



New York Joint Senate Committee Hearing on the Climate Action Council's Final Scoping Plan

January 19, 2023

Thank you for the opportunity to submit comments regarding the legislative and budgetary actions necessary to implement the Climate Action Council's Final Scoping Plan. Adoption of a Clean Transportation Standard (CTS) and the GREET model for GHG accounting will be pivotal to achieving New York's climate goals and in a manner that is financially feasible.

Clean Energy (CE) is the largest provider of Renewable Natural Gas (RNG) for the transportation sector in North America. Our portfolio consists of over 550 refueling stations nationwide, over a dozen of which are located in the Empire State. Our customers include many of the largest trucking, refuse, and mass transit fleets in the country, including MTA which refuels roughly 800 buses with RNG.

CE supports Senate Bill 1292, which establishes a Clean Transportation Standard (CTS), a key policy supported by the Climate Action Council's Final Scoping Plan.

A CTS is a budget neutral policy which lowers the overall carbon content of transportation fuels by establishing an annual carbon intensity limit for fuels used in on-road transportation. Producers of fuels with carbon intensities exceeding the limit create deficits which must be retired by purchasing credits from clean fuel producers. This market-based approach lowers the cost of alternative fuels thereby aiding vehicle fleets with their transition off petroleum-based fuels. In addition to directly supporting vehicle electrification, the policy's support for biofuels provides a clean fuel option for hard to electrify fleets thus providing more emission reductions sooner.

Biofuels such as RNG are providing a carbon negative alternative to diesel. RNG produced from agricultural waste is achieving carbon intensity scores which are 600 percent lower than diesel.¹ This LESS THAN ZERO CARBON status is possible because RNG producers capture GHG emissions that would otherwise be released into the atmosphere and turn them into a clean fuel. In addition to GHG benefits, engines powered by RNG greatly improve local air quality, reducing NOx emissions by 90 percent and virtually eliminating particulate matter emissions.

The RNG transportation industry is a New York based industry. The heavy-duty engines utilized by major fleets are produced by Cummins in Jamestown, New York and the fuel is being produced by farmers in the Upstate.

¹ *California Air Resources Board, Q4 2020 LCFS data, and certified pathways as of November 8, 2021.*

CE recommends New York adopt the GREET model for GHG emissions accounting.

The federal Inflation Reduction Act (IRA) passed by congress last year provides billions of dollars for renewable energy projects critical to supporting New York's climate goals. Access to these funds is at risk because New York does not utilize the well-respected GREET model developed by Argonne National Laboratory for GHG accounting. The GREET model is the gold standard for emissions modeling and is used by both the U.S. EPA and the California Air Resources Board. IRA funding requires green energy project developers to conduct GHG accounting via GREET but the Climate Leadership and Community Protection Act (CLCPA) requires a different method of accounting. Requiring developers to comply with two separate GHG accounting methods would create a unique administrative barrier to green investment in New York. The CLCPA should be amended in order to adopt the GREET model as the official GHG accounting method thereby aligning New York with international scientific norms and removing a barrier to investment in the green economy.

Regards,

A handwritten signature in black ink, appearing to read "Brett Barry". The signature is fluid and cursive, with the first name "Brett" and last name "Barry" clearly distinguishable.

Brett Barry
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Clean Energy