Scoping Plan Chapter 11 Transportation - Comments - Coddington

I heartily endorse and support the 11.2 Key Sector Strategies (except that I disagree with the inclusion of hydrogen fuel cells).

I'd like to focus particularly on urgent need to invest in expanding the EV charging infrastructure. This requires immediate laser focus and funding, because the lack of predictable fast charging locations is, I think, one of the current major "brakes" on the adoption of ZEVs.

My own story is illustrative, I think. I have driven Priuses since 2003. The first two were hybrid electric; the third, purchased in September 2018, was a plug-in hybrid, which I happily charged from my solar panels. In May of this year, I wanted a vehicle with slightly more room that was a plug-in, but I wasn't quite ready for a full ZEV--because I had heard horror stories from my ZEV-traveling friends about long multi-hour trips that required a stop to recharge, but the few charging sites they could find were full or required a long wait, adding to their already long trip. So I bought a plug-in hybrid RAV4 (which at least has a larger all-electric range than the Prius). If someone as motivated as I am to buy an all-electric vehicle settles for a partial-electric because of the state of the charging infrastructure, what does that say about the pace for acceptance by the general population?

Of course, I also support healthy incentives for both ZEV purchase and charging infrastructure.

Below, I am pasting comments copied fromthe Climate Reality Project (of which I am a member), as they are stated better than I can.

**Combating disinformation**

Just like in the building sector, disinformation campaigns on transportation electrification from fossil-fuel interests are centered around casting doubts about the solutions. Public education efforts must be undertaken to help New Yorkers realize that (1) Electric Vehicles reduce pollution and emissions even with the current fuel-mix of New York’s electricity supply because they use much less energy compared to vehicles with internal combustion engines for traveling the same distance. (2) While there are concerns around the extraction of certain materials used in EV batteries and motors, the environmental and human toll of extracting, transporting, and refining petroleum is far greater because petroleum is a fuel that a vehicle continuously consumes while the battery materials are used only once per vehicle and there are viable recycling options that will scale up as the supply of used batteries ramps up.

**Public education campaigns**

First and foremost, I would urge the Council to immediately fund and start a sustained statewide education and awareness campaign on the benefits of electric public and private transportation systems free of tailpipe emissions and pollution. This education campaign is necessary to counter the relentless and massive disinformation crusades by fossil-fuel interests and status-quo forces who’ve spent decades perfecting their chicanery, first to deny climate science, and now to cast doubt on the solutions. Given their long track record of weaponizing disinformation to sustain the extraction and burning fossil fuels, the absence of a public information component in the scoping plan is a surprising, but grave oversight. I encourage the Council to add a chapter on community-specific outreach, awareness, and education in the Final Scoping Plan with recommendations for assuaging New Yorkers disinformation-induced fears about the CLCPA and informing them how the law will be implemented and what are its climate, health, environmental, and economic benefits.

THANK YOU FOR YOUR HARD WORK AND LEADERSHIP! WE NEED YOU TO STAY STRONG!!

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