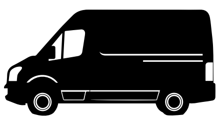
Clean Transportation Fuel Program
Roads to Revenue with Fleet Electrification

What is the Clean Transportation Fuel Program (CTFP)?

Effective April 1, 2026, the CTFP is a policy that:

1. Establishes declining carbon intensity standards for transportation fuels to reduce greenhouse gas emissions; and
2. Encourages the use of cleaner fuels by creating a marketplace where companies supplying higher-carbon fuels, like fossil gasoline or diesel, must buy credits from providers of lower-carbon fuels like electricity, hydrogen, and natural gas

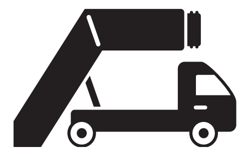
Examples of CTFP-eligible fleet vehicles



Electric van

Electric box truck

Electric fork lift



eGSE

How do fleets fit into the Clean Transportation Fuel Program?

New Mexico's CTFP offers fleets an opportunity to **lower their vehicles' total cost of ownership (TCO)** and **support company and customer values** by using and dispensing cleaner fuel, including electric vehicle (EV) charging stations and other clean fuel infrastructure.

Fleets can earn credits by using transportation fuels that are cleaner than the New Mexico carbon intensity standard if they measure and report the fuel dispensed from their fuel supply equipment (FSE). Because some companies must buy credits to comply with CTFP, **fleets can sell the credits they generate to earn revenue**.

Did you know?

Even a single 150kW Direct Current (DC) Fast Charger used for **45 minutes per day** on average is projected to generate more than **$3,000 annually**

Roads to revenue under CTFP: How it works

Fleets that **own EV charging stations and dispense electricity to their fleet vehicles or special equipment** are eligible to be first in line to claim credits.

"Special equipment" includes electric cargo handling equipment (eCHE), electric ground support equipment (eGSE), electric transportation refrigeration units (eTRU), electric forklifts, and public transit (electric buses or electric fixed guideway systems).

Estimated 2027 revenue at $100/credit based on daily charging time*		
One level 2 charger 13.2 KW capacity	1.2 hours	**$527**
	2.4 hours	**$1,054**
	4.8 hours	**$2,107**
One DC fast charger 150 KW capacity	.3 hours	**$1,496**
	.6 hours	**$2,993**
	1.2 hours	**$5,986**

*Revenue values are conservative estimates based on statewide grid average CI and projected 2027 credit pricing.

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Fleet profiles and examples

"I already own EV chargers" Ex. A rental car agency with locations in New Mexico owns and operates several level 2 chargers at its locations for its rental EVs.

- The agency could receive credits from the electricity dispensed from their chargers, which they sell to generate revenue.

"I manage a fleet for a company that wants to maximize EV incentives" Ex. A national retail company receives an NMED Diesel Emission Reduction Act grant to buy electric trucks to offset the purchase cost. They begin operating the electric truck and charging it in New Mexico.

- The company can receive CTFP credits from the electricity dispensed by chargers they own, which they sell to generate revenue, lowering Total Cost of Ownership.

"I want to maximize EV incentives but don't have time to deal with it" Ex. A New Mexico food product distributor procures several electric vans and earns $25,000 to install DC fast chargers through the Clean Car Charging Unit State Tax Credit. The distributor hires an 'aggregator' to participate in CTFP, splitting revenue with them.

- The distributor contracts with an aggregator, both parties register for CTFP, and the distributor designates CTFP responsibilities to the aggregator.
- The aggregator generates credits from electricity dispensed by the chargers, and to the van's electric transportation refrigeration unit (eTRU).
- The aggregator sells the credits and shares the revenue with the distributor according to their contract.

"I'm installing chargers through a vendor" Ex. An electric forklift fleet manager contracts a vendor to install and operate chargers. The manager finds a vendor already registered and earning credits in CTFP. Since the vendor owns the charger and participates in CTFP, they can claim credits for revenue.

- The manager negotiates for discounts prior to executing a vendor contract; OR
- The manager asks the vendor to transfer their credit-generating role to the manager, who then generates and sells the credits for revenue.

How-to opt in to CTFP to earn credits

1. Register your fleet in CTFP; pay a one-time registration fee on ARCS
2. Register the fleet's Fuel Supply Equipment (FSE) units on ARCS
3. Report metered electricity dispensed (in kilowatt-hours (kWhs) to fleet vehicles or special equipment each quarter and compliance period
4. Pay annual fees – minimal for credit generators
5. Generate and sell credits to other registered parties; report via ARCS
6. Collect and spend revenue however you like

Aggregators can handle steps 2-5 for fleets via a contract.

For more information, visit https://www.env.nm.gov/climate-change-bureau/clean-fuel-program/ or scan QR code: