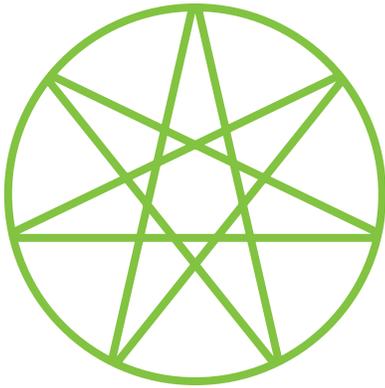# Transportation

Transportation accounts for 29% of greenhouse gas emissions in the US and 48% of Bedford's greenhouse gas emissions. Next to buildings, vehicles are the largest users of fossil fuels, nationally and in our community.

While a substantial increase in the sales of electric vehicles over the past seven years has resulted in some reduction in GHG emissions, large-scale reductions will only result from a dedicated effort to replace internal combustion engine vehicles with electric vehicles (EVs); reduce personal miles driven, increase use of public transportation; expand EV charging infrastructure; and dramatically reduce municipal vehicle fossil fuel use.

Bedford can play a major role in providing information and incentives to convince both community and municipal players to make changes to reduce transportation emissions.

2030 OBJECTIVE

- **50% Reduction in Community-wide Transportation GHG Emissions**

PROGRESS HIGHLIGHTS

Community

- Bedford 2020 Car Show: NYS First Fuel Efficient Car Show
- Anti-idling law education

Municipal

- Added 8 EV charging stations
- Municipal fleet in process of transitioning to EVs (4), hybrid and fuel efficient vehicles
- Electrical permitting simplified to expedite home and business charging stations.
- Municipal fleet inventory
- Implemented fuel tracking system that enables accurate municipal fuel-use data collection
- Police on bicycles
- Anti-idling law
- 6-miles of multi-use paths installed
- Commuter parking incentives for EV and hybrid vehicles

NEW STRATEGIES

Community

- Create baseline measurement of vehicle emissions
- Create program to track EV ownership in Bedford and retirement of fuel inefficient vehicles
- Engage in education campaign to inform residents about the climate change impact from personal vehicles

- Provide details on the emissions of different vehicles
- Promote incentives for changing to EV
- Streamline process for adoption of private EV charging stations (e.g. at KMA)
- Support expanded number of charging stations county-wide
- Advocate for and help facilitate EV conversion of high-profile municipal and commercial vehicles (school buses, vans, waste trucks, county buses)
- Explore utilities' EV programs
- Promote reducing vehicle travel miles through carpooling and public transportation
- Promote use of buses for students
- Create campaign to reduce vehicle miles
- Education and enforcement of anti-idling laws

Municipal

- Develop and implement local shared ride options to train stations, hamlet centers, cultural/civic destinations
- Develop a specific Complete Street infrastructure to limit car and expand lower carbon alternatives
- Continue to transition all municipal vehicles to EVs. Establish plan for next 10 years that takes into account alternatives that are available "now" (e.g. for municipal vehicles that can be switched to EVs) and focus on pilots/new technology to convert heavy duty vehicles (e.g. DPW trucks) and emergency vehicles (e.g. police cars and trucks) as developed and available

- Continue to Implement and publicize vehicle fleet inventory and fuel tracking system that enables accurate fuel data collection
- Minimize vehicle miles by examining use, eliminating unnecessary use and maximizing efficiency
  - Convert to a municipal fleet cost structure where the cost per mile to operate/power individual Town vehicles are applied to the specific budget of each Town department
- Continue to facilitate simplified permitting and inspections for home and business charging stations
- Consider installing solar panels and/or generators/batteries as charging station back-up in the event of power outages
- Leverage train station/hamlet parking lots
  - Provide free ride-share parking
  - Freebate incentives for low carbon alternatives
  - Improve and expand EV charging station speed (e.g.: Level III charging) access and pricing
- Consider requirement through building codes and/or incentives of provision for vehicle charging equipment in all new building construction and renovations to existing buildings
- Education and enforcement of anti-idling laws