

I am very supportive of this initiative and what is being undertaken, I share the project goals and objectives. I would like to see 100% of the investment go directly into electric vehicle incentives and EV infrastructure. While growing mass transit is a very laudable objective, it requires a very difficult public behavior change and is clearly not as practical in much of NY State.

Independent of your modeling and analysis, but confirmed by it, I have come to the conclusion that anything we can do to accelerate the vehicle fleet transition to EV will be our best bet at achieving the projects aggressive goals, and logically I want the best return on my investment as a stakeholder/resident/taxpayer in NY.

I fully support the collaboration of multiple states on a unified program. I believe that any potential advantages of NY going it alone are dwarfed by the advantages of having a larger unified group position.

My inputs as to how best accelerate the transportation revolution to EVs, to maximize the positive impact are:

Continue and potentially expand the direct purchase rebate for EV's in all states, NY is currently \$2,000, NJ is far better currently at \$5,000, applied at vehicle acquisition. This is far better than the Federal credit that requires you to wait to file your return and also sufficient tax liability to capture the full credit. Also, the Federal program penalizes the leaders, Tesla and GM, which are currently having the biggest positive impact.

Use investment funds to incentivize the build out of EV DC fast charging stations across NY. The lack of DCFC infrastructure is a significant hindrance to the rapid adoption of EVs. The convenience of charging at home is great, but we need the DCFC infrastructure to be put in place to win over the majority of drivers.

Various NY state programs have been planning DCFC along the thruway and across the state for years. While we have been talking about doing something, [January 8, 2017](#), [May 8th 2018](#), [Nov 19th 2019](#), [Electrify America has built and commissioned 400 charging locations in 20 months](#). I strongly suggest that investments incentivize public companies to accelerate the implementation.

In summary, I recommend all the investment dollars be directed towards reducing acquisition cost of ZEVs and incentivizing a reliable, robust, dependable, and prolific DCFC network across NY and the entire northeastern US.

Lastly, a word on your timeline. This activity started early in 2019 and we will not reach the implementation phase until late 2022, at the earliest. A famous quote comes to mind when I learned of this disappointing timeline, "*The worst enemy of a good plan is the dream of a perfect plan*" Please reconsider your timeline and try to accelerate the data gathering, feedback, and planning phase to move more quickly into the implementation phase. Anything that we can do to accelerate the EV adoption curve will significantly increase our chances of meeting the ambitious program goals.

Sincerely,

*David J. Reed*