



PROGRAM FOR PUBLIC CONSULTATION  
SCHOOL OF PUBLIC POLICY, UNIVERSITY OF MARYLAND



# ENERGY POLICY

**NEW YORK'S 25<sup>TH</sup>**  
**CONGRESSIONAL DISTRICT**

**SATURDAY, FEBRUARY 27, 2021**

PRESENTED BY



# Methodology

**Field Dates:** January 25 – February 21, 2021

**Sample Size:** 449 Adult Residents of  
New York's 25<sup>th</sup> Congressional District

# Reducing Air Pollution

## HIGH PRIORITY

We have a responsibility to improve conditions of people suffering from negative health effects of poor air quality.

## LOW PRIORITY

Lots of anti-pollution legislation already in place; More could hurt businesses and cost jobs.



Very / Somewhat Convincing

Overall

85



Very / Somewhat Convincing

Overall

48

Republicans

74

Republicans

60

Democrats

89

Democrats

40

# Reducing Air Pollution

## FINAL RECOMMENDATION

How high a priority should it be for the government to work to reduce the air pollution that has negative effects on health?



### Very / Somewhat High Priority

Overall

84

Republicans

68

Democrats

95



Overall

78

Republicans

54

Democrats

98

# Reducing Greenhouse Gases

## HIGH PRIORITY

Most climate scientists agree greenhouse gases pose major threats; We must act now to prevent costly damage, plus it's beneficial to increase energy efficiency.

## LOW PRIORITY

More climate change research is needed, so it's premature to change the way we produce energy, which could hurt businesses and cost jobs.



### Very / Somewhat Convincing

Overall

84



### Very / Somewhat Convincing

Overall

55

Republicans

62

Republicans

74

Democrats

93

Democrats

44

# Reducing Greenhouse Gases

## HIGH PRIORITY

Cleaner air improves health and quality of life. Clean energy creates many jobs. The US must move to clean energy to stay competitive.

## LOW PRIORITY

Efforts to reduce CO<sup>2</sup> will cause government red tape & slow the economy. People can drive businesses to change by buying energy-efficient products.



Very / Somewhat Convincing

Overall

83



Very / Somewhat Convincing

Overall

55

Republicans

72

Republicans

64

Democrats

91

Democrats

47

# Reducing Greenhouse Gases

## FINAL RECOMMENDATION

How high a priority should be for the government to work to further reduce greenhouse gases, especially carbon dioxide?



### Very / Somewhat High Priority

Overall

81

Republicans

59

Democrats

92



Overall

74

Republicans

45

Democrats

98

# Tax Incentives

To encourage people and companies to adopt clean energy or energy-saving technologies.

- Some are currently in place.
- Most will expire soon.
- Could be renewed, expanded.



# Tax Incentives

## ARGUMENT IN FAVOR

Clean energy technologies aren't being adopted fast enough to forestall the dangers of climate change. The benefits outweigh the costs so it's in our interest to adopt these technologies quickly.

## ARGUMENT AGAINST

Energy tax credits already cost the government around \$20 billion a year. Many companies and individuals can afford clean energy and energy-saving technology without tax breaks.



Very / Somewhat Convincing

Overall

81



Very / Somewhat Convincing

Overall

60

Republicans

74

Republicans

61

Democrats

87

Democrats

58

# Tax Credits: to Energy Companies

...for electricity produced with clean energy:  
equal to up to 5-10% of cost of electricity



Favor

Overall

77

Republicans

63

Democrats

88



Overall

76

Republicans

62

Democrats

89

# Tax Credits: to Energy Companies

...for the cost of equipment that produces or stores clean energy: up to 30%



Favor

Overall

76

Republicans

70

Democrats

84



Overall

75

Republicans

58

Democrats

91

# Tax Credits: to Energy Companies

...for the production of transportation fuel that produces 25% fewer emissions than the current average: up to \$1 per gallon



Favor

Overall

71

Republicans

65

Democrats

70



Overall

62

Republicans

50

Democrats

74

# Tax Credits: Residential Buildings

...for building a new energy-efficient home  
or residential building: up to \$3,000



Favor

Overall

78

Republicans

71

Democrats

83



Overall

79

Republicans

70

Democrats

88

# Tax Credits: Residential Buildings

...for making energy-saving improvements such as fuel-efficient lighting, doors, windows, or insulation: up to \$6,500



Favor

Overall

77

Republicans

69

Democrats

78



Overall

78

Republicans

70

Democrats

87

# Tax Credits: Residential Buildings

...for installing a new energy-efficient heating or air conditioning system: up to \$1,500



Favor

Overall

79

Republicans

68

Democrats

85



Overall

84

Republicans

75

Democrats

93

# Tax Credits: Commercial Buildings

...for building new energy-efficient commercial buildings:  
up to \$4.75 / square foot



Favor

Overall

72

Republicans

60

Democrats

80



Overall

72

Republicans

61

Democrats

83



# Tax Credits: Commercial Buildings

...for making energy-saving improvements to commercial buildings: up to \$9.25 / square foot



Favor

Overall

68

Republicans

57

Democrats

72



Overall

66

Republicans

52

Democrats

78

# New Tax Credits: New Technologies

...for developing first-of-its-kind clean energy technologies:  
up to 30%



Favor

Overall

77

Republicans

66

Democrats

86



Overall

71

Republicans

57

Democrats

83

# New Tax Credits: New Technologies

...for the cost of installing first-of-its-kind clean energy technology: up to 40%



Favor

Overall

69

Republicans

59

Democrats

77



Overall

65

Republicans

47

Democrats

79

# New Tax Credits: New Technologies

...for the sales price of clean energy produced using first-of-its-kind technology: up to 60%



Favor

Overall

59

Republicans

53

Democrats

64



Overall

55

Republicans

40

Democrats

67

# New Tax Credits: Electric Buses

...for the sales price of each bus sold: equal to 10%



Favor

Overall

76

Republicans

67

Democrats

84



Overall

69

Republicans

52

Democrats

84

# New Tax Credits: New Electric Cars

...for purchasing a  
**new electric car: up to \$7,500**



Favor

Overall

69

Republicans

59

Democrats

77



Overall

63

Republicans

43

Democrats

80

# New Tax Credits: Used Electric Cars

...for people earning \$30,000 or less, a tax credit for purchasing a **used electric car**: up to \$5,000



Favor

Overall

73

Republicans

56

Democrats

82



Overall

64

Republicans

42

Democrats

84

# New Tax Credits: Charging Stations

...for the cost of **installing a charging station**  
that can be used by anyone: up to 75%



Favor

Overall

67

Republicans

56

Democrats

77



Overall

66

Republicans

46

Democrats

82



# Efficiency Standards

## **PROPOSAL:**

Government to require businesses to meet higher efficiency standards for new cars and trucks.

# Regulations & Efficiency Standards

## ARGUMENT IN FAVOR

## ARGUMENT AGAINST

Can't rely on businesses to make necessary changes on their own. When everyone is required to make changes, it's fair because businesses and consumers bear costs equally.

Government requirements create expensive and inefficient bureaucracies. Businesses already have the incentive to create more efficient products.



Very / Somewhat Convincing

Overall

81



Very / Somewhat Convincing

Overall

55

Republicans

73

Republicans

65

Democrats

88

Democrats

48

## PROPOSAL:

# Fuel Efficiency of Cars & Light Trucks

By 2025, newly built cars and light trucks would be required to **emit half the carbon dioxide** of a 2010 model car or truck.

Would ultimately **add \$1,800 to the cost of the vehicle.**

But owner would **save an estimated \$5,700 on gasoline** over the car's lifetime.

# Fuel Efficiency of Cars & Light Trucks

## FINAL RECOMMENDATION

Do you favor or oppose the proposal to gradually raise the fuel efficiency requirement for light cars and trucks through 2025?



Favor

Overall

76

Republicans

64

Democrats

82



Overall

73

Republicans

57

Democrats

86

## PROPOSAL:

# Fuel Efficiency of Heavy-Duty Trucks, Vans, Tractors

A higher **fuel efficiency standard for heavy-duty trucks, vans, tractors and similar vehicles**, through the year 2027.

By 2027, a new vehicle in this class would **cost an extra \$1,855.**

But would **save the owner about \$400-500 annually** in lower fuel costs.

# Fuel Efficiency: Heavy-Duty Vehicles

## FINAL RECOMMENDATION

Do you favor or oppose a higher fuel efficiency standard on heavy-duty vehicles?



Favor

Overall

73

Republicans

53

Democrats

79



Overall

71

Republicans

56

Democrats

84

## PROPOSAL:

# Minimum Renewable Requirement

Another option is for government to require electric companies to have a **minimum portion of their electricity** come from **renewable sources** that produce little or no air pollution or greenhouse gases, such as **solar, wind, or biogas**.

Such minimums have been established in 30 states, DC and Puerto Rico, and 8 states have voluntary requirements.

The **costs** of these programs have been substantially **passed on to consumers, increasing their price of electricity by 1-2%**.

# Minimum Renewable Requirement

## FINAL RECOMMENDATION

Do you favor your own state requiring that electric companies have a minimum portion of their electricity come from renewable sources such as solar, wind, or bio-gas?



Favor

Overall

79

Republicans

67

Democrats

88



Overall

74

Republicans

56

Democrats

89



# Carbon Fee

## Here's how the carbon fee would work:

Companies that produce coal, oil or natural gas, would be charged a fee of **\$35 for each ton of carbon dioxide** emitted from the fuels they burn, and an equivalent amount for other greenhouse gases.

This will **increase the price for energy companies** burning fossil fuels.

To reduce costs, energy companies will likely **switch to using more renewable sources**.

Energy companies will not be able to make up for all increased costs by switching to renewable energy. They will likely pass on some of the higher price of energy to consumers.

So, **things like electricity and gas will increase slightly in price**, as will products and services that rely on a lot of fossil fuel energy, such as airplanes.

# Carbon Fee & Rebate

## Here's how the rebate would work:

To make up for the increased costs to consumers, **all revenue generated from the carbon fee** would be **given back to citizens** in **monthly rebate checks**.

**All adults** would receive the **same size check** (about \$450 a year), and **all children** would receive a **half-size check**.

Taking into account increased consumer prices and the monthly rebate checks:

- low and middle income people will come out ahead
- upper-middle income people will break even,
- upper-income people will come out slightly behind

# Carbon Fee & Rebate

## Effects on Environment and Economy

- Reduce air pollution
- Slow climate change, and decreasing prevalence of severe storms, droughts, heat waves, etc.

**Could save the economy \$20-40 billion/year by 2030.**

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- Reduce the number of jobs in the coal industry
- Increase in jobs in the renewable energy industry

**Overall, little to no effect on total level of employment.**

# Carbon Fee & Rebate

## ARGUMENT IN FAVOR

Reducing carbon emissions is important for our health and for the environment. Economists, business leaders and climate experts agree that a carbon fee is the best solution.

## ARGUMENT AGAINST

A carbon fee will make coal and oil too expensive, causing companies to go out of business and job losses in those industries. Unfair to coal & oil workers.



Very / Somewhat Convincing

Overall

77



Very / Somewhat Convincing

Overall

55

Republicans

60

Republicans

64

Democrats

88

Democrats

47

# Carbon Fee & Rebate

## ARGUMENT IN FAVOR

Carbon fee will increase demand in the US for clean energy and energy-saving technology, create new high paying jobs for American workers, and make US competitive globally.

## ARGUMENT AGAINST

The US only produces 14% of all greenhouse gases. A big reduction effort will be very costly and do little good without other countries doing their part.



Very / Somewhat Convincing

Overall

80



Very / Somewhat Convincing

Overall

58

Republicans

63

Republicans

72

Democrats

87

Democrats

49

# Carbon Fee & Rebate

## ARGUMENT IN FAVOR

US emits more CO<sub>2</sub> per capita than most countries. Also, the US is a global leader, and if the US acts strongly on reducing GHGs, others will follow.

## ARGUMENT AGAINST

The government shouldn't control people's behavior through taxes. Those who want to reduce CO<sub>2</sub> should buy / make products that are more environmentally friendly.



Very / Somewhat Convincing

Overall

72



Very / Somewhat Convincing

Overall

53

Republicans

54

Republicans

68

Democrats

82

Democrats

43

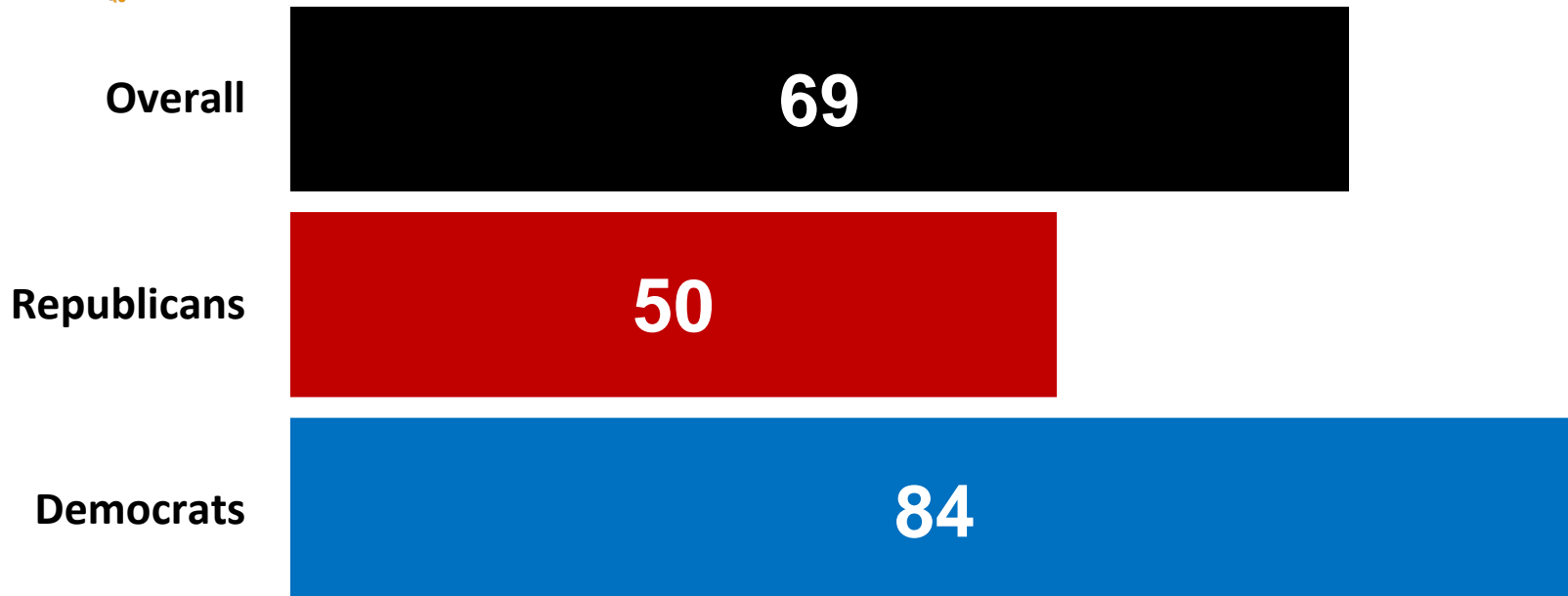
# Carbon Fee & Rebate

## FINAL RECOMMENDATION

- Government would **charge companies** that produce coal, oil or natural gas a fee (**\$35 ton**) based on the amount of **CO<sup>2</sup>** and other **GHGs emitted** when fuels they produce are burned
- **All money from fee would be given to citizens equally** in the form of a monthly rebate check (about \$450/person/year; \$37.50/month)



Favor



If a carbon fee & rebate plan were adopted:

- **Suspend most existing regulations** requiring energy companies to limit their carbon emissions
- **No new regulations** on carbon dioxide emissions



# Suspending Regulations on Emissions

## ARGUMENT IN FAVOR

## ARGUMENT AGAINST

Companies need lots of flexibility to adapt to the new carbon fee as best they can. They shouldn't be burdened with additional regulations.

Reducing emissions requires every tool in the toolbox. Removing the regulations could eliminate any benefit of the carbon fee.



Very / Somewhat Convincing

Overall

67



Very / Somewhat Convincing

Overall

73

Republicans

65

Republicans

65

Democrats

70

Democrats

78

# Suspending Regulations on Emissions

## FINAL RECOMMENDATION

If a carbon fee & rebate is adopted, would you favor or oppose a proposal that would:

- **suspend** most **existing regulations** requiring energy companies to limit their carbon emissions; and
- **not allow government** to impose any **new regulations** on carbon dioxide emissions?



Oppose

Overall

50

Republicans

60

Democrats

46