**Mark Schaeffer comments to CAC re Scoping plan Ch11 Transportation '22 July 1**

*As UN Secretary-General Guterres said, the climate crisis is a “****code red for humanity****”. Billions of people worldwide are already affected by increasingly violent weather, and millions of low-income people die annually from air pollution. The affluent industrial countries must take the lead in reducing net greenhouse emissions to zero, then below as fast as possible, and New York should lead the nation.*

***All forms of transportation now burning fossil fuels should convert to zero emissions, especially battery electric, as fast as feasible****, starting with public fleets: Albany County Executive McCoy recently committed to electrify the County fleet by 2025. The state should fund all public fleets in New York to do likewise.*

**Comments in order of outline in table 8 Transportation Sector Key Strategies by Theme**

**Transitioning to ZEVs and Equipment**

**T1. Light-Duty ZEV Adoption**

*State and local governments should replace all diesel and ICE vehicles with ZEVs ASAP, to help drive innovation and economies of scale.*

**T2. Adoption of Zero-Emission Trucks, Buses, and Non-Road Equipment**

*Likewise for public bus and truck fleets.*

**Enhancing Public Transportation and Mobility Alternatives**

*Expanding, electrifying and improving public transportation must be a top priority, to reduce emissions (greenhouse and toxic), improve access especially for disadvantaged communities, and improve public health and safety, saving many lives and preventing many more serious injuries. Electric transit prevents pollution and disease.*

*Public transit is both more energy efficient and* ***much safer*** *than travel by private automobile. The most important impact of cars is the impact of metal on flesh. Transit fleets should be electified rapidly, expanded, and made as convenient, comfortable, reliable, and user friendly as possible, which will encourage ridership, as would fare free systems. Special attention to minimize transfer times would help.*

 *21st century commuter rail can be more efficient in high density corridors. Elsewhere, dedicated bus lanes can reduce delays Express bus systems such as pioneered by Curitiba Brazil should be deployed throughout New York.*

*Express bus systems aka Bus Rapid Transit, on the model of Curitiba Brazil, should be created in all metro areas with insufficient density to support local trains and light rail, which reduce emissions more where practical.*

*Major investments to electrify, expand, and improve intercity rail transportation of both people and freight would reduce emissions, improve access, and create many good jobs, which should be union jobs, hiring and training people from disadvantaged communities and displaced fossil-dependent workers first.*

*High-Speed and especially Very High Speed Rail (aka bullet trains) can be a practical alternative to energy-intensive intercity air travel for distances up to a few hundred miles.  Saved travel time would be greater for VHSR, making it competitive with air travel for longer distances, but investment costs and deployment times for suitable new tracks would also be greater. New York should make a detailed cost/benefit study comparing HSR and VHSR for a line from Buffalo to Montauk with an Albany to Montreal branch, taking into account total life cycle costs and benefits, including external social and environmental costs and benefits, choose one and complete it before 2030, creating large numbers of good jobs which should be union jobs.*

**T3. Community-Based Service Enhancements**

*Diesel powered trucks and buses should be removed from overpolluted EJ communities first, rerouted and/or replaced by electric or fuel cell powered heavy vehicles.*

**T4. Customer Convenience and Service Connectivity**

*Passenger convenience is a key factor in increasing ridership. Minimizing wait time at transfer points deserves special* attention.

**T5. Fleet Modernization and Electrification**

*Albany County Executive McCoy recently committed to electrify the County fleet by 2025. The state should fund all public fleets in* *New York to do likewise.*

**Smart Growth and Mobility-Oriented Development**

*NY State must review all direct and indirect subidies to sprawl development and reverse them instead subsidize communities where people already live.*

**T6. Mobility-Oriented Development**

*Transit oriented development can reduce trip lengths and congestion, save people time, and help build a sense of community while reducing emissions.*

**T7. Smart Growth Public Education and Awareness**

**T8. Expanding the Availability of Low-Carbon Active Transportation Alternatives**

*Bicycling can provide a fossil free mode of transportation and excellent exercise, especially as diesel and internal combusition vehicles are phased out, but protected bicycle lanes are very important for cyclist safety.
Complete streets policies should be expanded everywhere.*

**T9. New Technology Integration**

**Market-Based Solutions and Financing**

***Financing should be made available to cover the full front end costs of new and secondhand electric vehicles,*** *especially for working people struggling to make ends meet, because EVs have higher purchase costs but lower energy and operating costs, and icreasingly will have lower total life cycle costs, on top of huge social, environmental and public health benefits.*

**T10. Transportation Sector Market-Based Policies**

***“Fee-bates” - fees on gas-guzzling vehicles with the money rebated*** *to subsidize purchase of clean energy vehicles as the draft plan suggests would encourage purchasers to make sustainable choices.* ***A new “cash for clunkers” program*** *with the money only available to help purchase Zero-Emission Vehicles (ZEVs) would be a further incentive for vehicle purchasers. Those programs should be designed to benefit low income and overpolluted communities especially.*

*Likewise large financial incentives to capture refrigerant gases such as HFCs  from cooling systems would prevent release of super-pollutants at the end of product useful life.*

**T11. Unlock Private Financing**

**T12. Lower Carbon Renewable Fuels**