



SUPPORT

S. 4830/A. 5052 (Kennedy/Woerner)

An act to amend the public authorities law and the public service law, in relation to establishing a highway and depot charging action plan

The New York League of Conservation Voters supports S. 4830/ A. 5052 (Kennedy/Woerner), which would amend the public authorities and public service laws to require the development of a highway and depot charging action plan to meet the state's clean transportation goals.

Installing charging ports on highways and in depots is crucial to support the transition towards cleaner energy sources. As electric vehicle (EV) use increases, so does the need for reliable and accessible charging infrastructure. The lack of a robust charging network creates a significant barrier to the transition towards a clean energy economy as drivers may not be able to travel long distances, while the lack of a coordinated plan for building out the charging network increases the chances that EV charging will strain the electric grid. With the right charging infrastructure, it will be easier for people and businesses to transition to electric vehicles, decreasing vehicle-related emissions and helping mitigate the effects of climate change. Not only would establishing a strong charging infrastructure decrease reliance on fossil fuels and reduce emissions from gas vehicles, but it would also create jobs in the manufacturing and installation of charging stations and better promote a just transition to a clean economy.

S. 4830/A. 5052 establishes a highway and depot charging action plan to assist in achieving targets set forth by the climate leadership and community protection act, zero-emissions vehicle sales target and regulations, including the advanced clean truck, advanced clean cars II rules and the zero-emissions school bus mandate. For these reasons, the New York League of Conservation Voters strongly urges passage of S. 4830/A. 5052.

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