

**NYC Department of Citywide Administrative Services (DCAS)**  
**Testimony of City Chief Fleet Officer Keith Kerman**  
**GHG Reduction Through Renewable Diesel**  
**NYC Council Committee on Environmental Protection and Waterfronts**  
**February 25, 2026**

Good afternoon, Chair Gennaro, and members of the committee.

My name is Keith Kerman, and I am the deputy commissioner for Fleet Management at the New York City Department of Citywide Administrative Services (DCAS) and Chief Fleet Officer for the City of New York. I'm here with Sana Barakat, deputy commissioner at DCAS for Energy Management and the city's Chief Decarbonization Officer.

Thank you for this opportunity to illustrate the city's ongoing fleet sustainability efforts, including the utilization of renewable diesel, as well as comment on the proposed legislation to codify the use of biofuel. Additionally, I thank you for the continued partnership between this body and the city in furtherance of promoting a cleaner municipal fleet.

In 2015, the NYC Mayor's Office and DCAS rolled out the NYC Clean Fleet plan, whose goal was to reduce greenhouse gas emissions from the city fleet by 50% within 10 years, which we refer to as 50 x 25. NYC Clean Fleet plan outlined three core strategies: electrify the fleet as quickly as possible; implement efficiencies aimed at further lowering carbon emissions - including through the use of hybrid vehicles -- and reducing the overall size of the fleet; and replace fossil diesel fuel with much cleaner biofuels. In the 10 years since the plan was introduced, DCAS has maintained focus and the fleet will achieve 50 by 25.

Today, the city operates the largest electric vehicle (EV) fleet in New York State, with 5,735 EVs, and another 410 units currently on order. DCAS also operates the largest EV charging network in the state with 2,424 charging ports currently in operation, including 415 fast chargers and 161 solar carports. We are installing more EV charging ports each month.

DCAS operates over 4,400 hybrid vehicles, and through our Fleet Office of Real Time Tracking (FORT), we have successfully decreased the size of the city's fleet by seven percent since fiscal year 2018. We have also implemented right-sizing measures including SUV reduction.

The city unequivocally seeks to achieve zero emissions for its fleet through electrification, in accordance with Local Law 140.

Until we can feasibly electrify all aspects of city fleet operations, for example snowplow trucks, DCAS has been implementing various biofuels, including biodiesel and renewable diesel. These two fuel types are *not* fossil fuels. Instead, they are produced from feedstocks, including waste animal fats, used cooking oil, soybean oil, and corn oil.

These fuels achieve substantial greenhouse gas reductions through the fuel production process. Biofuels can achieve reduced emissions of harmful chemicals like sulfur, carbon monoxide, nitrogen oxide, and particulate matter depending on blend and feedstock when compared to the combustion of fossil fuels, and a study could present an opportunity to better understand criteria pollutant emissions with biofuel and heating oil.

For many years, DCAS used blends of five to twenty percent biodiesel in fleet vehicles. DCAS sought to take the city's biofuel program further by substituting renewable diesel for the remaining fossil fuel. Renewable diesel is made from the same waste and renewable feedstocks as biodiesel but is manufactured to the same American Society for Testing and Materials (ASTM) standard specification as diesel fuel, and can be used in all trucks, off-road equipment, and underground storage tanks. DCAS uses renewable diesel in every make, model and year of its fleet equipment, emergency and non-emergency, on and off-road.

Most notably, renewable diesel is clear in color and has no foul, nauseating smell, whereas fossil fuels consist of hydrocarbons, also known as aromatics, such as benzene. In addition to their strong, unpleasant odor, these chemicals are carcinogenic. Through our use of renewable diesel, DCAS has reduced exposure to these dangerous chemicals, thus improving workplace health and safety for thousands of city drivers and mechanics, and our fellow New Yorkers as a whole. In 2018, DCAS implemented a one-million-gallon demonstration project for renewable diesel and worked with FDNY and the New York Department of Environmental Conservation to obtain authorization to utilize the fuel. Once approved, DCAS became the first major consumer outside the western coast of the U.S. to adopt the fuel.

Subsequently, DCAS put out a contract for a regular supply of renewable diesel, and, in November 2023, we announced that this biofuel would replace nearly all fossil diesel fuel used by the city's fleet. The following year, DCAS completed the initiative. Today, over 95% of diesel fuel use for the fleet consists of biofuels, namely a blend of 95% renewable diesel and five percent biodiesel, and all city-owned fuel storage sites house only biofuel.

Additionally, DCAS has also worked to implement renewable diesel into the city's marine vessels. In October 2024, DCAS, DOT, and EDC announced plans to transition these vessels, including the Staten Island Ferry, to renewable diesel, and both DCAS and DOT collaborated to test over one million gallons in the ferries before jointly announcing last June that the system had fully transitioned to renewable diesel.

Presently, over 4.5 million gallons of renewable diesel have been used for the seven passenger ferries that DOT employs. In addition, DEP, NYPD, FDNY, and NYC Parks are all currently testing renewable diesel in their own vessels.

With respect to Intro 555, DCAS is generally supportive of this legislation, as the city has successfully utilized over 43 million gallons of renewable diesel for government operations, including to power us through the harsh winter weather we endured over the past month. For context, we have already implemented the equivalent of two complete years of fleet and ferry fuel use with renewable diesel. This is the largest renewable diesel program east of the Rocky Mountains in the United States.

Once again, I thank you for holding this hearing about renewable diesel and its role in reducing carbon emissions in service of ending our dependence on fossil fuels. My colleague Sana Barakat will now provide remarks. Thank you.

**Testimony of Sana Barakat**

**Deputy Commissioner of Energy Management and City Chief Decarbonization Officer  
NYC Department of Citywide Administrative Services  
before the  
NYC Council Committee on Environmental Protection and Waterfronts  
February 25, 2026**

Good morning, Chair Gennaro and members of the committee. My name is Sana Barakat and I am the City's Chief Decarbonization Officer and DCAS' Deputy Commissioner of Energy Management. Thank you for inviting us to this hearing today.

As we have shared previously, Local Law 97 guides the city's framework for greenhouse gas emissions reduction, requiring city government operations to reduce emissions faster than the private sector. The DCAS Division of Energy Management is charged with leading this citywide mobilization, and our efforts have focused on buildings, which represent roughly 70% of total emissions from our portfolio. I am happy to share that our work is continuing to deliver results. Between FY06 and FY24, the city has reduced emissions by 31% for government operations. We've also reduced building energy consumption by 16% over a similar period. This progress is a testament to the city's leadership by example and the hard work carried out by DCAS and our colleagues across the city. We are also thankful to the council for the support we've received over the years that continues to prioritize climate action as a pillar of this city's government.

We are currently well-positioned to reach our 50% reduction target ahead of the schedule set in Local Law 97, which mandates a 50% emissions reduction by 2030. This leaves us looking toward the future and longer-term decarbonization. We believe renewable diesel holds an important place in that long-term strategy. Our projections indicate that full-scale replacement of heating oil with renewable diesel would allow us to achieve up to a 6% additional reduction from our FY06 baseline emissions. This makes renewable diesel a valuable interim step that we can pursue in the short-term as we further reduce energy consumption and more broadly electrify city buildings in the long run.

Currently, New York state law requires that biodiesel is 10 percent of all heating oil. DCAS has implemented that requirement for city buildings. By 2030, NY State law requires 20 percent of all heating oil to be biodiesel.

In FY25, New York City government buildings used 21 million gallons of heating oil. As was achieved in fleet, renewable diesel could offer the opportunity to replace fossil fuel use completely for city government building operations until zero emission options are implemented.

In partnership with my colleague, Deputy Commissioner Kerman, DCAS is conducting several pilot studies to confirm the compatibility of renewable diesel with current heating systems as a drop-in replacement for other fuel blends used as building heating oil. Our preliminary results are positive so far, but we are still at the early stage and are continuing to expand this pilot to more locations. Intro. 554 requires DCAS and stakeholder agencies to conduct a similar study and provide a report recommending whether to further expand on renewable diesel use in city buildings. As you can tell from our testimony, we support the goals of this bill to promote expanded use of renewable diesel in buildings across the city as an interim step in decarbonization while we advance toward long-term electrification. We have several smaller areas of feedback with the bill we'd like to discuss with you further, such as the timeline and scoping. However, we broadly support this thoughtful legislation and appreciate your efforts to create healthy spaces and further advance decarbonization in the city.

Deputy Commissioner Kerman and I are now happy to address any questions you may have.



New York City Environmental Justice Alliance  
462 36th Street, 3F, Brooklyn, NY 11232 | [www.NYC-EJA.org](http://www.NYC-EJA.org)

On the ground – and at the table.

**Testimony on the Greenhouse Gas Reduction Through Renewable Diesel**  
Committee on Environmental Protection and Waterfronts  
**New York City Council**  
**February 25, 2026**

*Founded in 1991, the New York City Environmental Justice Alliance (NYC-EJA) is a non-profit, 501(c)3 citywide membership network linking grassroots organizations from low-income neighborhoods and communities of color in their struggle for environmental justice. NYC-EJA empowers its member organizations in all five boroughs to advocate for improved environmental conditions and against inequitable environmental burdens by coordinating campaigns designed to inform City and State policies.*

New York City Environmental Justice Alliance submits our testimony regarding Intro 0554 and Intro 0555 of 2026. Intro 0554-2026 requires the Department of Citywide Administrative Services (DCAS) to study the feasibility of using renewable diesel as heating oil. Intro 0555-2026 requires all City-owned or -operated diesel-fueled motor vehicles to be powered by renewable diesel or a blend of renewable diesel and biodiesel, beginning July 1, 2026.

Despite our long history with Councilmember Gennaro and understanding of his deep respect for sound environmental policy, NYC-EJA believes that the substance of these bills is detrimental to environmental justice communities. We are particularly concerned about the public health impacts of using renewable diesel and biodiesel in environmentally burdened neighborhoods, as well as the cost burden on City operations associated with their adoption, given that the City should be on track to fully electrify these operations and not divert any resources for temporary solutions like renewable diesel.

**Background on renewable diesel (RD), biodiesel, and other low-carbon fuels:**

Renewable diesel (RD) is a complex fuel often produced in retooled oil refineries from feedstocks including but not limited to cooking oils, animal fats, or soy. Renewable diesel resembles the chemical structure of traditional petroleum diesel and can be used directly without any machinery, pipeline, or engine upgrades. Biofuels, in contrast, are produced through a process called “transesterification” that makes their chemical structure different from renewable diesel or petroleum diesel, and cannot be used as a drop-in fuel as a full one-to-one replacement without costly and expansive upgrades or retooling. In either case, renewable diesel and biodiesel do not contain sulfur or aromatics that produce specific highly toxic emissions, unlike petroleum diesel, which contains these compounds.

While there may be some lifecycle greenhouse gas emission reductions from using renewable diesel or biodiesel, the California Air Resources Board has noted the highly uncertain range of lifecycle carbon dioxide and equivalent reductions when compared to fossil fuels<sup>1</sup>. Alarming, some low-carbon fuels, such as biodiesel, naturally burn at higher temperatures due to their chemical composition, generating more nitrogen oxides (NOx) during combustion than petroleum. Expanded use of these fuels may lead to higher levels of particulate matter (PM 2.5 and PM 10) pollution in local areas. These well-established contributors to asthma attacks, lung cancer, and premature death will remain at the same level or increase with the expanded adoption of low-carbon fuels.

In addition, feedstock farming for renewable or biodiesel production, particularly in the United States, requires extensive water and land resources that displace food production. This may put additional pressure on food prices, and newer accounting of lifetime emissions has found that emissions from diesel derived from farming may be just as environmentally harmful as those from petroleum diesel use.

Expanded use of renewable diesel and biodiesel is an inefficient and costly solution, particularly given that New York City already has ongoing mandates and progress towards electrification across sectors such as buildings and transportation. As mentioned above, replacing petroleum diesel with biodiesel on a one-to-one basis will require new equipment to produce the fuel. Those are investments that could be used for renewable energy and electrification. Growing plants, such as palm and soy, and manufacturing diesel from those crops has a very low efficiency compared to using solar panels and other renewables and plugging them directly into the grid.

The production, recycling/refining, and distribution of renewable fuels and biodiesel require significantly more taxpayer funding to be viable than renewable energy, battery energy storage, and sector electrification. It is NYC-EJA's view that the expanded use of renewable diesel is, in most cases, no better than continued reliance on ultra-low-sulfur oil or transportation diesel. We reject the arbitrary and capricious equation of "renewable" diesel as the same kind of resources as solar and wind power. When New York City is under huge climate and financial pressures, expanded use of renewable diesel and biodiesel is not an environmentally nor fiscally responsible pathway for this government to pursue.

**Int 0554-2026 (Gennaro): Requiring the department of citywide administrative services to study the feasibility of using renewable diesel as heating oil.**

New York City's Climate Mobilization Act (Local Law 97) mandates the emissions reduction of large buildings in New York City to net zero by 2050. New York City and New York State both have legislative mandates for all-electric buildings, particularly for new construction. New York State's Climate Leadership and Community Protection Act further mandates that all state

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<sup>1</sup> California Air Resources Board. "LCFS Pathway Certified Carbon Intensities."  
<https://ww2.arb.ca.gov/resources/documents/lcfs-pathway-certified-carbon-intensity-treatment-improvements>

sectors must be net zero by 2050, with strict limits on how much of those sources can be offset. The 15% offset limit means that relying on offsets for the buildings sector is improbable, given that operations such as heavy manufacturing, port operations, and waste treatment require a significant amount of energy that currently does not have an electric alternative, which was the intended focus for the offsets.

The use of renewable diesel in buildings also does nothing to address localized and indoor air pollution. As detailed on NYC-EJA's concern about particulate emissions and public health through the use of low-carbon fuels, leveled or increased levels of NOx emissions may be particularly detrimental in areas that already have a high concentration of emitting sources, such as truck traffic, waste transfer stations, and peaker power plants. Children, older adults, and individuals with respiratory illnesses are particularly vulnerable. Most of these infrastructures are sited in low-income people of color communities in New York City.

Unlike the adoption of low-carbon fuels for transportation solutions, the adoption of low-carbon fuels for alleged building emissions reduction is particularly concerning because it does not extend the life of polluting building infrastructures. Combustion-based heating and water boilers have a set lifespan, typically under 20 years. By the designed time, this equipment will need extensive and frequent repairs or full replacement. Without evidence that the adoption of renewable diesel is any cleaner than the current use of ultra-low-sulfur oil and natural gas, and without the ability or need to extend the life of this equipment, renewable diesel use as heating oil will only create an unnecessary market detrimental to the environmental justice communities and contrary to the mandates of City and State emissions laws. With Local Law 154 now in effect for new constructions to electrify, the focus should be on converting old fossil fuel-dependent buildings into energy-efficient, safe, and affordable dwellings and workplaces.

**Int 0555-2026 (Gennaro): requiring all City-owned or -operated diesel fuel-powered motor vehicles to be powered by renewable diesel fuel or a renewable diesel fuel blended with biodiesel beginning July 1, 2026.**

In 2023, the City Council passed Int-279, now Local Law 140 of 2023, which mandates the transition of the City's fleet to zero-emission vehicles. Under that law, (1) all light- and medium-duty vehicles procured after July 1, 2025, must be zero-emissions, with full fleet transition to zero emissions by July 1, 2035, and (2) all heavy-duty vehicles procured after July 1, 2028, must be zero-emissions, with full transition by July 1, 2038.

Int-0555-2026 creates a policy contradiction by requiring the City to invest in renewable diesel procurement and distribution beginning on July 1, 2026, just as Local Law 140's electrification mandates have taken effect. Instead of directing capital and operational funds towards charging infrastructure, grid upgrades, workforce training, and electric vehicle procurement, if Int-0555 is passed, the City would be expanding reliance on fossil fuels. This would lock the City into combustion infrastructure and divert attention from meeting emissions reduction mandates.

Furthermore, environmental justice communities across the five boroughs cannot afford any delays in air pollution reduction through incremental fuel substitutes. Communities most impacted by transportation-related air pollution, particularly those neighborhoods near highways, bus depots, and ports, have waited decades for relief. Additionally, as online shopping grows, the unregulated expansion of last-mile e-commerce warehouses in these same communities has led to countless truck trips and unaccounted-for tailpipe emissions. Transitioning the City's fleet to renewable diesel and biodiesel would continue the harm environmental justice communities experience today for years to come.

Moreover, prioritizing City fleet electrification can strengthen grid reliability. City-owned electric vehicles can serve as flexible loads and as distributed storage resources through vehicle-to-grid integration, providing electricity for the City and New Yorkers during extreme weather events. Through strategic fleet electrification and charging, the City can balance grid modernization, energy security, and long-term resiliency that is not offered through renewable diesel and biodiesel.

In late 2025, DCAS reported that the City had achieved its Clean Fleet Plan of 2015's goals to reduce fleet greenhouse gas emissions by 50 percent by 2025.<sup>2</sup> As the City works to reach its next target, achieving 80 percent greenhouse gas reduction by 2035, instead of investing in renewable diesel and biodiesel, the City should invest in:

- Grid modernization and storage,
- Electric vehicles and charging stations, and
- Workforce development for EV maintenance.

Switching fuels and not eliminating tailpipe emissions does not fulfill the City's targets. Given the current climate and budget pressures, New York City must prioritize investments that eliminate emissions rather than marginally reducing them and wasting resources. The City has already determined that zero-emission vehicles are the mandate. The use of renewable diesel and biodiesel should be limited to only hard-to-electrify uses, such as shipping and aviation, and not in low- and medium-duty vehicles where electric vehicles are widely available.

**NYC-EJA strongly opposes Int 0554-2026 (Gennaro) and Int 0555-2026 (Gennaro) and urges the Council to stay the course for electrification, environmental protection, public health, and public safety established under Local Laws 97, 140, and 154.**



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**February 25, 2026**

**Testimony of Rocco J. Lacertosa  
New York State Energy Coalition (NYSEC)**

*Before the*

**New York City Council Committee on Environmental Protections and Waterfronts**

*Regarding*

**GHG Reduction Through Renewable Diesel  
Introduction 554  
Introduction 555**

Chair and Members of the Committee, thank you for the opportunity to testify today. My name is Rocco J. Lacertosa, and I am the CEO of the New York State Energy Coalition (NYSEC). NYSEC represents independent energy and fuel dealers—local, often family-owned businesses—who deliver and service heating fuel for New Yorkers, maintain critical equipment, and support a skilled workforce across the five boroughs, Long Island, and the greater downstate region. Our members serve homeowners, affordable housing, co-ops, small businesses, nonprofits, and institutions that depend on reliable, safe, and affordable energy—especially during the coldest months of the year. NYSEC has long served as an advocate for the oil heating industry, ensuring that the policies, regulations, and issues affecting our members and their customers are addressed with urgency and foresight.

NYSEC is here today with a practical message: renewable diesel is not just an “acceptable” fuel—it is a proven, readily available decarbonization tool that New York City should use more strategically in its toolbox, particularly in areas where rapid emissions reductions are needed now and where full electrification will take time, infrastructure, and major capital investment. The two bills before you take meaningful steps in that direction, and we appreciate the Committee’s attention to them.

NYSEC strongly supports Int. 0554-2026, which would require DCAS, in coordination with DOB, DEP, and other relevant agencies, to study the feasibility of using renewable diesel and renewable diesel blends as heating oil in both city-owned and privately-owned buildings. We appreciate that the bill directs the study to assess benefits and barriers, including environmental, technological, safety, and



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cost concerns, and to evaluate how expanded use would interact with the City's electrification and climate change requirements and targets.

Many buildings, especially older multifamily buildings and those with constrained electrical capacity, cannot simply “flip a switch” to electrify quickly without significant upgrades, disruption, and cost. And those costs just became harder for many New Yorkers to manage. Under H.R.1, federal guidance reflects that key residential energy incentives—including the Energy Efficient Home Improvement Credit and the Residential Clean Energy Credit—are not available anymore. Whatever one's view of federal policy, in the real world this means many building owners have fewer tools to finance capital-intensive upgrades in the near term. This is particularly true for small landlords, co-ops, and homeowners who cannot easily finance major capital projects. In this environment, “drop-in” strategies that can deliver meaningful emissions reductions today deserve attention. Renewable diesel is such a strategy. Renewable diesel and biodiesel are increasingly made from a diverse mix of resources, including recycled cooking oils, soybean oil, and animal fats. Importantly, they can often be used in existing diesel engines and many heating furnaces and boilers without modifications—modifications that are often expensive and cost-prohibitive.

NYSEC also believes this is a moment where the City should build on what it already knows works. New York City has demonstrated that renewable diesel can be implemented at scale in transportation. The City's fleet transition has been widely recognized as a model for rapid emissions reduction in vehicles and equipment that cannot be electrified quickly. This success should give the Council confidence that renewable diesel is not speculative; it is operational.

NYSEC also supports the intent of Int. 0555-2026, which would require City-owned or City-operated diesel fuel-powered motor vehicles to be powered by renewable diesel beginning July 1, 2026, and requires annual reporting. We appreciate that the bill focuses on lifecycle climate performance and establishes a clear standard for renewable diesel use in the City fleet. However, NYSEC respectfully urges one important refinement that will determine whether this bill maximizes emissions reductions and preserves procurement flexibility: the blend cap. As drafted, the bill requires renewable diesel or a renewable diesel blend containing no more than 5 percent biodiesel. NYSEC urges the Council to amend that language to allow blends up to 20 percent biodiesel (B20). B20 blends are routinely used and have been successful. Allowing up to B20 would give DCAS the most flexibility to purchase fuels that are cost-competitive and available, while still delivering robust carbon reductions. It would also



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better align the law with real-world fleet operations. In short, the City should not lock itself into a narrower specification than necessary when the goal is decarbonization and practical implementation.

Let me also address an expected question: does pursuing renewable diesel in buildings conflict with electrification and long-term climate goals? NYSEC's position is that it does not have to. The purpose of a feasibility study is to determine where renewable diesel can deliver immediate emissions reductions as a complementary strategy, particularly for buildings and applications where electrification cannot happen fast enough or affordably to meet near-term needs, while ensuring alignment with the City's long-term policies.

On the technical side, the City has access to substantial expertise and research on low-carbon liquid fuels. Testing and analysis by technical experts in the space indicate that renewable diesel can be a practical, low-risk option for many existing systems.

Finally, I want to bring this back to what matters most to New Yorkers and to the Council's broader objectives. For NYSEC's members, this is about keeping heat reliable and affordable, keeping small businesses viable, and delivering realistic emissions reductions that happen on the ground, especially in environmental justice communities that have shouldered the worst impacts of heavy-duty vehicle emissions and building emissions. Renewable diesel can reduce emissions in ways that are immediate, practical, and scalable. Int. 554 creates a responsible pathway to evaluate similar benefits for building heat with clear guardrails. Int. 555, with a modest amendment to allow up to B20 blends, would codify and strengthen a program that has already been proven workable while preserving flexibility and maximizing carbon reductions.

Thank you again for holding this oversight hearing and for considering these two bills. NYSEC respectfully urges support of Int. 0554-2026, and Int. 0555-2026, with the B20 blend flexibility amendment. We look forward to working with the Council and City agencies to advance decarbonization strategies that deliver real results while protecting reliability and affordability for New Yorkers.

**From:** [Max Micallef](#)  
**To:** [Testimony](#)  
**Subject:** [EXTERNAL] Written Testimony: Int. No. 554 and Int. No. 555  
**Date:** Friday, February 20, 2026 2:58:35 PM  
**Attachments:** [image001.png](#)

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Chair and Members of the New York City Council Committee on Environmental Protection and Waterfronts:

On behalf of the American Lung Association, thank you for the opportunity to submit written testimony toward Int. No. 554 and Int. No. 555 regarding so-called “renewable diesel” fuel. Our organization’s mission is to save lives by improving lung health and preventing lung disease, and we approach this issue from the perspective of public health and clean air.

Despite its name, “renewable diesel” is not a clean fuel. It is chemically similar to petroleum diesel and is burned in the same combustion engines, producing many of the same harmful pollutants. Combustion of renewable diesel emits nitrogen oxides (NO<sub>x</sub>), fine particulate matter (PM<sub>2.5</sub>), and other toxic air contaminants that are well-established contributors to asthma attacks, lung cancer, and premature death. For communities across New York City, particularly low-income as well as Black and Brown neighborhoods already overburdened by truck traffic, waste transfer stations, and industrial facilities, continued reliance on any combustion-based diesel fuel perpetuates harmful local air pollution.

The term “renewable” in this case can be misleading. While renewable diesel may be produced from certain biological feedstocks such as used cooking oil or animal fats, its production increasingly relies on large-scale commodity crops. Expansion of these feedstocks can drive deforestation, land conversion, and associated climate pollution. When full lifecycle emissions are considered, including land-use change, refining, and transportation, the climate benefits are often far smaller than advertised. Promoting renewable diesel risks delaying the transition to truly zero-emission solutions. New York City has set ambitious climate and air quality goals, including reducing greenhouse gas emissions and addressing inequitable air pollution burdens. Investments in renewable diesel infrastructure, fuel contracts, storage, and distribution can lock in decades of

continued combustion, and divert public and private resources away from zero-emission technologies such as electric trucks and buses, which eliminate tailpipe pollution altogether.

We are especially concerned about the public health implications for children, older adults, and individuals living with asthma or other chronic lung diseases. In neighborhoods like the South Bronx, Northern Manhattan, and parts of Brooklyn, asthma hospitalization rates remain among the highest in the nation. Substituting one form of diesel for another does not meaningfully reduce the localized air pollution that drives these disparities. Policy should be grounded in clear, transparent science and prioritize solutions that deliver measurable health benefits and economic practicality. Labeling a fuel “renewable” does not make it non-combustion, nor does it make it harmless. If New York City is serious about protecting lung health and advancing environmental justice, it must prioritize strategies that eliminate tailpipe emissions, not rebrand them.

The American Lung Association hopes you find this information useful in your approaches and decision-making when it comes to "renewable diesel" fuel. Thank you.

**Max Micallef** (*any pronouns*)  
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**February 25, 2026**

**Testimony of Steven J. Levy**  
**Managing Director, Sprague Operating Resources LLC**  
*Before the*  
**New York City Council Committee on Environmental Protections and Waterfronts**  
*Regarding*  
**GHG Reduction Through Renewable Diesel**  
**Introduction 554**  
**Introduction 555**

Chair Gennaro and Members of the Committee, thank you for the opportunity to testify today.

Good afternoon. My name is Steven J. Levy, Managing Director of Sprague Operating Resources LLC. Sprague, established in 1870, is a leading supplier of both renewable and conventional fuels in the City of New York. Over the years, we've continued to evolve with changing consumer and industry needs and support the City's climate and sustainability goals in a way that is practical, affordable, reliable, and achievable.

Sprague owns and operates four large bulk terminals in or just bordering the city limits including the largest NYC terminal storing renewable diesel and biodiesel as well as traditional fuels. Sprague supplies directly to the heating, transportation, and power generation industries and wholesales products to companies who load their delivery trucks to deliver to their retail customers. We are part of the infrastructure that keeps the city running day-to-day, and we have real, hands-on experience with what it takes to move cleaner fuels.

Ever since I can remember, which is an exceptionally long time, the basic principle that has guided energy consumers, especially heating and transportation fuels, has been to be as efficient as possible while, most importantly, reducing emissions. Int. No. 554 is



the first step to an affordable pathway to reduce building emissions today. That's right, today! From where we sit as a supplier that already stores and delivers renewable diesel, these fuels are a "drop-in," non-fossil fuel option that can be used in existing systems without costly infrastructure modifications. That matters because, with each day of delay, our poor air quality compounds and worsens. Think of just last week: NYS DEC issued Air Quality Health Advisories for fine particulate matter on two consecutive days. The renewable fuel option affords a practical solution to reduce emissions now, including particulate matter, until other potential solutions continue to scale.

While renewable diesel has been more common and a staple on the West Coast for years, Sprague began piloting Renewable Diesel in 2016 and committed to storing and offering it from our 138<sup>th</sup> Street Bronx Terminal in July of 2023. We use renewable fuel in our own truck fleet, provide it to other customers with many uses including ferries, and supply a few retail service stations including in Hunts Point, which, as we are all well aware, has one of the highest asthma rates in the country.

**Regarding Int. No. 555**, Sprague is in support for the City fleet to have the ability to be powered by 100% Renewable Diesel as well as have the option to blend up to B20 biodiesel blend. In the same spirit to reduce harmful emissions in the City fleet, as legislated decades ago with the introduction of lower emission Ultra Low Sulfur Diesel Fuel, we request the Committee consider options to promote the use of Renewable Diesel to City vendor fleets, new construction projects, and school bus fleets to reduce emissions and mirror the successful City fleet experience while other potential sustainable options become practicable and affordable.

Thank you for consideration of Sprague's testimony. Sprague urges the Council to support Int. No 554, to advance Int. No. 555, while ensuring the City fleet has the flexibility to power its fleet with 100% Renewable and biodiesel blends up to B20 and consider expanding the use of Renewable Diesel throughout the City. Thank you.