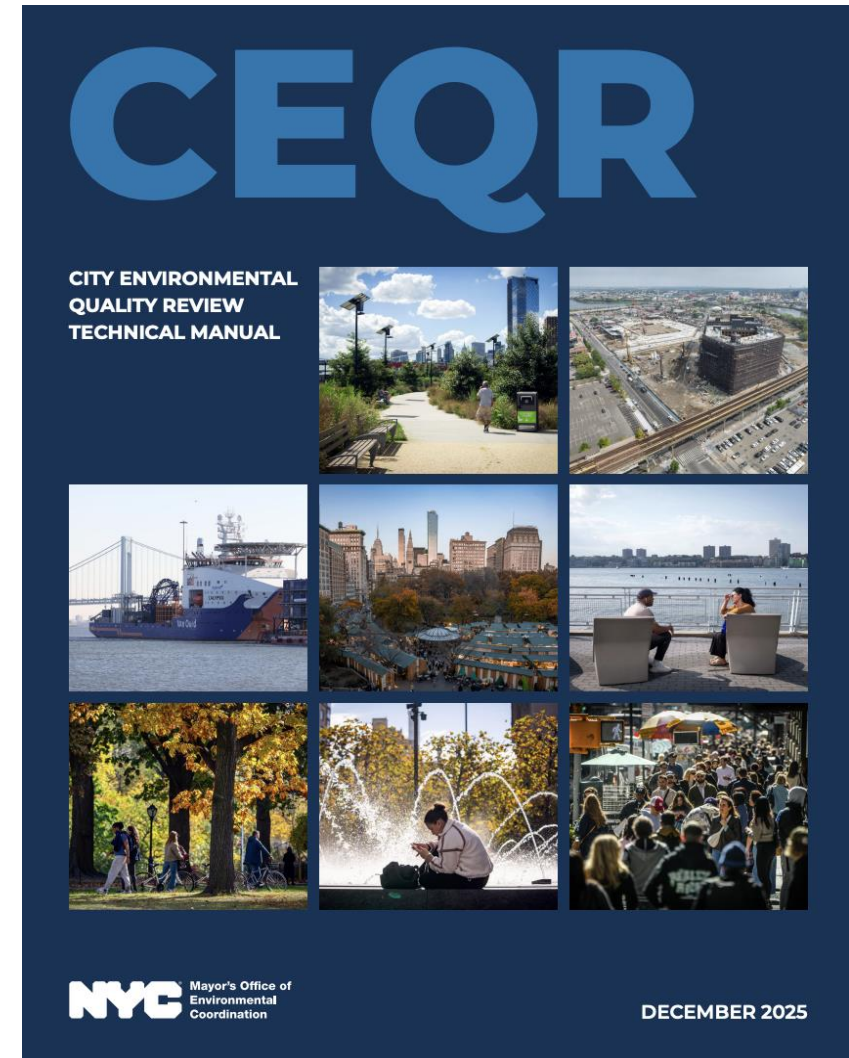
CEQR Process: Overview

What do we study through the CEQR process?

CEQR aims to assess, and if necessary, mitigate a wide range of potential impacts associated with the action.

For more information about CEQR, please visit:

www.nyc.gov/site/oec/environmental-quality-review/ceqr-basics.page



CEQR Process: Overview

Why do we have CEQR?

As mandated by the State Environmental Quality Review Act, CEQR is the process by which New York City agencies determine what effect, if any, a discretionary action they approve may have upon the environment. CEQR is a disclosure process and not an approval process in and of itself.

What do we study through the CEQR process?

CEQR aims to assess, and if necessary, mitigate a wide range of potential impacts associated with the action, such as socioeconomic conditions, air quality, and noise.

CEQR Process: Timeline

Upcoming
stage

Draft
Scope of
Work

Public
Scoping
Meeting

Final
Scope

Draft
EIS

Public
Hearing

Final
EIS

Statement
of Findings
from
Involved
Agencies

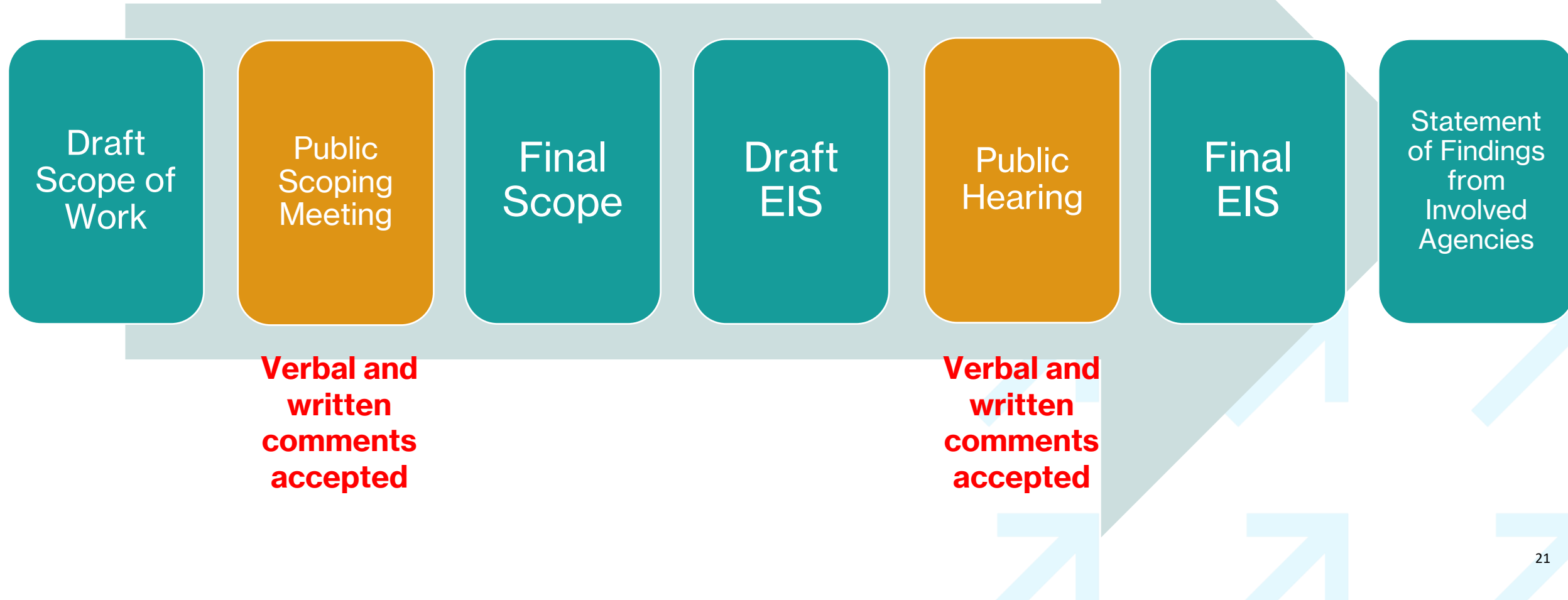
What is a Draft Scope of Work?

A Draft Scope of Work (DSOW) identifies all topics that will be addressed in the Draft Environmental Impact Statement, including an outline for how areas of potential impact will be examined (i.e. data to be gathered, analytical methodologies) across a range of categories.

CEQR Chapters



CEQR Process: Opportunities for Participation



Why should you participate?

- Public participation in the environmental review process provides a different perspective from project proponents and agencies in examining potential environmental effects. Valuable information may be provided by people who live and work in areas of proposed projects. New York City encourages all interested parties to participate in the environmental review process.
- Public comment periods are mandated by state and city rules at certain steps of the environmental review process. Such comment periods provide the public, agencies, and other interested parties the opportunity to provide input into the process for specific reviews.
- Substantive comments on a draft scope of work may focus on: the issues and analysis topics to be included in the draft EIS, the methodologies for analysis (such as the type of data to be gathered, or the type of analysis to be conducted), the alternatives to the proposed project, and any special conditions or concerns that the DEP should consider.

CEQR Scoping – Draft Scope Of Work (DSOW)

What's in the DSOW for the WISER Program?

- The DSOW will describe the WISER program, including how the “points obligation” of each warehouse operator would be calculated, their potential compliance pathways, and their reporting requirements.
- It will also describe the methodology that will be used for each chapter of the Draft Environmental Impact Statement to analyze whether there are any environmental impacts from the program.
- In some cases, the methodology used in the Draft Environmental Impact Statement will include “prototypical scenarios.” An example of a “prototype” could be a food distribution warehouse with a fleet of 15 trucks. A representative “compliance pathway” for this type of warehouse with this number of trucks would be developed and analyzed.

WISER Program Timeline: Next Steps (CEQR and more)

- **September/October 2026:** Publish Draft Scope of Work
- **October/November 2026:** Scoping Hearing
- **Fall 2026/Winter 2027:** Draft Environmental Impact Statement (DEIS)
- **Winter 2027:** Final Environmental Impact Statement (FEIS)
- **Winter/Spring 2027 (estimated):** City Council could vote on Local Law
- **Spring 2027 (estimated):** DEP could promulgate a rule pursuant to the City Administrative Procedure Act (CAPA) to implement the WISER Program
- **2028 (estimated):** WISER Program could go into effect

CEQR Scoping – Meeting and Public Participation

WISER Program Draft Scope of Work (DSOW) Details

- Once published, the DSOW will be accessible on two DEP webpages:
 - The WISER Program webpage: <https://www.nyc.gov/site/dep/news/042326/warehouse-indirect-source-emissions-reduction-wiser-program>
 - The DEP Environmental Review webpage: <https://www.nyc.gov/site/dep/about/environmental-reviews.page>
- CEQR Number: 26DEP021Y

Scoping Meeting

- The **Scoping Meeting** is an opportunity for the public to provide input on the draft scope of work (DSOW)
- The Scoping Meeting will take place between 30 and 45 days after the DSOW is published

How do I participate in the scoping process?

1. **Verbal:** Provide verbal comments during scoping meeting
2. **Written:** Send written comments to the email address that will be on the WISER program webpage

Q & A

Thank you!

If you have any questions, feel free to type them into the Q & A tool, or use the raise hand function

