

## Commentary from UCAN on the Transportation Sector

1. To incentivise the purchase of electric vehicles for consumers several changes to the current Drive Clean Rebate should be considered:

- a. The incentives do not reflect how expensive cars have become. Of the current list of cars on the rebate only 7 of the 60 cars on the list qualify for the \$2000 rebate. Most of the BEV cars now cost over \$42,000. The rebate should reflect this change and make the full rebate available for the average price of a BEV and should continue to be updated to reflect changing markets for EV's.
- b. To get more purchases of EV cars there should be some incentive for the used EV's on the market. Perhaps a Cash for Clunkers like program could be initiated for anyone who wants to make the transition to a BEV.
- c. A NY incentive to purchase a home level 2 charger so the cost to charge will remain low. These chargers should be capable of being programmed to benefit from Time Of Use Hours to insure low cost charging if there are no solar panels at the residence.
- d. There should be some extra incentive if the buyer is going BEV and not a plug in hybrid.
- e. Low cost loans for new and used BEV vehicles, income based.

2. Regulations for cost of charging:

- a. There should be some regulation for the cost of charging stations that is based on the cost of electricity, not just how much someone wants to charge. This would be especially helpful on NY state thruways for DC fast charging.
- b. Incentives for businesses to have chargers available at grocery stores, big box stores, etc. Perhaps have a tax deduction for the business to allow 1 hour of free or low cost charging for the customer. Ideally encourage the business to cover parking lots with solar panels that would have chargers available under the canopy.
- c. Sufficient monies should continue to be provided for DC fast chargers and level 2. This is important for upstate NY municipalities to provide free or low cost chargers because of limited public transportation and would address the difference between communities with access to public transportation and rural communities that do not.

3. There should be incentive programs to replace non pollution controlled fuel engines with electric alternatives such as:

- Snow mobiles
- Tractors
- Motor boats
- Jet skis

#### 4. Education and Outreach to Municipalities, Schools, Businesses:

Since there are currently many incentives and grants available to help with the transition to all electric, the state should set up regional information sessions to educate on what federal, state and private assistance is available. Update to these sessions should be sent out to all interested parties as new grants become available.

#### 5. For Municipal or School Purchases of New Vehicles :

Any new vehicles paid with public monies must be BEV except where it is not available for that type of vehicle. Failure to comply will result in loss of funding for those vehicles as well as future purchases.

#### 6. Metro and Intercity Transportation

- a. Promote and improve intercity rail connections for passengers and freight.
- b. Metro area bus transits with all electric buses should have connections to neighboring suburbs.
- c. In major cities with comprehensive public transportation, non commercial vehicle traffic should be restricted from the center of the city.
- d. MHD vehicles must use blended fuel and have pollution controls until BEV is available and then be replaced as soon as possible.

#### 7. No Carbon Offsets for anything.

Carbon offsets do not compensate for pollution and are not reliable as reducers of GHG.