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To: erda.sm.scopingplan
Subject: Public Comment on NY"s Draft Scoping Plan: Buildings Sector
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Thank you for this opportunity to provide comments on the draft scoping plan. As required by New York's nation-leading climate law, the CLCPA, climate and environmental justice must be the driver of the outcomes of this scoping plan. To achieve this, please ensure that the following recommendations on the Transportation Sector are included in the final draft:

Emphasizing the points of the Climate Justice Working Group, this chapter needs to deemphasize vehicle electrification that fails to address single occupancy vehicle issues that are tied to systemic racism and poverty. To date, electric vehicles have a higher purchase price but lower energy and operating costs. Finance needs to be available to cover the FULL cost of new and second-hand electric cars, especially to those to whom it has been historically denied.

Public access to electrified, expanded, and improved intercity rail transportation will improve area coverage and create many good unionized jobs. High rail transport (HSR) is also a practical alternative to energy-intensive intercity air travel for distances up to a few hundred miles while connecting regions of the state with more frequent deployment times with decreased cost of travel. Before 2030, the creation and completion of a detailed cost-benefit study comparing HSR and very high-speed rail (VHSR) technology assessment for a line from Buffalo to Montauk with an Albany to Montreal branch should be a priority action, taking into account total life cycle costs, including external social and environmental costs and benefits. Towards public fleets, the adoption of an express bus system modeled after Curitiba, Brazil, the most heavily used low-cost transit system in the world, offers a solution to access and low emission/energy efficiency issues in areas with insufficient density to support local trains or light rails.

Investment strategies must be made to significantly influence where economic growth ensues, at what rate that growth occurs, and the design and density of the built environment. Enforcing accountability measures and goals to guide how benefits/investments will be defined, measured, tracked, and shared must be considered. Likewise, large financial incentives to capture refrigerant gasses such as hydrofluorocarbon from cooling systems would prevent the release of super-pollutants at the end of a product's useful life.

The chapter needs clearer explanations of existing language and must be provided so there is as much transparency around policy programs incentives etc as possible. Purchase of zero-emissions vehicles and/or "fee-bates," for example, offers individuals and families opportunities to purchase clean energy vehicles and shift purchasing habits and make more sustainable choices. However, the language needs to be presented in a way that explains what this policy actually is, and the ideal—as well as the less than ideal—implications.

REGARDING PUBLIC HEALTH

As Secretary-General Guterres said, the climate crisis is a "code red for humanity." Statewide,

the transportation sector produces 175.9 million metric tons of emissions. New York state must take the lead in reducing net greenhouse emissions to zero (greenhouse and toxic) and below as fast as possible. Disadvantaged communities continue to take the hit of environmental degradation and poor air health quality. Workers displaced from fossil fuel-dependent jobs should be offered the choice of unionized occupations with training that transition into the clean energy world. Reiterating on points already made, electrifying and improving the convenience of public transportation must be a top priority. Doing so will reduce emissions, thereby decreasing public health risk via the development of physical ailments, while also increasing access to vital services and improving public safety and activity.

I realize that for this to work , all or a significant part of our NYS population must be willing to do their part . For some this is not easy. (Low -income populations, etc.). For others , many who should respond , won't out of ignorance or not wanting to take the time. There must be a strong emphasis via Media etc. on the fact that fossil fuel vehicles are damaging the environment and our children's future. An emphasis must be placed on electric/hybrid vehicles of which there are an increasing number available . (We have had one since 2004, and just traded it in for a new one. And the rebates and tax credits made it's purchase CHEAPER than the one in 2004. So some of this information about them costing more is inaccurate). Rebates , etc. MUST be an integral part of this sector. Furthermore we were told that trucks have to pay an extra "gas guzzler " tax. BUT then later were told that does not always apply . Trucks that are fossil fuel alone MUST pay extra when purchased to insure that owners realize they are paying a penalty for NOT using a "green" vehicle.

Only when we curb some Americans gluttonous "wants vs needs " appetite will we see success in this transportation sector.

Sincerely,

kenneth scallon