



WHY NEW YORK NEEDS A CLEAN FUEL STANDARD NOW

The transportation sector is one of the largest contributors to greenhouse gas emissions and air pollution in New York. To effectively cut these emissions and meet New York's climate goals, we need a multi-pronged approach that will cut emissions from all vehicles as soon as possible. A Clean Fuel Standard (CFS) will do just that, by incentivizing the production of cleaner, low-carbon fuels that can power our current vehicles and aircraft now while accelerating the transition to electric vehicles in years to come.



A CLEAN FUEL STANDARD WILL COMPLEMENT NEW YORK'S CAP AND INVEST PROGRAM

Last year, New York State proposed a cap-and-invest (C&I) program that will cap economy-wide emissions and require polluters to purchase credits equal to their emissions, which the state will then invest in further decarbonization measures.

Every state with a cap-and-invest program also has a CFS. In California, which implemented the first CFS and C&I programs in the country over a decade ago, the carbon intensity of the state's transportation sector has dropped faster than expected. They've displaced roughly 60% of their petroleum diesel use with low-carbon, bio-based fuels, and they lead the nation in electric vehicles. ¹

Only the combined approach of a cap-and-invest and CFS program will maximize the benefits of the other, including reduced petroleum dependency, maximum consumer choices, cleaner air, improved health, increased energy security, and in-state industry growth in the clean transportation sector.

A CLEAN FUEL STANDARD WILL REDUCE COSTS FOR NEW YORKERS

A CFS will stabilize fuel pricing and reduce the likelihood of unexpected energy price volatility from the cap-and-invest program.

California's CFS has reduced allowance costs under its C&I program, which translates into lower costs for ratepayers. With these combined policies, household fuel costs will be lower by up to \$1,530 annually by 2030 than without these programs.²

By having a complementary CFS and C&I program, California has ensured that its CFS has no major impact on retail gas prices at the pump. A CFS program in New York will help guarantee that corporate polluters are the ones paying for the clean transportation transition, not consumers.

A CFS will also create a dedicated funding stream for consumer incentives and charging infrastructure for electric vehicles to make EVs more viable for all New Yorkers and, unlike C&I, all funds stay in the transportation sector.



THE BOTTOM LINE

A cap-and-invest program alone will not reduce the carbon intensity of the fuels used in today's vehicles, reduce diesel pollution in communities near freight hubs or busy highways, accelerate the electrification of our transportation system as quickly, or bring SAF to our airports. Implementing a C&I program without a CFS risks creating higher-than-necessary allowance costs that will drive up the ratepayer and consumer costs of C&I.

But with the combination of the two policies, New York can rapidly cut transportation emissions, provide cleaner air, especially in the most polluted communities, and keep costs lower for consumers. Now is the time to pass a clean fuel standard.

A CLEAN FUEL STANDARD WILL REDUCE AIR POLLUTION IN VULNERABLE COMMUNITIES

People of color in New York breathe 66% more air pollution from vehicles on average than their white counterparts. Low-income communities and communities of color have a disproportionate proximity to freight transportation hubs and busy highways, which has contributed to chronic asthma, cancer, heart disease, and other health impacts.

Because the CFS program will specifically dedicate a portion of revenues to these communities, they will see reduced diesel pollution, cleaner air, and improved health right away. In California, diesel soot pollution has dropped 3 times faster in highly-polluted areas since their CFS was implemented.³

A CLEAN FUEL STANDARD WILL ATTRACT SUSTAINABLE AVIATION FUELS TO OUR AIRPORTS

Airlines are increasingly investing in Sustainable Aviation Fuel (SAF) to reduce their carbon footprint. Currently, flights from California to New York often fuel up on SAF for their flights, thanks to the incentives created by that state's CFS program. Because New York does not have a CFS, the same planes return to California using petroleum jet fuel. If New York adopts a CFS this year, airlines will be incentivized to use SAF when flying from our airports too, which will reduce pollution in communities near our airports.

¹ California Air Resources Board: [LCFS Data Dashboard](#)

² Consumer Reports: [Consumer Impacts of California's Low Carbon Transportation Policies](#)

³ California Air Resources Board: [DRAFT 2022 SCOPING PLAN UPDATE](#)