



A. 964/S. 1292 (Woerner/Parker)

AN ACT to amend the environmental conservation law, in relation to establishing the "low carbon fuel standard of 2023."

The New York League of Conservation Voters supports A. 964/S. 1292 (Woerner/Parker), which would create a clean fuel standard to reduce carbon intensity of on-road transportation fuels by at least 20% by 2031.

Transportation is New York's largest source of GHG emissions and particulate matter pollution, contributing to both climate change and public health problems like asthma - and these harms are disproportionately borne by New Yorkers of color. A clean fuel standard (CFS) would require transportation fuel providers in New York to invest in low-carbon intensity fuels such that the total carbon intensity of transportation fuels declines by at least 20% by 2031.

With a CFS, high-carbon intensity fuel providers like diesel and gasoline wholesalers must purchase credits from low-carbon intensity fuel providers like electric vehicle chargers (including those owned by bus fleet operators like the MTA) and renewable biofuel producers. Producers of dirty fossil fuels pay for an immediate switch to lower-carbon renewable fuels and a buildout of the electric vehicle charging network, and the longer term switch to 100% zero-emission vehicles required by the Climate Leadership and Community Protection Act.

The CFS model has been successful in California, Oregon and Washington State. Embracing it would mean lower transportation emissions, significant public health benefits, new jobs and investment in New York State, and clear benefits for municipal governments, public transit authorities, farms, and owners of electric vehicles.

For these reasons, the New York League of Conservation Voters strongly urges passage of A. 964/S. 1292.

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