This plan correctly encourages public transportation for the cities of NYS. But it needs more focus on public transit in the **suburbs.** Suburbs were designed around the automobile, as the American Dream was advertised in the 1950s as home, land, and car ownership. Since then, the population of our suburbs has grown to include immigrants and less advantaged people who can’t always afford the house, land, and car, but find themselves living alongside the wealthier ones who have upgraded to larger houses and cars so today many households have 3 or more cars parked in front of their ever larger homes. As this plan correctly points out, the result is that the “disadvantaged” suffer disproportionately from the air pollution caused by all of those vehicles, while many of the disadvantaged cannot afford a car, so rely on public transportation instead. And buses become less dependable the more traffic there is. (I know people who have lost jobs or had to drop out of college due to unreliable bus service). This is a classic example of environmental injustice, where the environmental degradation is caused mostly by wealthier people, but the adverse effects are felt mostly by the poor.

More EVs on the road will improve the air breathed by the disadvantaged, yes! But this could also be a moment to lessen the gap between rich and poor, build community, lower the number of cars on the road, if we electrify buses, and improve the scheduling and routes. But we would also need to **market** the improved service, to encourage wealthier people to leave their cars at home and take public transit. This isn’t mentioned anywhere in this scoping plan. Instead we put huge amounts of money into incentives for the wealthy to buy their EVs, which will cause more traffic on the roads, more road rage, greater division in our society, and more poor people losing their jobs or having to drop out of school. Electric cars might be the only appropriate strategy for the more rural areas of the state. But in the growing suburban areas or smaller cities, public transit should receive more of the funding, including money for **marketing** the improved service!

If we really want to lower greenhouse gas emissions, we need to shift our culture – away from the American Dream of home, land, and car ownership to a new sharing economy. And transportation is a good place to start.