

## Propst, Sarah, EMNRD

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**From:** Kristin Igusky <kigusky@usclimatealliance.org>  
**Sent:** Monday, July 1, 2019 12:29 PM  
**To:** Kristin Igusky  
**Cc:** Julie Cerqueira  
**Subject:** [EXT] Breaking: Montana joins the Climate Alliance--social media toolkit  
**Attachments:** EO-08-2019\_Creating Climate Solutions Council.pdf; U.S.-Climate-Alliance-GIFs\_1v4.gif; MT announcement\_twitter.png

Hi all-

Exciting news today—Governor Bullock from Montana becomes the 25<sup>th</sup> governor to join his state to the Alliance!

MT Press release: <http://governor.mt.gov/Pressroom/governor-bullock-establishes-montana-climate-solutions-council>  
Executive Order, attached, which:

- Joins MT to the Climate Alliance,
- Establishes the Montana Climate Solutions Council, tasking up to thirty Montanans with providing made-in-Montana recommendations and solutions to reduce greenhouse gas emissions, prepare the state for climate impacts, and address the needs of communities in transition through appropriate economic development and workforce strategies.

Here is our first tweet about this announcement:  
<https://twitter.com/USClimate/status/1145752787571138561>

And here are example tweets, in case your governor is interested in welcoming Governor Bullock and Montana to the Alliance:

I'm happy to welcome @GovernorBullock to the @USClimate Alliance. Together, we will continue to fight #climatechange and uphold the #ParisClimateAgreement despite the federal government's lack of action on this global problem.

I'm excited to welcome @GovernorBullock to the @USClimate Alliance. We are now 25 governors strong, and will continue to address the challenges of #ClimateChange and do what is right for our people, climate and economy. #ActOnClimate

I'm excited to welcome @GovernorBullock to the bipartisan @USClimate Alliance. Science and concern for our citizens drives our commitment to address #climatechange, and together, we will uphold the #ParisClimateAgreement to ensure a better future for all.

Thanks all!  
Kristin

**Kristin Igusky**  
Senior Associate | U.S. Climate Alliance  
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**STATE OF MONTANA  
OFFICE OF THE GOVERNOR  
EXECUTIVE ORDER No. 8-2019**

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**EXECUTIVE ORDER CREATING THE MONTANA CLIMATE SOLUTIONS  
COUNCIL AND JOINING THE STATE OF MONTANA TO THE U.S. CLIMATE  
ALLIANCE**

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**WHEREAS**, climate change poses a serious threat to Montana's natural resources, public health, communities, and economy;

**WHEREAS**, Montanans understand that climate change is occurring and are concerned about the impacts it will have on current and future generations;

**WHEREAS**, the most recent National Climate Assessment (NCA), released in November 2018 by the 13 federal agencies that comprise the U.S. Global Change Research Program, concluded that: the most recent decade was the nation's warmest on record; human activities, especially emissions of greenhouse gases, are the dominant cause of the observed warming since the mid-20th century; human-induced climate change is projected to continue and it will accelerate significantly if global emissions of heat-trapping gases continue to increase; and, the widespread and potentially irreversible impacts of a changing climate require an urgent effort to both reduce emissions and build resilience for communities;

**WHEREAS**, the 2017 Montana Climate Assessment found that annual average temperatures in the state have risen 2 to 3 degrees Fahrenheit since 1950 at approximately double the rate of the nation as a whole, and are projected to increase 4.5 to 6.0 degrees Fahrenheit by mid-century and 5.6 to 9.8 degrees Fahrenheit by the end of the century; and that rising temperatures in the state, which are projected to continue to exceed the national average will result in reduced snowpack, shifts in historical patterns of streamflow, increases in the frequency, size and likely severity of wildfires, and result in additional stress on Montana's water supplies;

**WHEREAS**, the NCA described threats posed by climate change to human health and well-being, national security, energy, and agricultural systems, including impacts from increased extreme weather events;

**WHEREAS**, the NCA further acknowledges that climate change poses significant threats to vulnerable communities who lack the resources, geographic mobility, and expertise to adapt to changes, including pronounced threats to the cultural resources, economic vitality and human health of Tribal Nations;

**WHEREAS**, protection of Montana's iconic hunting, fishing, and outdoor recreation opportunities remains critical to our heritage, quality of life, economy, and ability to attract and retain businesses in diverse industries;

**WHEREAS**, Montana's farmers and ranchers have long managed weather-related risks to help feed the nation and the world and will require new tools, including improved climate information, to support innovation and diversification of agricultural products and practices to better prepare for and mitigate future climate impacts;

**WHEREAS**, Montana's active engagement in climate solutions will lead to more sustained economic growth and expanded job opportunities for workers across the state's economy, including jobs tied to the production and export of clean, low-cost energy to meet regional demands;

**WHEREAS**, Montana's economy is well positioned to build upon the clean energy accomplishments over the past six years, including attainment of the 15 percent renewable portfolio standard for utilities in 2015, doubling wind capacity by constructing 180 megawatts of generating capacity from wind, quadrupling installed solar capacity with the development of Montana's first six utility-scale solar farms, installation of community solar projects by four rural electric cooperatives, and a 250 percent increase in the number of solar-powered homes and businesses;

**WHEREAS**, Montana's response to climate change can safeguard traditional economic strengths and spur a new generation of clean technology businesses through efforts to modernize the grid and power generation, pursue more renewable energy and energy efficiency, and encourage innovation;

**WHEREAS**, changing market conditions nationally and globally demand that Montana's businesses seek pragmatic solutions that maintain competitiveness and create a stable investment environment;

**WHEREAS**, furthering Montana's engagement in climate solutions will lead to more sustained economic growth and set the stage for a carbon-free energy future while increasing the number of jobs tied to the production and export of clean, low-cost energy and goods to meet regional, national and global demands;

**WHEREAS**, Montana's carbon dioxide emissions have dropped 20 percent from the historical high in 2007, while the state's gross domestic product grew more than 25 percent over the same period, demonstrating the resiliency of our economy to grow as emissions decline;

**WHEREAS**, U.S. states have continued to lead on climate change, have taken state-level action that is benefitting state economies and strengthening communities, and are demonstrating leadership to the nation and the world that ambitious climate action is achievable; and

**WHEREAS**, the bipartisan U.S. Climate Alliance was formed by governors in response to President Trump's decision to withdraw from the Paris Agreement, with member states committing to implement policies that advance the goals of the Paris Agreement, track and report progress to the global community, and accelerate new and existing policies to reduce carbon pollution and promote clean energy deployment at the subnational level.

**NOW, THEREFORE, I, STEVE BULLOCK**, Governor of the State of Montana, by virtue of the authority vested in me by the Constitution and laws of the State of Montana, Title 2, Chapter 15, MCA, and other applicable statutes, do hereby join the coalition of governors in the U.S. Climate Alliance, and create the Montana Climate Solutions Council (Council) and order as follows:

### **PURPOSE**

The Council shall provide recommendations and strategies for the State of Montana to reduce greenhouse gas emissions; strengthen greenhouse gas inventories and accounting to track progress and maintain accountability; prepare the state for climate impacts; and identify needs and gaps in climate science, decision support tools, and the research, development, and commercialization of new technologies. The Council shall focus on identifying strategies that build upon anticipated regional competitive advantages, prepare and build resilience for Montanans and the State government, and address the needs of communities in transition through appropriate economic development and workforce strategies.

### **DUTIES**

**Section 1:** By June 1, 2020, the Council shall issue the Montana Climate Solutions Plan (Plan). The Plan shall include recommendations toward achieving an interim goal of net greenhouse gas neutrality for average annual electric loads in the state by no later than 2035 and a goal of net greenhouse gas neutrality economy-wide at a date to be determined by the Council. The Plan shall build upon prior activities, including the Montana Renewables Development Action Plan, and shall consider cost-effective strategies that position the state to safeguard existing economic and energy assets, while pursuing future growth and competitive advantage opportunities to serve regional markets. The Plan shall include strategies in the following areas:

- a) Expanding renewable energy generation and pursuing cost-effective conservation and energy efficiency strategies to reduce or manage electric loads such as;
  - i. Expanding wind and solar generation at all scales;
  - ii. Exploring projects that complement existing and future generation sources such as pumped hydro and other forms of energy storage, biomass, and geothermal; and
  - iii. Pursuing solutions to properly value and deploy energy efficiency strategies throughout the energy system.
- b) Reducing emissions from traditional electricity generation sources while maintaining competitive advantages in electricity production, generation, and exports such as;
  - i. Continuing to advance the demonstration and deployment of carbon capture, storage, and utilization in support of negative emissions technologies; and
  - ii. Exploring the additional benefits and efficiencies associated with regional power markets.
- c) Supporting voluntary, incentive-driven tools and technologies for improving productivity, reducing emissions, and boosting soil health and carbon storage on farms and ranchlands, and in forests and wood products;
- d) Promoting alternative modes of transportation and electrification of the transportation sector, including regionally interconnected electric vehicle infrastructure corridors; and

- e) Continuing to reduce emissions from the State's fleet, facilities, and operations.

**Section 2:** The Council shall coordinate with the Montana University System (MUS) to identify strategies to build upon the work of the Montana Climate Assessment (MCA) to develop science driven, regionally relevant research on climate impacts facing Montana's economy. In addition to strategies to further the work of the MCA, the Council shall identify needs and opportunities for additional extension, outreach, and climate services to deliver timely and relevant climate science and decision support to stakeholders, including municipal, county and tribal governments.

The Council shall coordinate with the MUS to identify opportunities for the State to support innovation in climate-smart research and technology development, demonstration, and manufacturing working with the state's business community. The Council and MUS will identify opportunities for Montana to provide national and international leadership to advance technologies that support low and negative emissions and lead the deployment of new energy generation, transmission, and storage technologies. The Council and MUS will also identify strategies to support work at state universities that advances the engineering, design, research, and manufacturing of low emissions technologies in areas such as transportation, materials engineering, agricultural productivity, manufacturing, and natural resource management. Strategies should seek to integrate appropriate plans for economic development, workforce development, and technology transfer. Where possible, the Council and MUS should explore appropriate opportunities to link strategies to future updates to the MUS's Science and Technology Plan.

**Section 3:** Individual state agencies shall develop initiatives and goals for efficiencies in resource management and operations. The Council will coordinate with all relevant state agencies to ensure that the initiatives incorporate the Purpose and Duties of this Order, which are:

- a) Making climate an immediate and actionable priority for the State by improving efficiencies in resource management and operations through individual agencies initiatives and quantifiable goals that can be implemented now, with measurable progress made by June 30, 2020;
- b) Initiating a state government-wide effort to better prepare Montana for climate-related risks and disasters by incorporating climate adaptation strategies into existing planning and operations. The Council and agencies shall identify existing state plans and incorporate strategies into future planning efforts. Where required, agencies will prepare a Supplemental Climate Plan to address climate adaptation and resiliency. Supplemental Climate Plans should incorporate the best-available science concerning climate-related risks and vulnerabilities facing communities and key economic sectors in the state and identify prudent and cost-effective adaptation strategies and funding needs for building climate resilience and incentivizing preparedness as part of disaster relief. The Council and agencies should consider the need for landscape or watershed scale planning to effectively address risks and integrate solutions; and
- c) Determining any additional near-term strategies for infrastructure investment, environmental remediation, economic and workforce development in communities presently impacted, or anticipated to be impacted, from regional energy transitions.

## **COMPOSITION AND ORGANIZATION**

1. The Council members shall be appointed by and serve at the pleasure of the Governor.
2. The Council shall be comprised of members representing the various geographic areas, organizations, and economies of the state.
3. The Council shall include Ex-Officio members to support and inform the work of the Council, including the directors or their designees from the following state agencies: the Department of Natural Resources and Conservation, Department of Labor and Industry, Department of Environmental Quality, Department of Commerce, Department of Fish, Wildlife and Parks, Department of Administration, Department of Agriculture, Department of Transportation, Department of Military Affairs, Disaster and Emergency Services, Northwest Power and Conservation Council, and the Governor's Natural Resources Policy Advisor.
4. The Governor will designate two Co-Chairs of the Council: one Co-Chair shall be an appointed Council member and the other Co-Chair shall be an Ex-Officio member from the Governor's Office or Cabinet.
5. The Council may establish subcommittees comprised of Council members and Ex-Officio members to aid it in the performance of its duties.
6. The Council may establish procedural by-laws or operating principals to aid it in the performance of its duties.
7. The Office of the Governor and the Department of Environmental Quality shall assist in staffing the Council and may retain an independent contractor, or contractors, as necessary, to provide facilitation assistance and technical expertise to the Council.

## **DELIVERABLES**

The Council shall deliver plans according to the following schedule:

1. Draft Montana Climate Solutions Plan for Public Comment  
**Due: January 31, 2020**
2. Individual state agency initiatives and goals for efficiencies in resource management and operations  
**Due: March 15, 2020**
3. Final Montana Climate Solutions Plan Issued  
**Due: June 15, 2020**
4. Agency Supplemental Climate Plans  
**Due: June 15, 2020**
5. Agency progress reports on efficiencies in resource management and operations  
**Due: June 30, 2020**

## **ADMINISTRATION**

The Council shall engage members of the public in formulating their recommendations, including conducting meetings in an open and transparent manner and facilitating public comment on draft products at appropriate times during their deliberations. All recommendations of the Council shall be delivered to the Governor, the Energy and Telecommunication Interim Committee, the Environmental Quality Council Interim Committee, and the Public Service Commission upon completion.

## **DURATION**

The Council shall complete its work and cease to exist by August 1, 2020, unless rescinded or renewed by subsequent executive order.

## **COMPENSATION**

The Council members will be eligible for reasonable travel reimbursement per § 2-15-122, MCA.

This Order is effective immediately.









# MONTANA JOINS THE U.S. CLIMATE ALLIANCE

Governor Bullock's announcement marks the  
addition of our 25th governor in just two years

UNITED STATES  
CLIMATE ALLIANCE

## Propst, Sarah, EMNRD

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**From:** Michael Northrop <mnorthrop@rbf.org>  
**Sent:** Tuesday, July 16, 2019 2:35 PM  
**To:** kate.gordon@opr.ca.gov; mary.nichols@arb.ca.gov; zach.pierce@state.co.us; will.toor@state.co.us; katie.dykes@ct.gov; leo.r.asuncion@hawaii.gov; Hannah.Pingree@maine.gov; ben.grumbles@maryland.gov; kathleen.theoharides@mass.gov; dbobzien@energy.nv.gov; bcrowell@dcnr.nv.gov; kathleen.frangione@nj.gov; Ely, Sandra, NMENV; Propst, Sarah, EMNRD; dale.bryk@exec.ny.gov; nik.blosser@oregon.gov; janet.coit@dem.ri.gov; peter.walke@vermont.gov; chris.davis@gov.wa.gov; reed.schuler@gov.wa.gov; Deborah Burke; Bill.Ritter@colostate.edu; Patrick.Cummins@colostate.edu; jk2128@georgetown.edu; jcorvidae@rmi.org; cfrisch@rmi.org; katie.mccormack@ef.org; asteer@wri.org  
**Cc:** shelby.mcmichael@sgc.ca.gov; shannon.stewart@arb.ca.gov; nancey.steinheimer@state.co.us; Carmen.Colon@ct.gov; shanell.k.feliciano@hawaii.gov; kathy.bishop@maryland.gov; victoria.s.grimes@state.ma.us; pamalloy@energy.nv.gov; Barbara.Panebianco@nj.gov; Minerva.Cano@exec.ny.gov; jennifer.j.andrew@oregon.gov; Suzanne.Amerault@dem.ri.gov; Wendy.Hartzell@colostate.edu; eda.lee@wri.org  
**Subject:** [EXT] Pocantico Agenda July 17-18, 2019  
**Attachments:** Agenda Pocantico Leadership States July 17-18 2019.docx

Finally. The Agenda.  
Looking forward to seeing you tomorrow afternoon.  
Last note: Please dress comfortably. No need for business attire.

Safe travels,

Michael



*Draft Agenda*  
**Accelerating State Action on Climate Change**  
The Pocantico Center  
200 Lake Road  
Tarrytown, New York  
July 17-18, 2019

This meeting will provide an opportunity for lead policymakers from tri-ectra states taking action on climate change to share information on recent developments in their states and to strategize together on the most promising ways to accelerate the pace of implementation in response to the increasingly ambitious climate goals being established by their governors and state legislatures. The group will also discuss how state action can influence and underpin future federal action and how U.S. action should be aligning with the global climate negotiations.

**Wednesday, July 17**

- 6:00 pm      Reception in Loggia area of the Coach Barn
- 7:00          Dinner and Introductions
- 8:30          Hayloft conversation on the international climate negotiation; and on how states are successfully setting and implementing science-based targets.  
[Dr. Andrew Steer](#), President and CEO, World Resources Institute  
[Kathleen Frangione](#), Chief Policy Advisor to Governor Phil Murphy

**Thursday, July 18**

- 7:00 am      **Breakfast available in Coach Barn**
- 8:00          **Agenda Review and Meeting Objectives, Governor Bill Ritter, CNEE**  
**Summary Review of High Ambition Policy Papers.**  
Carla Frisch, Rocky Mountain Institute  
Patrick Cummins, Center for the New Energy Economy
- 8:30          **Meeting the Challenges Posed by the Transportation Sector**
- Update on federal vehicle standards and states' response: How can states work together to establish ambitious federal and state emission standards for new cars and trucks?
  - Regional Approaches: Status of Transportation and Climate Initiative and Pacific Coast Collaborative on EV's
  - Reducing VMT: Transit and Land Use initiatives
  - Other strategies to address CO2 emissions from transportation (e.g., incentives for EV purchases and charging infrastructure, Low-Carbon Fuel Standards, Volkswagen settlement funding.)
- 10:00          **Break**

- 10:30      **Natural Gas Lock in**
- Power Sector Infrastructure: Renewables Not Gas
  - Buildings: Electrification for Heating and Cooling;
  - Other Appliances: Stoves, Washer-Dryers, etc.
  - Industrial Sector: Moving industrial users away from fossil fuels and to clean energy sources poses a set of challenges similar to those associated with buildings in terms of efficiency, retrofits and electrification.
- 12:00      **Net Zero Buildings**
- Standard Setting, Disclosure, and Mandatory Retrofits, Market Creation
- 12:30pm      **Working Lunch: Oil & Gas Methane, HFC's, Land Based Storage & Resilience, Carbon Pricing**
- Some states face the issue of a rapidly expanding oil & gas sector and associated methane emissions. Colorado, New Mexico and California are working on this. Several states are early movers on HFC's: what are the lessons for other states? Land based sequestration and resilience strategies are under consideration in multiple states. Carbon pricing has been fiercely contested in WA, OR, and VA, just as a federal conversation on a carbon tax is starting. How should we be thinking about this?
- We will break up into 3-4 groups over lunch for a discussion on the model tools, policies and incentives states can use to make progress in these 4 sectors?*
- 2:00      **Collaborative Opportunities**
- Group actions by leadership states on policy and market creation
  - Outreach / support for opportunity states
  - Working with Cities
  - Setting the Policy Stage for Federal Action in 2021/Preparing for the Worst
  - Participation in upcoming COPs in Santiago and London
- 3:30      **Next Steps**
- 4:00      **Adjourn and Optional Tour of Kykuit for anyone who can delay their departure to 5:30.**

## Propst, Sarah, EMNRD

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**From:** Michael Northrop <mnorthrop@rbf.org>  
**Sent:** Monday, July 15, 2019 8:28 PM  
**To:** kate.gordon@opr.ca.gov; mary.nichols@arb.ca.gov; zach.pierce@state.co.us; will.toor@state.co.us; katie.dykes@ct.gov; leo.r.asuncion@hawaii.gov; Hannah.Pingree@maine.gov; ben.grumbles@maryland.gov; kathleen.theoharides@mass.gov; dbobzien@energy.nv.gov; bcrowell@dcnr.nv.gov; kathleen.frangione@nj.gov; Ely, Sandra, NMENV; Propst, Sarah, EMNRD; dale.bryk@exec.ny.gov; nik.blosser@oregon.gov; janet.coit@dem.ri.gov; peter.walke@vermont.gov; chris.davis@gov.wa.gov; reed.schuler@gov.wa.gov; Michael Northrop; Deborah Burke; Bill.Ritter@colostate.edu; Patrick.Cummins@colostate.edu; jk2128@georgetown.edu; jcorvidae@rmi.org; cfrisch@rmi.org; katie.mccormack@ef.org; asteer@wri.org  
**Cc:** shelby.mcmichael@sgc.ca.gov; shannon.stewart@arb.ca.gov; nancey.steinheimer@state.co.us; Carmen.Colon@ct.gov; shanell.k.feliciano@hawaii.gov; kathy.bishop@maryland.gov; victoria.s.grimes@state.ma.us; pamalloy@energy.nv.gov; Barbara.Panebianco@nj.gov; Minerva.Cano@exec.ny.gov; jennifer.j.andrew@oregon.gov; Suzanne.Amerault@dem.ri.gov; Wendy.Hartzell@colostate.edu; eda.lee@wri.org  
**Subject:** [EXT] Pocantico States Meeting July 17-18: 1 Background Note, 2 Leading Edge State Policy Options, 3 Summary of Existing State Policies, 4 Transportation and EV Policy Table; List of Attendees  
**Attachments:** 1 Background Note for July 17-18.docx; 2 Leading Edge State Policy Options.docx; 3 Summary of Existing State Policies.docx; 4 Transportation and EV Policy Table.docx; List of Attendees.pdf

Attached are 1) a revised background paper, 2) a "map" of high ambition policies being enacted broadly by subnational jurisdictions (prepared by Rocky Mountain Institute), and then two documents: 3) and 4) on the policies that participating states have enacted. #4 is just transportation policies (these last two documents were prepared by Colorado State).

Please review them and bring questions and comments. (You may want to print these out and review them as you are traveling to Pocantico.) It's a lot and won't all be discussed at this meeting; These are meant as a resource to be mined for good ideas and updated going forward.

We anticipate a quick conversation Thursday morning about the three policy documents (#2, #3, and #4).

Then we will dive into two particularly challenging areas -- transportation and natural gas -- for most of the morning.

We're going to insert a conversation about buildings too before lunch.

At lunch we'll have 3-4 table discussions with report backs to the group.

After lunch we'll have 2 hours of discussion about ways states can help each other, joint approaches, and next steps.

We know it's a jammed agenda.

Please bring your best ideas. We want the cream to rise to the top of each part of the conversation, and will be asking each of you to weigh in with specific ideas and lessons where you have them. Let us know in advance if there is something you want to be sure gets presented in the transport, natural gas and buildings sections of the agenda. If you know you are going to be part of one of the table conversations, please bring handouts, links, etc. if you can gather them up in time for the discussion.

We know each of these conversations will continue in a variety of fora going forward. We have three excellent state-focused groups in the room that will be future resources to you. There are other critical organizations like the Climate Alliance, who want to help push these discussions forward too.

We'll send around a next draft of the agenda on Tuesday.

Thanks again for being part of this discussion.





## **MEMORANDUM**

**To: Pocantico Participants**  
**Subject: Accelerating State Action on Climate Change**  
**July 17-18, 2019**

The 2018 elections brought forward a new group of state leaders – governors, legislators, policy makers, and agency officials – committed to reducing greenhouse gas emissions in their states. This new group of state leaders joins those of you who have been leading the charge for a decade or more. We are thrilled that so many of you are able to join us for this event where we will discuss ways to accelerate state action and ensure that the progress being made by U.S. leadership states is recognized and understood across the U.S. and at a global level.

While our time together at Pocantico is short, we hope to address each of the following topics:

- What are the leading edge clean energy policies and GHG reduction programs being enacted and implemented by U.S. states? Our discussion will focus especially on transportation, natural gas, and buildings.
- How can this group of state leaders support each other and also work together to bring other states into the fold? Can states do more to drive bipartisan approaches to climate actions?
- Can states working together accelerate market creation for cleaner vehicles, non-gas solutions like air source heat pumps, and other appliances?
- What steps can states be taking over the next 18 months to show the way forward for a next federal administration that supports clean energy and climate action?
- How can we ensure that leadership state voices (alongside other subnational leaders) offer encouragement to multilateral climate negotiations in the run-up to COP 26 in December 2020?

With these questions in mind, we will kick things off on Wednesday night with a discussion of the state of play in the international climate negotiations. Dr. Andrew Steer, President and CEO

of the World Resources Institute will join us for that conversation. We want to understand where the U.S. needs to be in order to play a constructive role in international discussions.

This has bearing on what level of ambition states must aim for. Kathleen Frangione, Chief Policy Advisor to New Jersey Governor, Phil Murphy, will describe the ambitious Paris-aligned approach her state has taken since Governor Murphy took office last year, how it has been framed, and how it has gathered momentum. We then want each of the participating states to weigh in on how they are thinking about this. We want to get lessons, good ideas, and questions on the table to help frame our conversation on Thursday. A core concern is how to get the politics right in order to maintain forward momentum.

Thursday morning, we will start with a rapid-fire review of the high ambition policies states are implementing to get to net zero carbon. *(Prior to the meeting, we will send two sets of background material. One set, prepared by Colorado State University, will lay out the specific policies each state in the room has enacted, and another document, prepared by the Rocky Mountain Institute, describes leading edge policies being enacted even more broadly sector-by-sector.)*

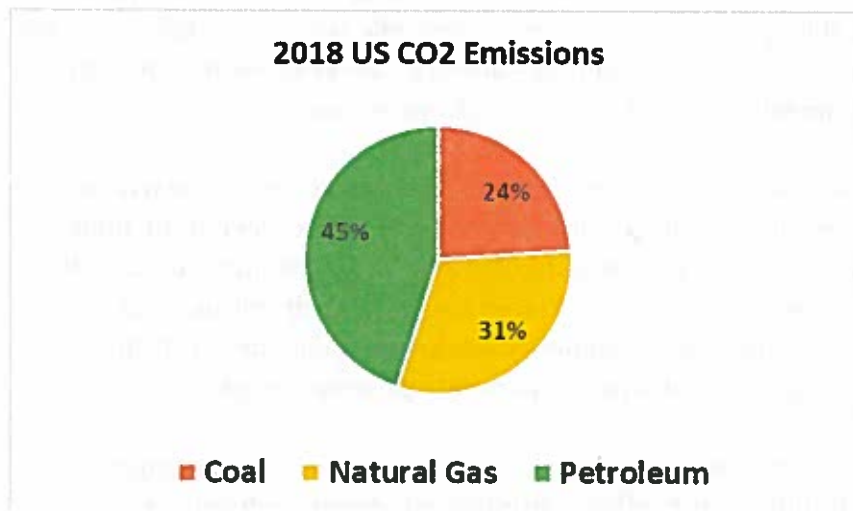
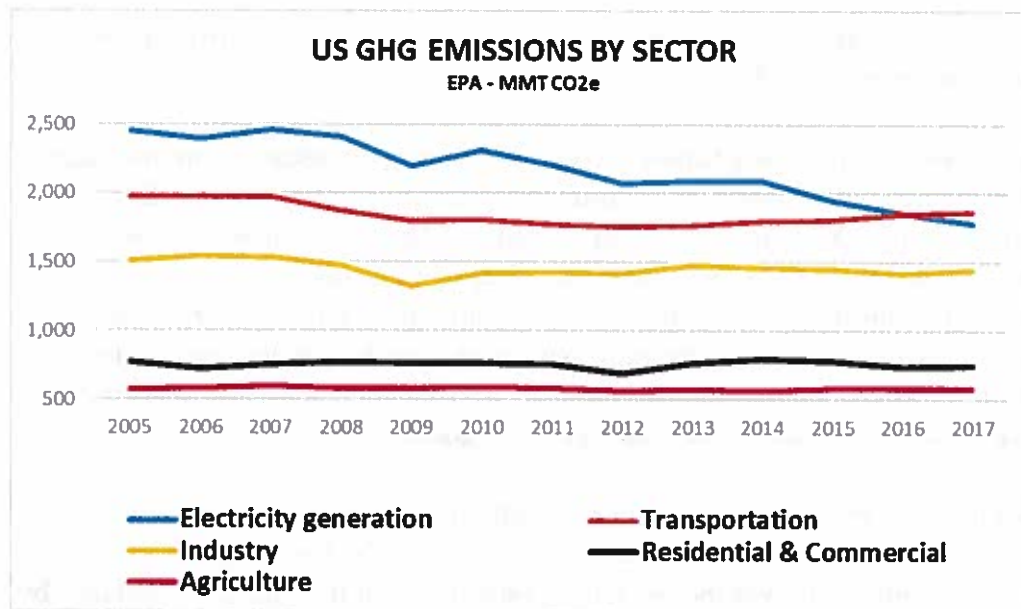
Rather than reviewing the full suite of leading-edge policies in detail, we plan to spend the morning before lunch focusing in on a few key policy challenges: transportation, natural gas, and buildings.

Over lunch we plan 3-4 table discussions and report outs to the group.

In the afternoon, we will tackle several questions, including how best to encourage other states to enact leadership policies, how states can work together with cities and business, how to use state action to lay the groundwork for ambitious federal policy as soon as 2021, and how to make state, and other subnational, voices present during a string of important upcoming international climate meetings in 2019 and 2020.

Below is some context to help us frame the policy conversations on Thursday.

**Transportation.** We will begin with a conversation on how to meet the challenge posed by emissions from the transportation sector. As we all know by now, the transportation sector has surpassed the electricity sector as the largest source of GHG emissions in the US. In 2018, emissions from the combustion of petroleum products were almost twice that of coal. Moreover, while emissions from coal continue to decline, emissions from the transportation sector have increased each year since 2012.



**Vehicle Standards.** Front and center in the discussion of how to reduce emissions from the transportation sector is the pending rollback of federal standards and the potential revocation of California's waiver, which would impact many of your states. We are fortunate that Mary Nichols will be with us to lead this discussion and help all the states in attendance figure out how you can work together to protect the progress you've made in this area.

**Other Transportation Strategies.** While each state in the room has some policies and programs in place to incentivize electric vehicle purchases and charging infrastructure, some states are going farther. A group of Northeast states is evaluating a market-based approach to reducing emissions from the transportation sector (Transportation Climate Initiative), while California and Oregon both have a low-carbon fuel standard. Pacific Coast Collaborative states have also been working on linking charging infrastructure along the west coast. Strategies to reduce VMT, invest in transit, and manage land use are also relevant to this discussion. We will ask

participating states to share their ideas for additional policies and programs to drive down emissions from the transportation sector.

**Electricity.** To date, states have had the greatest success in reducing emissions from the electric power sector. This is an area where states have a number of effective policy options, like renewable portfolio standards/clean energy standards, and you have used these policies to achieve substantial CO<sub>2</sub> emissions reductions from the electric power sector over the last 10 years (-30% nationwide). Building on this success, you are moving to achieve even more progress with many states and utilities setting aggressive near-term targets for renewable energy, along with the long-term goal of 100% clean energy. What challenges are emerging and how can states successfully implement these bold electricity goals?

**Natural Gas.** One of the primary challenges to deep de-carbonization of the electric power sector is the reliance on natural gas as the replacement for coal. On the Eastern grid, coal generation has fallen by almost half over the last ten years, but 75% of that has been replaced by natural gas generation. Sixty percent of electricity power in California is natural gas. We will review the current landscape of state policies for clean and renewable electricity, share ideas for next steps, and then discuss how you can work together – and with other states/regions – to make continued progress on the transition to a clean electric power sector.

**Buildings.** Residential and commercial buildings and industry are source categories where emissions have leveled off even as square footage has increased, but where steep reductions have not yet begun. We will discuss what states are currently doing to transition buildings to clean energy, and then identify what options exist for states to expand their policies and programs in areas like net zero building codes, mandatory disclosure, mandatory retrofits, and electrification of heating and cooling (much of which is currently powered by gas).

**Industrial Sector.** Reducing emissions from the industrial sector poses a set of challenges similar to those associated with buildings, including continued reliance on natural gas as a primary energy source.

**Methane and HFC's.** Some states are also dealing with very significant methane emissions problems associated with oil and gas production, and from industrial livestock operations. States also have a chance to reduce methane leaks from aging residential heating infrastructure. Some states have also taken action on eliminating HFC's, and since methane and HFC's are super greenhouse gases, progress in the near-term can be extremely meaningful.

**Land Use** based sequestration and resilience is an additional category we hope to make some time for over lunch. Climate Alliance states have taken some actions here that we can learn from. California is wrestling with land-based resilience as emissions from fires become a major hazard as well as emissions source.

If there is demand, we will check in on **Carbon pricing** programs over lunch as well. The U.S. Chamber of Commerce and the oil sector have said they are open to carbon pricing. Recent state attempts to enact carbon pricing in Washington, Oregon, and Virginia offer lessons we should consider as well.





GEORGETOWN CLIMATE CENTER



Rockefeller  
Brothers Fund



## BACKGROUND MEMORANDUM

**To:** Pocantico Participants  
**Subject:** Leading Edge Policy Priorities  
July 17-18, 2019

This memo includes examples of sector-specific states policies that will significantly reduce, or put states on a path to significantly reduce, greenhouse gas emissions. In particular, the policy priorities listed here can be addressed by states through collective action.

Several of these topics are covered in existing [US Climate Alliance](#) working groups. This list and the Pocantico meeting are meant to support those and other existing workstreams, in particular by providing an opportunity to think about how to amplify ambition. The state examples included in this document are by no means exhaustive, rather they are intended as a sampling to spur ideas. For additional examples, see the [Carbon-free Regions Handbook](#) or the [Fulfilling America's Pledge](#) report.

### Context:

Overall, natural gas now emits more greenhouse gases than coal in the United States and emissions from petroleum combustion are almost twice that of coal. At the same time, new estimates of methane leakage from natural gas systems indicate the impact may be larger than previously understood, especially considering that most inventories are based on the 100-year global warming potential of natural gas at 25X, not the 20-year potential of 84X. *The top line Challenge-Opportunity is to move away from the use of natural gas in buildings as a first priority, then electricity, and industry, while simultaneously moving quickly to move transportation systems off petroleum.*

We are well past the point of using natural gas as a transition fuel, and new policies and programs should explicitly avoid further “lock-in” investments like natural gas fueled municipal buses or energy efficiency funding for natural gas equipment. Biogas or “renewable” natural gas have the potential to replace a small portion of existing natural gas demand and should be reserved for high value uses, in particular uses that cannot be electrified. In this memo, policy opportunities to reduce and eliminate petroleum and natural gas are embedded under sector headings.



### **Transportation: electrification and efficiency, including through standards**

- Establish a top-level transportation goal and work with key stakeholders to develop an inclusive, sustainable transportation roadmap that aligns with the state's (or region's) climate action goals and includes best practices, implementation strategies, and a clear path forward. Be sure to include medium- and heavy-duty vehicles.
  - For example, the 12 northeastern states in the [Transportation and Climate Initiative \(TCI\)](#) are exploring regional solutions to accelerate EV deployment.
  - Hawaii, Colorado, Minnesota, and Tennessee have recently adopted electrification roadmaps that identify implementation strategies for increased EV adoption in 5 to 10 years.
- Enable smart mobility by integrating transportation policy with land-use policy.
  - Minneapolis banned single-family zoning across the entire city, enabling more compact and mixed-use development to be built.
  - [Denver's Transit Oriented Development Strategic Plan](#) outlines implementation steps, policy recommendations, and a monitoring system for development around city rail stations. [New Jersey's Transit Village Initiative](#) offers logistical and financial incentives for municipalities that revitalize areas around transit stations using principles of Transit Oriented Development.
  - New York City and Los Angeles are investigating the implementation of congestion pricing for high-traffic urban areas, building on schemes underway in London and Stockholm. Los Angeles has made a massive, multi-year commitment to building transit: [Measure M](#).
  - California's [SB375](#) uses a regional transportation planning process; California recently replaced "level-of-service" with "vehicle miles traveled" as the environmental impact evaluation metric for transportation plans and projects.
- Establish statewide electric vehicle adoption requirements with near-term benchmarks and implement market enablers that drive adoption.
  - Set zero-emission vehicle (ZEV) targets that increase over time, providing directional guidance to automakers, bus, and truck manufacturers. [9 states](#) ([CA](#), [CT](#), [ME](#), [MD](#), [OR](#), [NJ](#), [NY](#), [RI](#), and [VT](#)), representing one-third of the US automobile market, have adopted ZEV mandates.
  - Connecticut and Vermont offer significantly reduced EV registration fees.
  - Seattle, Los Angeles, New York City, and Washington DC have committed to fully electrified bus fleets (by 2020, 2030, 2040, and 2045 respectively).
- Provide incentives or programs to support low-income electric vehicle adoption.
  - [Washington](#) and [Oregon](#) offer tax credits for used EV purchases. Los Angeles, CA offers low-income residents the ability to participate in a [zero-emission carshare program](#).
- Continue to support clean car standards that enable increased efficiency, and in the longer term, advocate for standards that require electrification.

- 14 states have adopted California's aggressive [vehicle emissions standards](#).
- Build on and update existing low carbon (CA, OR) and alternative fuels standards (WA, MN, MO, LA, PA, HI, OR) where they exist. For new policies, work towards the next generation of clean fuel standards that prioritize clean electricity as a fuel source while aggressively decreasing the carbon intensity of difficult-to-electrify heavy-duty transport, shipping, and aviation.
- Remove barriers to building out charging infrastructure and work with public utility commissions to reassess regulatory approaches to pricing and vehicle-grid integration.
  - [Vermont](#) and Washington's new building codes require EV make-ready infrastructure and parking spaces.
  - [California's SB 350](#) provides guidance and direction towards utilities on participating in electrifying transportation.
  - Pacific Gas & Electric and Southern California Edison offer lower rate pricing for non-residential EV charging customers that charge during off-peak hours.
- Continue to cooperate on education and awareness.
  - "[Drive Change. Drive Electric](#)" is a joint effort by NY, CT, MA, NH, RI, VT, and NJ and 16 global automakers to promote the benefits of driving EVs, incentives available for purchasing, fuel cost savings, and charging locations.

## Electricity

- For those that have not yet done so, set 100% clean energy goals through a Renewable Portfolio Standard or Integrated Resource Planning requirements, and work with the state legislature to allocate resources to support achieving the goal.
  - Hawaii, California, New Mexico, Washington, Puerto Rico and the District of Columbia have all enacted a legally binding 100% [clean electricity standard](#). Nevada enacted a non-binding 100% clean electricity goal, and the Colorado legislature has passed a 100% goal applicable to Xcel Energy.
- Retire coal plants and reject plans for new coal plants, including through using securitization to deal with any remaining debt for plants.
  - [Xcel Energy](#), a utility serving Colorado, Michigan, Minnesota, New Mexico, North Dakota, South Dakota, Texas, and Wisconsin, has committed to going 80% carbon-free by 2030 and 100% carbon-free by 2050. Part of this initiative includes accelerating the retirement of its last two coal plants in MN to conclude by 2030.
- Retire natural gas plants and, where possible, reject plans for new natural gas plants as well as pipeline infrastructure. Require carbon capture and sequestration on natural gas plants.
- Support responsive grid planning that puts distributed energy resources on an equal footing with other generation sources.
- Support utility and rural coops as they work on clean electricity deployment, e.g. <https://beneficialelectrification.com/>

- Reduce barriers to deploying small and medium-scale solar PV by replacing the existing permitting system with an automatic online registration system.
- For states that have not done so already, join wholesale utility markets to take advantage of market efficiencies as well as trade electricity more seamlessly with other locations.

**Buildings:** Electrification (reduce/eliminate the direct use of fossil fuels in buildings) and efficiency

- As a minimum, adopt or encourage localities to adopt the 2018 international [building codes](#). As a next step, consider more advanced options including stretch codes and net zero codes (see below).
- Implement aggressive appliance efficiency standards which help save consumers money. Where possible, focus on enabling fuel switching from gas to electric appliances (e.g. for heating and cooling).
- Engage with key stakeholders to build a strong, inclusive and durable vision and plan for decarbonizing both public and private buildings, including setting clear timelines that align with state's climate goals.
  - New York state policy directs its utility regulator to pursue decarbonization and Massachusetts [state energy plan](#) acknowledges the need to increase electricity use in home heating.
  - California [set a goal](#) to reduce emissions from buildings by 40% and double energy efficiency by 2030.
- Ensure new buildings are all-electric through building codes or other authorities. All-electric new construction is already more [cost-effective](#) than construction with natural gas.
  - Arcata, CA and some small towns in upstate New York have all-electric policies. Berkeley, CA and Alameda, CA are in progress on all electric.
  - Rhode Island released a new [Executive Order](#) to transform the heating sector.
  - Oregon and Colorado are discussing net zero building codes. California has [zero net energy codes](#) and goals: all new residential construction will be net zero by 2020, and all new commercial by 2030. California also offers some incentives to make homes all electric.
  - The Architecture 2030 Challenge has a strategy for all new construction and renovations to be built to a zero net carbon standard starting in 2030 and a roadmap for 100% of buildings to achieve zero emissions by 2050.
- Begin orderly retrofit of existing buildings, starting with aligning incentives and programs with climate goals and focusing on existing replacement schedules.
  - Led by the rural coops, Minnesota is working through energy efficiency resource standards (EERS) redesign to allow fuel switching.
  - New York State has [established a requirement](#) that utilities achieve a portion of their required energy efficiency savings through deployment of heat pumps in

- over 80,000 homes. Massachusetts set a non-binding target for 500,000 homes to adopt heat pumps by 2030.
  - Vermont has an RPS that includes moving away from direct use of fossil fuels.
  - 50% of California's commercial buildings will be retrofit to [zero net energy](#) by 2030, and 50% state building renovations will be zero net energy by 2025.
- Stop expanding the gas distribution system and start planning for a staged transition.
  - California PUC has opened a proceeding to begin crafting a policy framework surrounding decarbonization of buildings.
- Assess the medical and other costs associated with burning of gas and other fossil fuels in our buildings, including the indoor and outdoor air quality impacts, and implement programs to eliminate such burdens.
  - [Australian researchers estimated](#) that gas stoves were responsible for 12.8% of that country's heavy asthma burden.
  - John Hopkins [researchers recommend](#) replacing gas stoves in homes where there are asthmatic children.
  - Burning fossil fuels in California's buildings [emits 3-4 times more NO<sub>x</sub>](#) than the state's power plants.

## Industry

- Establish emissions standards that require the installation of carbon capture and sequestration on high-emitting industrial facilities, while deploying financial incentives and support for industry to adopt electrified technology for processes where feasible and commercially available, and defray capital costs related to fuel-switching.
- Direct public utility commissions to work with state utilities to: implement or update energy efficiency resource standards (EERS) to specifically target energy-intensive facilities, develop new rate designs for industrial customers, and engage in long-term energy planning that considers increased transmission and distribution infrastructure for electrifying industries.
- Allocate R&D investments in support of industrial process/product redesign, identifying electric/low-carbon alternative manufacturing processes, and enhanced material efficiency.
- Consider applying carbon pricing schemes to industrial facilities to incentivize continuous improvement and investment in efficiency and lower-emitting technologies, while accounting for the heterogeneity of industrial actors.
  - California's [cap and trade program](#) includes high-emitting (>25,000 tons CO<sub>2</sub>e/year) industrial facilities and allocates part of the program revenues towards a [utility bill credit](#) for proactive facilities that have reduced their energy and emissions intensities.
  - States can encourage companies to adopt internal carbon prices for planning purposes, a practice which has helped update the operations of several companies.

## Super-polluting Methane and Hydrofluorocarbons (HFCs)

- In the short term, work on stopping methane leaks throughout the supply chain, primarily through enhanced leak detection and monitoring technologies. Over time, while moving toward electrification, eliminate downstream gas distribution pipelines.
  - State-level standards like Colorado's and California's standards go beyond federal standards by covering not only new and upgraded equipment, but also existing, high-emitting sources. They require operators to conduct periodic reviews of equipment to catch and repair methane leaks ([America's Pledge \(AP\) 2018](#)). Several other states have taken action.
  - California's AB 1496 requires the identification and monitoring of methane hot spots. California and other states meet these requirements through satellite remote sensing, flyovers, ground verification, and regional inventory analysis. These observations inform the development of methane control programs.
- Promote methane capture from livestock waste in the agricultural sector as well as from wastewater treatment facilities.
  - California's [SB 1383](#), which, along with HFC targets, established a target to cut methane emissions by 40%, including methane from manure management, and direct funds to programs that support installation of dairy digesters and other methane reduction tools and strategies. CA also credits methane abatement as an offset under its cap-and-trade program. ([AP 2018](#))
  - Washington, D.C., installed biodigesters at its Blue Plains water treatment facility and used the captured methane to supply 50 megawatts of power. ([AP 2018](#))
  - Biomethane can be used to meet California and Oregon's LCFS.
- Reduce fugitive methane emissions from landfills by promoting policies that divert waste from landfills and incentivize biomethane capture
  - Rhode Island, New York, Massachusetts, California, Vermont, and Connecticut have set statewide goals to divert solid waste from landfills.
- Adopt state SNAP standards to reduce HFCs.
  - California adopted regulations requiring a 40% reduction in HFC emissions below 2013 levels by 2030, consistent with the EPA's original vacated rules. Connecticut, Maryland, and New York announced their intent to regulate. Vermont passed legislation calling on executive agencies to develop regulations, and Delaware announced they would do the same. ([AP 2018](#))
- Begin to address existing sources of HFCs, for example by partnering with businesses and manufacturers that are already transitioning away from HFCs or incentivizing businesses and residences to switch to HFC alternatives.
  - For example, in EPA's [GreenChill](#) program supermarket chains have committed to reducing their HFC emissions.



## Land Use

Land use solutions are unique to each state but follow the principle of sequestering as much carbon as possible. Those listed here are from [Fulfilling America's Pledge 2018](#):

- Establish state-level programs that engage state and local governments, businesses, and communities in improving forest management, tree cover expansion, and soil health.
  - For example, Pennsylvania's Working Woodlands program accelerates large-scale forest protection and sustainable management by offering a new value proposition to forest landowners through forest certification and carbon markets. This model has been implemented in Tennessee, Michigan, and New York.
- Preserve forestland by increasing conservation designations and pursuing smart-growth development policies aimed at addressing development pressure.
- Invest in natural and working lands' GHG inventories and other measuring and monitoring programs, including remote sensing, to track progress.
- Collaborate with city officials and residents to preserve and expand urban forests through planting and tree-retention ordinances.
- Enhance opportunities for land-use and natural resources management at the landscape and watershed level by enabling multi-jurisdictional planning and regulation.
- Work with farmers by providing incentives and education to promote emissions reductions and sequestration through fertilizer management, crop changes, conservation tillage, and waste reduction.



## **Summary of Existing State Policies:**

<b>I. Climate / Carbon Policies</b>	<b>Pages 2-4</b>
<b>II. Energy Policies and Utility Goals</b>	<b>Pages 5-9</b>
<b>III. Appliance and Building Efficiency Policies</b>	<b>Pages 10-12</b>
<b>IV. Methane and HFC Emissions Policies</b>	<b>Pages 13-14</b>
<b>V. New and Noteworthy Legislation</b>	<b>Pages 15-18</b>



# State Climate / Carbon Policies

State	Emissions / GHG Goals	Other Carbon / Climate Activities and Policies
California	Adopted in 2006 ( <a href="#">AB 05-32</a> ): 1990 levels by 2020; amended in 2016 ( <a href="#">SB 15-32</a> ): 40% below 1990 levels by 2030. <a href="#">E.O. S-03</a> in 2005: 80% below 1990 levels by 2050.	<a href="#">Cap &amp; Trade Program</a> <a href="#">EO 8-55-2018</a> : achieve carbon-neutrality by 2045 and net-negative emissions thereafter. <a href="#">AB 17-398</a> : extends cap-and-trade through 2030. <a href="#">SB 15-350</a> : directs CARB to adopt rules removing disincentives for utilities' emissions reductions programs.
Colorado	Adopted 2019 ( <a href="#">HB 19-1261</a> ): more than 26% from 2005 levels by 2025, 50% below 2005 levels by 2030, and 90% below 2005 levels by 2050.	<a href="#">HB 19-1261</a> : in addition to expanding GHG reduction goals, provides for possibility of joining other jurisdictions in regional abatement schemes. <a href="#">SB 19-096</a> : directs the Air Quality Control Commission to track long-term emissions data and publish an inventory. <a href="#">SB 19-236</a> : utilities must include emissions reductions plans in their IRPs, and PUC must consider social cost of carbon.
Connecticut	Originally adopted 2004 ( <a href="#">SB 04-595</a> ), last amended 2018 ( <a href="#">SB 18-7</a> ): 10% below 1990 levels by 2020, 45% below 2001 levels by 2030, and 80% below 2001 levels by 2050.	The 2018 amendment to the GHG targets ( <a href="#">SB 7</a> ) also requires publication of seal level rise scenarios. In 2018, the Governor's Council on Climate Change put forward several <a href="#">policy recommendations</a> for reducing emissions.
Hawaii	Adopted 2018 ( <a href="#">HB 18-2182</a> ): carbon neutral by 2045.	<a href="#">HB 18-2182</a> also creates the Greenhouse Gas Sequestration Task Force to examine incentives and policies that will help the state further reduce emissions.  Hawaii is on <a href="#">track</a> to reduce GHG emissions to 1990 levels by 2020. The legislature set this target in 2007 ( <a href="#">HB 226</a> ).
Maine	Adopted 2019 ( <a href="#">LD 19-1679</a> ): 45% below 1990 levels by 2030, 80% below 1990 levels by 2050.	<a href="#">LD 19-1679</a> : establishes the Maine Climate Council, tasked with developing a climate action plan and clean energy economy transition plan.
Maryland	Adopted 2009, reauthorized and amended in 2016 ( <a href="#">SB 16-323</a> ): 25% below 2006 levels by 2020, and 40% below 2006 levels by 2030.	<a href="#">HB 19-277</a> : Authorizes Governor to include the state as full participant in regional initiatives (TCI) to reduce emissions from transportation. <a href="#">SB 19-516</a> : Among other provisions, increases the state's RPS to 50% by 2030. Requires study of a 100% renewable energy goal.

State	Emissions / GHG Goals	Other Carbon / Climate Activities and Policies
Massachusetts	Adopted 2008 ( <a href="#">the Global Warming Solutions Act</a> ): 25% below 1990 levels by 2020, and 80% below 1990 levels by 2050.	<a href="#">E.O. 2016-569</a> : requires the Secretary of Energy and Environmental Affairs to consult the GWSA Implementation Advisory Committee to establish statewide limits for 2030 and 2040, achieve further reductions from government operations, work to develop regional transportation policies, and lead reform on capacity and wholesale markets to achieve state mandates. DEP must also consider limits on sources such as natural gas pipelines and the transportation sector. The state's 2015 update to its <a href="#">Clean Energy and Climate Plan</a> provides a comprehensive suite of policies to reduce statewide emissions.
Nevada	Adopted 2019 ( <a href="#">SB 19-254</a> ): 28% below 2005 levels by 2025, 45% below 2005 levels by 2030, and “zero or near-zero” by 2050.	<a href="#">SB 19-254</a> : requires DCNR to submit a report on whether existing/pending state policies can ensure that the state achieves zero carbon emissions by 2050.
New Jersey	Adopted 2007 ( <a href="#">AB 07-3301</a> ): 1990 levels by 2020, and 80% below 2006 levels by 2050.	The <a href="#">Draft 2019 New Jersey Energy Master Plan</a> outlines multiple strategies for emissions reductions in the energy, transportation, and building sectors.
New Mexico	Adopted 2019 ( <a href="#">E.O. 003</a> ): 45% below 2005 levels by 2030.	Governor Grisham's <a href="#">executive order</a> on climate also created the interagency Climate Change Task Force to evaluate and report on mitigation and adaptation policies, including a market-based program to reduce carbon emissions.
New York	Adopted by Executive Order 24 in 2009, reaffirmed as a goal of the <a href="#">Reforming the Energy Vision</a> initiative: 40% below 1990 levels by 2030, and 80% below 1990 levels by 2050.  <a href="#">Senate Bill 19-6599</a> will create GHG emissions targets of 40% below 1990 levels by 2030 and 85% below 1990 levels by 2050, with the remaining 15% offset. The bill also requires the PSC to create a clean energy standard of 70% renewable energy by 2030 and 100% zero emissions by 2040.	<a href="#">SB 19-489</a> requires that the Environmental Improvement Board (EIB) promulgate a rule limiting CO <sub>2</sub> emissions from coal fired generating plants to an emissions standard of 1,100 lbs-CO <sub>2</sub> /MWh on or after January 1, 2023.  The state Soil & Water Conservation Committee administers a <a href="#">Climate Resilient Farming Program</a> to reduce agricultural emissions.  Governor Cuomo's REV initiative is a series of smaller initiatives to achieve carbon emissions reductions from multiple sectors, including transportation and buildings.
Oregon	Adopted 2007 ( <a href="#">HB 07-3543</a> ): 10% below 1990 levels by 2020 and 75% below 1990 levels by 2050.	<a href="#">HB 19-2020</a> (second reading in Senate on 6/19) would create a GHG emissions standard of 45% below 1990 levels by 2035 and 80% below 1990 levels by 2050 and achieve those reductions through a cap and trade program.

State	Emissions / GHG Goals	Other Carbon / Climate Activities and Policies
Rhode Island	Adopted 2014 ( <a href="#">the Resilient Rhode Island Act</a> ): 10% below 1990 levels by 2020, 45% below 1990 levels by 2035, and 80% below 1990 levels by 2050.	Governor Rainondo's <a href="#">executive order 2017-10</a> required the development of a statewide Climate Resilience Action Strategy by June 2018.
Vermont	Adopted 2006 ( <a href="#">S 06-259</a> ): 50% below 1990 levels by 2028, and if feasible, 75% below 1990 levels by 2050.	Executive Order 2017-12 created the Vermont Climate Action Committee. The Committee's <a href="#">2018 report</a> recommends using market-based mechanisms, sequestration measures, and carbon offset projects to address emissions.
Washington	Adopted 2008 ( <a href="#">HB 08-2815</a> ): 1990 levels by 2020, 25% below 1990 levels by 2035, and 50% below 1990 levels by 2050 or 70% below the state's expected emissions in 2050.	<a href="#">SB 19-5116</a> : Requires utilities to use emissions-free resources by 2045. Social cost of carbon must factor into IRP process.

# State Energy Policies and Utility Goals

State	Renewable / Clean Energy Targets	EERS	Utility Commitments / Goals
California	<a href="#">Adopted 2002, last amended 2018</a> : 33% by 2020, 60% by 2030, with a target of 100% carbon-free by 2045.	<p>Electric: Long-term goals average about 1.15% of retail sales through 2024. Average incremental savings targets average about 1.3% of retail sales electricity from 2020-2025.</p> <p>Natural Gas: Incremental savings target of 0.56% through 2024.</p> <p><a href="#">SB 15-350</a> requires state agencies and utilities to double cumulative efficiency savings achieved by 2030. Work to develop specific utility targets is ongoing.</p>	<p>Pacific Gas &amp; Electric: Member of the WeAreStill in coalition. Goal to avoid one million tons of cumulative greenhouse gas emissions from 2018 through 2022, compared to a 2016 baseline.</p> <p>SMUD: 33% renewable energy by 2020, 60% by 2030, and reduce retail load GHG emissions to net zero by 2040.</p> <p>Sempra Energy: 35% below 2010 emissions by 2021, SDG&amp;E is on track to meet CA's 50% by RE target.</p>
Colorado	<p><a href="#">Adopted 2004</a>: 30% by 2020 (IOUs), 10% or 20% by 2020 for municipalities and electric cooperatives depending on size.</p> <p>Polis Administration's <a href="#">Roadmap</a> to 100% Renewable Energy by 2040.</p>	<p>Electric: Flat target of 500 GWh or roughly 1.7% of sales per year. Black Hills follows Xcel's targets. <a href="#">HB 17-1227</a> extended electric efficiency programs to 2028 and required the commission to set goals of at least 5% peak demand reduction and 5% energy savings (as compared to 2018) by 2028 for demand-side management programs implemented during 2019 through 2028.</p> <p>Natural Gas: Savings targets commensurate with spending targets (at least 0.5% of prior year's revenue).</p>	<p>Xcel Energy: 55% RE by 2026, 80% GHG reduction by 2030, carbon-free by 2050.</p> <p>Platte River Power Authority: Zero carbon emissions by 2030.</p> <p>Holy Cross Energy: 70% emissions reduction by 2030.</p> <p>Poudre Valley Rural Electric Association: increase carbon-free energy from 33% to 80% by 2030.</p> <p>Colorado Springs Utilities: 20% renewable energy by 2020.</p>

State	Renewable / Clean Energy Targets	EERS	Utility Commitments / Goals
Connecticut	<a href="#">Adopted 1998, last amended 2018</a> : Class 1: 21% by 2020, 30% by 2025, 40% by 2030 (plus 4% class 1 or 2 by 2018, 4% class 3 by 2010).	<p>Electric: Average incremental savings of 1.11% of sales from 2019 through 2021. The state's renewable portfolio standard (RPS), established in 1998 and revised thereafter, requires that electricity providers and wholesale suppliers obtain 27% of their retail load from renewable energy and energy efficiency by 2020.</p> <p>Natural Gas: Average incremental savings of 0.59% per year from 2019 through 2021.</p>	AVANGRID (the United Illuminating Company is a subsidiary): increase installed renewable capacity by 2GW, reduce emissions intensity 25% below 2015 levels by 2020, 100% carbon neutral by 2035.
Hawaii	Adopted 2015 ( <a href="#">HB 15-623</a> ): 40% by 2030, 70% by 2040, and 100% by 2045.	<p>Electric: reduce electricity consumption by 4,300 GWh by 2030 (equal to approximately 30% of forecast electricity sales or 1.4% annual savings).</p> <p>Natural Gas: N/A (Natural gas plays a limited role in the state's energy generation mix.)</p>	<p>Hawaiian Electric Company: reduce GHG emissions more than 16% below 2010 levels by 2020. Achieved: 2014. Committed to meeting the 100% renewable energy target.</p> <p>Kaua'i Island Cooperative: 70% renewable by 2030.</p>
Maine	Adopted 2019 ( <a href="#">LD 19-1494</a> ): 80% by 2030, 100% by 2050.	<p>Electric: Savings of 20% by 2020, with incremental savings targets of ~ 1.6% per year for 2014-2016 and ~2.4% per year for 2017-2019. While Efficiency Maine operates under an all cost-effective mandate, the agency has fallen short of targets in recent years due to budget cuts.</p> <p>Natural Gas: Incremental savings of ~0.2% per year for 2017-2019.</p>	AVANGRID (Central Maine Power is a subsidiary): increase installed renewable capacity by 2GW, reduce emissions intensity 25% below 2015 levels by 2020, 100% carbon neutral by 2035.
Maryland	Adopted 2004, last amended 2019 ( <a href="#">SB 19-516</a> ): 28% by 2020, 40% by 2025, and 50% by 2030.	<p>Electric: 2% incremental energy savings goal through 2023. Utilities must also file an energy efficiency program plan every 3 years to be approved by the PSC.</p> <p>Natural Gas: goals and limited income goals are being developed.</p>	FirstEnergy (Potomac Edison Company is subsidiary in MD): 90% below 2005 emission levels by 2045.



State	Renewable / Clean Energy Targets	<a href="#">EERS</a>	Utility Commitments / Goals
Massachusetts	Adopted 1997, last amended 2018 ( <a href="#">Clean Energy Standard</a> ): 20% by 2020, 40% by 2030, 60% by 2040, and 80% by 2050. RPS: 13% by 2018, 55% by 2050.	Electric: Net annual savings of 3.45 million MWh (not including fuel switching) for 2019-2021, equivalent to savings of ~2.7% of retail sales per year.  Natural Gas: 1.25% of retail sales. Net savings of 95.89 MMBtu for 2019-2021.  Additional goal of 261.9 million net lifetime MMBtu for 2019-2021.	NationalGrid: 45% below 1990 emission levels by 2020, 70% below 1990 levels by 2030, and 80% below 1990 levels by 2050.
Nevada	<a href="#">Adopted 1997, last amended 2019</a> : 24% by 2021, 50% by 2030, with 100% by 2050 goal (up to 10% of the standard can be met using energy efficiency from 2020-2024).	<a href="#">SB 17-150</a> set baseline targets for electricity suppliers: 1% in 2018, 1.5% for 2021-2025.	NV Energy: seeks to double renewable generation by 2023. The utility included \$2 billion in renewable projects in its 2018 IRP, and expects to retire or divest 100% of its coal generation by the end of 2025.
New Jersey	<a href="#">Adopted 1999, last amended 2018</a> : 35% by 2025, 50% by 2030.	Electric: 2% electric savings (as a percent of average annual usage from the prior three years) within five years of the initial implementation of a utility's plan. In April, consultants presented the New Jersey Board of Public Utilities with the draft strategic plan for 2019-2022 for the statewide Clean Energy Program, including an energy efficiency portfolio achieving a 56% increase in savings by 2022.  Natural Gas: 0.75% savings (as a percent of average annual usage from the prior three years) within five years of the initial implementation of a utility's plan.	FirstEnergy (Jersey Central Power & Light is a subsidiary): 90% below 2005 emission levels by 2045.  Public Service Electric and Gas: eliminate 13 million metric tons of CO2 equivalent by 2030 (from 2005 levels).

State	Renewable / Clean Energy Targets	EERS	Utility Commitments / Goals
New Mexico	Adopted 2004, last amended 2019 ( <a href="#">Carbon-free Resource Standard</a> ): Distribution cooperatives: 10% by 2020, 40% by 2025, 50% by 2030, and zero-carbon (at least 80% RE) by 2050. IOUs: 20% by 2020, 40% by 2025, 50% by 2030, 80% by 2040, and carbon-free by 2045.	Electric: The state's three public utilities must achieve 5% savings of 2020 retail sales by 2025.  <a href="#">HB 19-291</a> directs the Public Regulation Commission to set additional targets through 2030.	Xcel Energy: 55% RE by 2026, 80% GHG reduction by 2030, and carbon-free by 2050.  PNM: carbon-free by 2040 (5 years ahead of the deadline established by <a href="#">SB 19-489</a> ). PNM plans to retire San Juan by 2022.
New York	Adopted 2016 ( <a href="#">Clean Energy Standard</a> ): 50% by 2030.	Statewide all-fuels target of 185 Tbtu cumulative annual savings for 2015-2025, or approximately 3% of incremental electric sales.  Electric: detailed proposals are to be submitted by the utilities to the PSC. The PSC assumes that these plans will account for 2% of the statewide goal, with the remainder accounted for by NYSERDA, codes and standards, and other state activities.  Natural Gas: no specific targets, but savings will count toward statewide goal.	Long Island Power Authority: add 800 MW of clean energy by 2030.  AVANGRID (New York State Electric & Gas Corporation and Rochester Gas & Electric Corporation are subsidiaries): increase installed renewable capacity by 2GW, reduce emissions intensity 25% below 2015 levels by 2020, and 100% carbon neutral by 2035.  NationalGrid: 45% below 1990 emission levels by 2020, 70% below 1990 levels by 2030, and 80% below 1990 levels by 2050. Portland General Electric and Pacific Power will be nearly coal free by 2030, entirely coal free by 2035. Avista: carbon-neutral electricity supply by 2027; 100% clean by 2045.
Oregon	<a href="#">Adopted 2007, last amended 2016</a> : Large IOUs (3% or more of state's load): 50% by 2040 Large COUs: 25% by 2025 Small Utilities (1.5 to <3% of state's load): 10% by 2025 Smallest Utilities (<1.5% of state's load): 5% by 2025 Total coal phase out by 2035. <sup>1</sup>	Electric: Incremental targets average ~1.3% of sales annually for the period 2015-2019.  Natural Gas: Incremental savings of 0.3% of sales annually for the period 2015-2019.	

<sup>1</sup> Utilities that buy into a new coal plant or sign a new contract specifically for new coal power and publicly-owned utilities that annex investor-owned utility territory without consent (aside from municipal utilities under certain conditions) are subject to the "large utility" standards.

State	Renewable / Clean Energy Targets	<u>EERS</u>	Utility Commitments / Goals
Rhode Island	<u>Adopted 2004, last amended 2016:</u> 16% by 2020, 31% by 2030, 38.5% by 2036.	Electric: Average incremental savings of 2.5% for 2018-2020.  Natural Gas: Average incremental savings of 0.97% for 2018-2020.	NationalGrid: 45% below 1990 emission levels by 2020, 70% below 1990 levels by 2030, 80% below 1990 levels by 2050.
Vermont	Adopted 2015: 55% by 2017, 75% by 2032, and 12% energy transformation projects (EE, EVs, storage) by 2032.	Vermont law requires Energy Efficiency Utility budgets to be set at a level that would realize "all reasonably available, cost-effective energy efficiency" and set specific energy and peak demand savings targets. Average incremental electricity savings totaling 357,400 MWh over 2018-2020, or approximately 2.4% of annual sales.  Natural Gas: Three-year annual incremental savings of 192,599 Mcf spanning 2018-2020 or 0.5% of sales.	Green Mountain Power, 2018 Goal: partner with customers to drive down costs and eliminate more than 8,000 metric tons of carbon emissions per year using clean energy for the next two decades.
Washington	<u>Adopted 2006, amended 2019:</u> 15% by 2020, coal phased out by 2025, carbon neutral by 2030, 100% carbon-free by 2045.	Electric: average around 1.4% incremental savings per year.  Natural Gas: in 2014, all four IOUs committed to a voluntary pilot program with the potential to save over 280 million therms annually.	Avista: carbon-neutral electricity supply by 2027, 100% clean by 2045.  Seattle City Light: carbon neutral since 2005.  Puget Sound Energy: reduce carbon emissions 50% by 2040, 100% coal-free generation by the early 2030s.



# State Appliance and Building Efficiency Policies

State	Appliance Standards Opposing Federal Rollback <sup>2</sup>	<a href="#">Building Efficiency Codes</a>
California	In December 2008, California adopted a 45 lumen per watt standard for general service lamps (GSLs) as defined in the 2007 Energy Independence and Security Act (EISA). California's <a href="#">Title 20 Appliance Efficiency Regulations</a> have <a href="#">existing provisions</a> that backstop all other federal appliance standards in case of repeal or rollback.	<p><b>Commercial:</b> meets or exceeds ASHRAE 90.1-2013</p> <p><b>Residential:</b> meets or exceeds IECC 2015</p> <p><b>Solar:</b> The California Energy Commission adopted revisions to the Energy code in May 2018. The most noteworthy new provision is a requirement for all new low-rise homes to install PV equipment with an annual output greater than or equal to the home's annual electric consumption. The proposed amended standards, which still need to be approved by the California Building Standards Commission would go into effect on January 1, 2020.</p>
Colorado	<a href="#">HB 19-1231</a> updates and adopts standards for water efficiency and energy efficiency that apply to a list of 15 consumer and commercial appliances and other products. The bill also includes a provision to adopt current federal standards to backstop all other federal appliance standards in case of repeal or rollback.	<p>No mandatory statewide code, but any county or municipality that had a building code in place was required to adopt 2003 IECC or 2006 IECC as the minimum energy code standard by July 1, 2008.</p> <p><b>Solar:</b> Builders of single-family homes are required to offer solar energy as a standard feature to all prospective homebuyers. Builders are required to give the buyer the option to have either a PV system or a solar water heating system installed on their new home or to have all the necessary wiring and plumbing installed so that they can easily add a solar system later.</p>
Connecticut	N/A	Residential and commercial building codes are based on the 2012 IECC, with weakening amendments.
Hawaii	<a href="#">HB 19-556</a> requires the Department of Business, Economic Development and Tourism to adopt minimum appliance efficiency standards for certain products sold or installed in the State that are substantially equivalent to existing appliance efficiency standards established in California and by the federal government.	<p>Residential and commercial building codes are based on the 2015 IECC, with weakening amendments.</p> <p><b>Solar:</b> As of January 1, 2010, building permits may not be issued for new single-family homes that do not include a solar water-heating system.</p>

<sup>2</sup> In May 2019, 36 utility companies [opposed](#) the DOE proposal to roll back lightbulb efficiency stating that "The 2020 standard for lightbulbs should remain applicable to all common household lightbulbs, and efficiency standards for other products should not be delayed."

State	Appliance Standards Opposing Federal Rollback	<a href="#">Building Efficiency Codes</a>
Maine	N/A	Commercial: based on the 2009 IECC and ASHRAE 90.1-2007 Residential: based on the 2009 IECC
Maryland	N/A	Residential and commercial building codes are based on the 2015 IECC.
Massachusetts	N/A	Commercial: based on the 2015 IECC and ASHRAE 90.1-2013 Residential: based on the 2015 IECC
Nevada	<a href="#">AB 19-54</a> adopted the federal light bulb standards.	Commercial: 2012 IECC, with amendments or ASHRAE 90.1-2010 Residential: 2012 IECC, with amendments
New Jersey	N/A	Commercial: based on ASHRAE 90.1-2013 Residential: based on 2015 IECC  <a href="#">Solar</a> : Developers of residential developments with 25 or more dwelling units must "offer to install, or to provide for installation of, a solar energy system" when technically feasible. The law took effect immediately upon enactment; however, the Department of Community Affairs (DCA), in cooperation with the New Jersey Board of Public Utilities (BPU), must develop rules and standards for its implementation. The law does not provide a time frame for the adoption of regulations and it does not appear that such rules have been established.
New Mexico	N/A	Commercial and residential are based on the 2009 IECC, with amendments
New York	N/A	Commercial: based on the 2015 IECC and ASHRAE 90.1-2013, as modified by the 2016 supplement Residential: based on the 2015 IECC, as modified by the 2016 supplement
Oregon	N/A	Commercial: based on ASHRAE 90.1-2010 Residential: more stringent than the 2009 IECC
Rhode Island	<a href="#">SB 19-552</a> , which has been "held for further study", would establish minimum appliance energy efficiency standards.	Commercial: based on the 2012 IECC and ASHRAE 90.1-2010 Residential: based on the 2012 IECC, with amendments

State	Appliance Standards Opposing Federal Rollback	Building Efficiency Codes
Vermont	<a href="#">H 17-411</a> provides that the state will enforce federal standards if they are “withdrawn, repealed or otherwise voided” at the federal level. Efficiency measures protected by the new Vermont law include all standards on the federal books as of January 17, 2017, including ones that have yet to take effect, including the light bulb standards slated for implementation in 2020.	Commercial: based on the 2015 IECC and ASHRAE 90.1-2013, with amendments Residential: based on the 2015 IECC
Washington	<a href="#">HB 19-1444</a> adopts federal light bulb standards, providing a backstop to a potential federal rollback.	Commercial and Residential: based on the 2015 IECC, with amendments <a href="#">HB 19-1257</a> : Department of Commerce is to create a State Energy Performance Standard by November 1, 2020 to reduce energy use and GHG emissions associated with large commercial buildings.

# State Methane and HFC Emissions Policies

State	Methane Emissions Policy	HFC Emissions Policy
California	CARB adopted <a href="#">stringent methane regulations</a> for monitoring and repairing pipeline leaks in 2017 (required by <a href="#">SB 16-1383</a> ). The <a href="#">CPUC</a> <a href="#">ordered utilities</a> to file methane abatement compliance plans by March 2019 (pursuant to <a href="#">SB 14-1371</a> ).	<a href="#">SB 18-1013</a> creates the Fluorinated Gases Emission Reduction Incentive Program to promote the adoption of low-global warming potential refrigerants. The schedule to ban products made with HFCs begins 2022.
Colorado	<a href="#">SB 19-181</a> directs the Air Quality Control Commission to bolster methane regulations by promulgating rules for all points in the natural gas supply chain (processing, gathering & boosting, storage, and transmission). The legislation also affirms local authority over oil and gas siting and sets objectives to protect public health.	<a href="#">SB19-096</a> requires the development of a GHG inventory, which will include HFCs.
Connecticut	N/A. Connecticut's <a href="#">omnibus energy bill</a> , <a href="#">HB 19-5002</a> , did not include regulations for methane emissions. <a href="#">Studies of CT pipelines</a> reveal the need to modernize gas infrastructure.	Governor Malloy <a href="#">directed DEEP</a> to develop HFC controls modelled after CARB's that would fit within the state's air quality regulatory framework. New regulations are expected in 2020.
Hawaii	N/A	N/A
Maine	Maine's <a href="#">policy</a> establishes a classification system for pipeline leaks, and sets detection and repair requirements for pipeline operators. Governor Mills joined 15 other attorneys general in <a href="#">suing the Trump administration</a> for halting enforcement of federal methane rules.	N/A
Maryland	The Greenhouse Gas Emissions Reductions Act requires the maintenance of <a href="#">GHG emissions inventories</a> . The Maryland Department of Environment (MDE) publishes data on methane from wastewater, landfills, and oil and gas operations. MDE is in the process of developing proposed methane regulations - <a href="#">Methane Emissions Minimization Plans (MEMPs)</a> - for curbing leaks across the natural gas supply chain.	MDE is <a href="#">in the process of developing</a> HFC regulations for foam and refrigerant products pursuant to <a href="#">SB 16-323</a> (the Greenhouse Gas Emissions Reduction Act).

State	Methane Emissions Policy	HFC Emissions Policy
Massachusetts	To meet state emissions reductions goals, the <a href="#">DEP adopted rules</a> in 2017 to require natural gas operators to reduce methane emissions annually (specified by utility), keep inventories, and repair pipeline leaks. The <a href="#">DPU adopted rules</a> in March 2019 that establish methods for identifying high-priority leaks. The rules also require that gas operators accelerate repairs when leaks are located in 'environmentally sensitive areas'.	Massachusetts published its <a href="#">Comprehensive Energy Plan</a> in late 2018. HFC regulations have not been announced, but the state's Attorney General <a href="#">joined 10 other states</a> to sue the EPA for its HFC rule rollback in 2018.
Nevada	N/A	N/A
New Jersey	<a href="#">S 19-3207</a> , if enacted, would bolster the state's GHG emissions reporting requirements and require the development of a comprehensive statewide strategy for mitigating 'short-lived' GHGs, including methane. As of May 2019, the bill had been passed by both chambers of the legislature.	<a href="#">S 19-3207</a> includes a provision requiring the development of a comprehensive strategy to reduce emissions of short-lived climate pollutants in the State. This requirement is based on legislation adopted and implemented in California.
New Mexico	Governor Grisham's <a href="#">EO 2019-003</a> directs EMNRD and NMED to develop a regulatory framework to reduce oil and gas sector methane emissions. The NMED maintains an <a href="#">interactive map of oil and gas site emissions</a> .	N/A
New York	Governor Cuomo's <a href="#">Methane Reduction Plan</a> (2017) outlines multiple policies to achieve emissions reductions targets, including monitoring and repair of natural gas pipelines.	The New York State Department of Environmental Conservation <a href="#">is developing regulations</a> to phase out HFCs between 2020 and 2024, a draft proposal was released in September of 2018.
Oregon	<a href="#">HB 19-2020</a> would have directed the Environmental Quality Commission to develop rules regulating methane emissions from landfills, agriculture, and forestry. No legislation or regulations are in place for pipeline leaks.	N/A
Rhode Island	<a href="#">The Rhode Island Energy 2035 Plan</a> (2015) recommended reviewing the state's natural gas replacement and repair policy, suggesting an update to National Grid's Gas Infrastructure, Safety, and Reliability Plan for detecting and repairing pipeline leaks.	N/A
Vermont	Gas utilities <a href="#">must 'routinely' inspect</a> for leaks. No comprehensive program for pipeline emissions reductions is in place.	<a href="#">S 19-0030</a> establishes a schedule between 2020 and 2024 for when certain products must be manufactured without HFCs.
Washington	<a href="#">State law</a> establishes a classification system for pipeline leaks and requires utilities to maintain permanent leak records and conduct a self-audit every five years.	<a href="#">HB 19-1112</a> establishes a regulatory framework for phasing out HFCs in the state, banning specific products beginning in 2020.



## New and Noteworthy Legislation

State	Bill Number	Summary
California	<a href="#">SB 18-1013</a>	Codifies the prohibitions on certain ozone depleting substances and HFC) adopted by the U.S. EPA as part of the Significant New Alternatives Policy (SNAP) Program.
Colorado	<a href="#">HB 19-1261</a>	Sets statewide GHG emissions reduction goals to more than 26% from 2005 levels by 2025, 50% below 2005 levels by 2030, and 90% below 2005 levels by 2050.
	<a href="#">SB 19-096</a>	Requires the AQCC to collect greenhouse gas emissions data from greenhouse gas-emitting entities, report on the data, develop a forecast of future emissions, and propose a draft rule to address the emissions by July 1, 2020.
	<a href="#">SB 19-181</a>	Modifies the composition of the COGCC, requires that the COGCC review and, if necessary, amend existing rules related to methane emissions and oil and gas operations, removes the state preemption of oil and gas regulation, and expands the authority of local governments to regulate oil and gas development.
	<a href="#">SB 19-236</a>	Among other provisions, the bill supplements existing state renewable energy standard laws by establishing targets for the reduction of CO <sub>2</sub> emissions by Xcel Energy (80% below 2005 levels by 2030, 100% by 2050 and thereafter, if practicable). Other utilities may opt in to submitting clean energy plans. The bill also allows utilities to apply to the PUC for approval of a financing order to issue securitized utility ratepayer-backed bonds when retiring an electric generating facility. Bonds are to be used by the utility to purchase, build, or invest in electric generating resources or electricity storage, and repaid through a distinct charge on ratepayers. The bill requires the PUC to promulgate rules that require each wholesale electric cooperative to submit an application for approval of an integrated or electric resource plan. The PUC must evaluate the plans using rules adopted that are applicable to these cooperatives. The bill also requires the PUC to promulgate rules establishing requirements for IOUs to file electric distribution plans; requires IOUs to include a workforce transition plan when proposing the retirement of an electric generating facility; directs the PUC to require electric public utilities to consider the cost of carbon dioxide emissions in certain proceedings; requires the PUC to conduct an investigation of financial performance-based incentives and performance-based metric tracking; and directs the PUC to open an investigatory proceeding to evaluate the costs and benefits associated with regional transmission organizations, energy imbalance markets, joint tariffs, and power pools.
Connecticut		
Hawaii		
Maine	<a href="#">LD 19-1679</a>	Updates the state's GHG emissions reduction targets to 45% below 1990 levels by 2030, and 80% below 1990 levels by 2050. Establishes the Maine Climate Council, comprised of state agencies and stakeholders tasked with developing a climate action plan and a clean energy economy transition plan.

State	Bill Number	Summary
Maryland	<a href="#">HB 19-277</a>	Authorizes the Governor to include the state in any regional governmental initiative, agreement, or compact that limits or reduces greenhouse gas emissions from the transportation sector; requires the Department of the Environment and the Department of Transportation to submit a report on the status of any regional initiative before November 1, 2019.
	<a href="#">SB 19-516</a>	Among other provisions, increases the state's RPS to 50% by 2030. Requires study of a 100% renewable energy goal.
Massachusetts	<a href="#">H 18-4857</a>	Establishes an energy storage target of 1,000 MWh by 2025. Requires electric suppliers to provide a minimum percentage, as determined by the Department of Energy Resources (DER), of kWh sales from clean peak resources. Also provides for EDCs to submit distribution system resiliency reports to the DER. Allows EDCs to hold competitive solicitations for procurement of non-wires alternatives from third party developers. Establishes reporting requirements for lost and unaccounted for gas for gas companies for the purpose of reducing GHG emissions. Requires the DER to study the costs and benefits of requiring EDCs to issue competitive bids for up to 1,600 MW of additional offshore wind.
Nevada	<a href="#">SB 19-254</a>	Sets GHG emissions reduction targets: 28% below 2005 levels by 2025, 45% below 2005 levels by 2030, and "zero or near-zero" by 2050. Also requires DCNR to submit an emissions report, and provide analysis of whether existing/pending state policies can ensure that the state achieves zero carbon emissions by 2050.
	<a href="#">SB 19-358</a>	Increases the state's clean energy standard to 50% by 2030. Includes a zero carbon by 2050 goal.
New Jersey	<a href="#">AB 18-3723</a>	Requires the BPU to conduct an energy storage analysis, make changes to the solar renewable energy certificate program, adopt energy efficiency and peak demand reduction programs, adopt a "Community Solar Energy Pilot Program," and provide tax credits for certain offshore wind energy projects. The bill also requires the Department of Labor and Workforce Development to establish job training programs for those who work in manufacturing and servicing of offshore wind energy equipment.
	<a href="#">SB 19-3207</a>	If enacted, the bill will establish new timeframes for the implementation of certain requirements in the "Global Warming Response Act" (GWRA), and require the Department of Environmental Protection (DEP) to adopt a strategy to reduce short-lived climate pollutants.
New Mexico	<a href="#">SB 19-489</a>	Increases the state's RPS as follows: Distribution cooperatives: 10% by 2020, 40% by 2025, 50% by 2030, zero-carbon (at least 80% RE) by 2050. IOUs: 20% by 2020, 40% by 2025, 50% by 2030, 80% by 2040, and resources must be carbon-free by 2045. Also authorizes an alternative mechanism ("energy transition bonds" or "securitization") for financing the retirement of coal-fired power plants. The mechanism has been designed to accommodate the retirement in 2022 of units 1 and 4 of the San Juan Generation Station (SJGS) and to anticipate the closure of the Four Corners Power Plant in 2031. The bill also requires that the Environmental Improvement Board (EIB) promulgate a rule limiting carbon dioxide emissions from coal fired generating plants to an emissions standard of 1,100 lbs-CO2/MWh on or after January 1, 2023.

State	Bill Number	Summary
New York	<a href="#">SB 19-6599</a>	If enacted, will create GHG emissions targets of 40% below 1990 levels by 2030 and 85% below 1990 levels by 2050, with the remaining 15% offset. The bill also requires that the PSC creates a clean energy standard of 70% renewable energy by 2030 and 100% zero emissions by 2040.
Oregon		
Rhode Island		
Vermont	<a href="#">HB 19-529</a>	Excludes from the definition of a net metering system a plant for generation of electricity that primarily supplies electricity to electric vehicle supply equipment for the resale of electricity. Requires the Public Utility Commission to report on steps necessary to implement fees on plug-in electric vehicle charging and how to address net metering and net metering credits by December 15, 2019. Establishes the vehicle incentive and emissions repair programs, which, among other things, provide point-of-sale vouchers for the purchase or lease of new plug-in electric vehicles. Permits State agencies that own or control electric vehicle supply equipment (EVSE) to establish, set, and adjust fees for the use of EVSE available to the public for three years starting on July 1, 2019. Specifies that the PUC does not have jurisdiction over persons otherwise not regulated by the PUC that engage in the siting, construction, ownership, operation, or control of a facility that sells or supplies electricity to the public exclusively for charging a plug-in electric vehicle. Requires the Commissioner of Buildings and General Services, to the maximum extent practicable, to purchase and lease hybrid or plug-in electric vehicles for the State fleet with a minimum of 50%, bumped to 75% on July 1, 2021, of newly purchased and leased vehicles being hybrid or plug-in electric vehicles.
	<a href="#">S 19-30</a>	Establishes a schedule between 2020 and 2024 for when certain products must be manufactured without HFCs.
Washington	<a href="#">HB 19-1112</a>	Establishes a schedule between 2020 and 2024 for when certain products must be manufactured without HFCs.
	<a href="#">HB 19-1257</a>	Requires the State Building Code Council to develop rules that require and regulate electric vehicle charging capability at all new buildings that provide on-site parking. Requires the Department of Commerce to create a State Energy Performance Standard by November 1, 2020 to reduce energy use and GHG emissions associated with large commercial buildings. Requires gas companies to identify and acquire all conservation measures that are available and cost-effective. The cost-effectiveness analysis must include the societal costs of GHG emissions. The targets must be based on a conservation potential assessment prepared by an independent third party and approved by the UTC. A gas company may propose a renewable natural gas program under which the company would supply renewable natural gas for a portion of the natural gas sold or delivered to its retail customers. Each gas company must offer by tariff a voluntary renewable natural gas service available to all customers to replace any portion of the natural gas that would otherwise be provided by the gas company. The UTC must monitor the GHG emissions resulting from natural gas and renewable natural gas delivered by each gas company to its customers, relative to the proportionate share of the state's GHG emissions goal.



<a href="#"><u>HB 19-1512</u></a>	<p>Allows municipal utilities to adopt transportation electrification plans. Regulated utilities may adopt plans that provide EV charging equipment incentives and support for other transportation electrification programs. Utility Electric Transportation Plan Authorization: The governing authority of a utility or a regulated electric utility, with the approval of the UTC, may adopt an electric transportation plan that proves that utility outreach and investment in the electrification of transportation infrastructure does not increase net costs to ratepayers in excess of 0.25%. The governing authority or the UTC may consider items such as the impact of electrification on the utility's load, demand response and load management opportunities, system reliability and distribution system efficiencies, and interoperability concerns. Upon making this determination, electric utilities may offer incentive programs for customers.</p>
<a href="#"><u>HB 19-2042</u></a>	<p>Extends and establishes tax credits for electric vehicles and electric vehicle supply equipment (EVSE). Establishes a grant program to assist transit authorities in fleet electrification and alternative fuel use; a car sharing pilot grant program to support car sharing for underserved communities; and extends an existing EV charging infrastructure grant program. Amends provisions authorizing investor-owned utilities' incentive rate of return on investments in EV supply equipment. Extends a technical assistance and education program on alternative fuel vehicles for public agencies within Washington State University's Extension Energy Program. Authorizes the Department of Commerce to conduct a study on reducing barriers to battery and hydrogen fuel cell electric vehicle adoption by lower income residents.</p>
<a href="#"><u>SB 19-5116</u></a>	<p>Requires that by December 31, 2025, all electric utilities eliminate coal-fired resources from their allocation of electricity. For IOUs, the UTC is required to accelerate depreciation for any coal-fired resource owned by an IOU and is allowed to accelerate depreciation for any qualified transmission line to no later than December 31, 2025. The UTC must allow in rates prudently incurred undepreciated investments in a fossil-fuel generating resource that has been retired from service under specific conditions. By January 1, 2030, each electric utility must make all retail sales of electricity to Washington customers GHG neutral. An electric utility must achieve compliance with the GHG neutral standard for multiyear compliance periods beginning January 1, 2030, through December 31, 2044. By January 1, 2045, each electric utility must meet 100 percent of its retail electric load to Washington customers using non-emitting electric generation and electricity from renewable resources.</p>

# State Transportation Policies

State	Regional Transportation Collaborative	LEV Standards? <sup>1</sup>	ZEV Standards? <sup>2</sup>	Low Carbon Fuel Standard?	EV / ZEV Goals
California	<a href="#">Pacific Coast Collaborative</a>	<a href="#">Yes</a>	<a href="#">Yes</a>	<a href="#">Goal: reduce carbon intensity of transportation fuel pool by at least 20% by 2030.</a>	Goal ( <a href="#">E.O. B.48-2018</a> ): 5 million ZEVs by 2030 and 250,000 ZEV chargers by 2025. Deploy over 100,000 zero emission freight vehicles and associated equipment by 2030.  <a href="#">Transit agency requirements</a> : all new bus purchases must be zero emission buses by 2029 (50% by 2026 for large agencies, 25% by 2026 for small agencies) Goal ( <a href="#">E.O. B2019-002</a> ): 940,000 EVs by 2030.
Colorado	<a href="#">REV West</a>	<a href="#">Yes</a>	<a href="#">Rulemaking in Progress</a>		
Connecticut	<a href="#">Transportation and Climate Initiative<sup>3</sup></a>	<a href="#">Yes</a>	<a href="#">Yes</a>	*	<a href="#">Goal</a> : 500,000 ZEVs by 2030 (ZEV MOU)
Hawaii	N/A	<a href="#">No</a>	<a href="#">No</a>		
Maine	<a href="#">Transportation and Climate Initiative</a>	<a href="#">Yes</a>	<a href="#">Yes</a>	*	
Maryland	<a href="#">Transportation and Climate Initiative</a>	<a href="#">Yes</a>	<a href="#">Yes</a>	*	<a href="#">Goal</a> : ~300,000 ZEVs by 2025 (ZEV MOU)
Massachusetts	<a href="#">Transportation and Climate Initiative</a>	<a href="#">Yes</a>	<a href="#">Yes</a>	*	<a href="#">Goal</a> : ~300,000 ZEVs by 2025 (ZEV MOU)
Nevada	<a href="#">REV West</a>				

<sup>1</sup> States that have adopted LEV Standards not represented below: Delaware and Pennsylvania.

<sup>2</sup> All states that have adopted ZEV Standards are represented below.

<sup>3</sup> Other TCI members not captured here: Delaware, New Hampshire, Pennsylvania, and Virginia.

State	Regional Transportation Collaborative	LEV Standards?	ZEV Standards?	Low Carbon Fuel Standard?	EV / ZEV Goals
New Jersey	<a href="#">Transportation and Climate Initiative REV West</a>	<a href="#">Yes</a>	<a href="#">Yes</a>	*	<a href="#">Goal: 330,000 EVs by 2025.</a>
New Mexico		<a href="#">Climate Change Task Force to evaluate adopting.</a>	<a href="#">Climate Change Task Force to evaluate adopting.</a>		Governor Grisham <a href="#">stated</a> that she would like to see 20% of the state fleet electrified.
New York	<a href="#">Transportation and Climate Initiative</a>	<a href="#">Yes</a>	<a href="#">Yes</a>	*	<a href="#">Goal: 800,000 ZEVs by 2025.</a>
Oregon	<a href="#">Pacific Coast Collaborative</a>	<a href="#">Yes</a>	<a href="#">Yes</a>	<a href="#">Requires fuel suppliers to reduce the carbon content of transportation fuels by 10% by 2025.</a>	<a href="#">Goal (E.O. 2017-21): 50,000 EVs by 2020.</a>
Rhode Island	<a href="#">Transportation and Climate Initiative</a>	<a href="#">Yes</a>	<a href="#">Yes</a>	*	<a href="#">Goal: 43,000 ZEVs by 2025 (ZEV MOU)</a>
Vermont	<a href="#">Transportation and Climate Initiative</a>	<a href="#">Yes</a>	<a href="#">Yes</a>	*	<a href="#">Goal: ~50,000 EVs by 2025</a>
Washington	<a href="#">Pacific Coast Collaborative</a>	<a href="#">Yes</a>			<a href="#">Goal: 50,000 EVs by 2020.</a>

\* Signatory: [Low Carbon Fuel Standard MOU \(2009\)](#) in which the states agreed to analyze low-carbon fuel supply options, determine the feasibility of achieving a range of carbon reduction goals – including a 10 percent reduction in carbon intensity of fuels – and develop a framework for a regional Low Carbon Fuel Standard (LCFS).

# State EV and EV Supply Equipment Policies & Incentives



## California

### [EV Policies and Incentives](#)

Low Emission Truck and Bus Purchase Vouchers: fleet owners.

Light-duty PHEV and ZEV Rebates

HOV and High Occupancy Toll (HOT) Lane Exemption

The California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program: funding for development, demonstration, pre-commercial pilot, and early commercial implementation projects for zero and near-zero emission trucks, buses, and off-road vehicles and equipment.

Through the California Clean Miles Standard and Incentive Program, the California Air Resources Board (ARB) will establish annual emissions reduction targets for transportation network companies, including goals for increasing the number of miles traveled using zero emission vehicles.

Zero and Near-Zero Emission Vehicle Component Rebates

Vehicle Acquisition and Petroleum Reduction Requirements: beginning in fiscal year 2024, at least 50% of the light-duty vehicles purchased by the state must be ZEVs. At least 30% of the Department of General Service's fleet of new vehicles with a gross vehicle weight of 19,000 pounds or more must be ZEVs by 2030.

Freight Efficiency Action Plan: establishes targets to improve freight efficiency and transition to zero emission technologies.

### [EV Supply Equipment \(EVSE\) Policies and Incentives](#)

EVSE Incentive Program Support: provides guidance and funding for local governments and organizations to develop and implement EVSE incentive programs.

EVSE Loan and Rebate Program: available to small businesses.

Emissions Reductions Grants

Residential PACE EVSE Financing Program

**EVSE Policies for Residential and Commercial Renters:** The lessor of a dwelling or commercial property must approve written requests from a lessee to install EVSE at a parking space allotted for the lessee on qualified properties. Certain exclusions apply to residential dwellings and commercial properties.

**EVSE Policies for Multi-Unit Dwellings:** A common interest development, including a community apartment, condominium, and cooperative development, may not prohibit or restrict the installation or use of EVSE or a PEV-dedicated TOU meter in a homeowner's designated parking space or unit. These entities may put reasonable restrictions on EVSE, but the policies may not significantly increase the cost of the EVSE or significantly decrease its efficiency or performance.

#### **Mandatory EVSE Building Standards**

**EVSE Open Access Requirements:** EVSE service providers may not charge a subscription fee or require membership for use of their public charging stations.

**PEV Charging Access:** Municipalities may not restrict the types of PEVs that may access a public PEV charging station that is intended for passenger vehicle use, and funded, at least in part, by the state or money from utility ratepayers.

**EVSE Location Assessment:** The State Energy Resources Conservation and Development Commission, in partnership with CARB, must assess whether EVSE in California is located disproportionately by population density, geographical area, or population income level. If EVSE has been disproportionately installed unreasonably, the agencies must proportionately install new EVSE, unless it is determined that the current locations of EVSE further California's policy goals.

**EVSE Assessment:** The California State Energy Resources Conservation and Development Commission, in partnership with CARB and the CPUC, must publish a statewide assessment of the EVSE infrastructure needed to support the levels of PEV adoption required for at least five million zero emission vehicles to operate in California by 2030. The assessment must consider the EVSE infrastructure needs for all vehicle categories, and must analyze the existing and future infrastructure needs across California, including in low-income communities. The assessment must be updated at least once every two years.

**Public Utility Definition:** A corporation or individual that owns, controls, operates, or manages public EVSE is not defined as a public utility.

**State Agency EVSE Installation:** California state agencies must actively identify and pursue opportunities to install EVSE, and accommodate future EVSE demand, at state employee parking facilities in new and existing agency buildings.

**EVSE Local Permitting Policies:** Cities and counties must adopt an ordinance that creates an expedited, streamlined permitting process for EVSE.

## Colorado



### [EV Policies and Incentives](#)

PEV Tax Credit: \$5,000 - 20,000 in 2017-2019; \$4,000 - 16,000 in 2020; \$2,500 - 10,000 in 2021.

Alternative Fuel Vehicles and Infrastructure Grant Program: CEO, RAQC, and CDOT, have partnered to provide grants through the ALT Fuels Colorado program for new fleet purchases of EVs.

PEV and EVSE Grants: available to individual drivers and fleet owners.

High Occupancy Vehicle (HOV) Lane Exemption

### [EV Supply Equipment \(EVSE\) Policies and Incentives](#)

Alternative Fuel Vehicles and Infrastructure Grant Program: Provides grants through the ALT Fuels Colorado program for new, publicly accessible co-located electric vehicle charging and propane station equipment at funded CNG stations, and EVs.

EVSE Multi-Unit Dwelling Installations and Access: A residential tenant may install Level 1 or Level 2 EVSE at their own expense on or in leased premises. The landlord may seek a fee or reimbursement for the actual cost of electricity as well as the cost of installation or upgrades to existing equipment. In addition, the tenant may request that the EVSE be accessible by other tenants, in which case the EVSE must be in compliance with all applicable requirements, and the landlord may seek a fee to reserve a specific parking space.

Alternative Fuel Resale and Generation Regulations: A corporation or individual that resells alternative fuel supplied by a public utility for use in an AFV is not subject to regulation as a public utility. Additionally, a corporation or individual that owns, controls, operates, or manages a facility that generates electricity exclusively for use in AFV charging or fueling facilities is not subject to regulation as a public utility provided that the electricity is generated on the property where the charging or fueling facilities are located and the electricity is generated from a renewable resource.

## Connecticut



### [EV Policies and Incentives](#)

Heavy-Duty Vehicle Emissions Reduction Grants: DEEP allocates a portion of its designated funds from the Volkswagen Environmental Mitigation Trust for the replacement or repower of eligible heavy-duty on-road vehicles through its Diesel Emissions Mitigation Program.

Hydrogen and PEV Rebate

Loans for PEVs and Residential Charging Infrastructure: The Connecticut Green Bank offers Smart-E low-interest loans of up to \$30,000 for Connecticut residents to purchase a new or used PEV. The vehicle must be registered with the Connecticut Department of Motor Vehicles. Loans are also available for



Connecticut PEV drivers to purchase EVSE. To qualify, applicants must own or lease a model year 2012 or later PEV and occupy the residence at which the EVSE will be installed.

#### Reduced Registration Fee for Electric Vehicles

AFV Procurement Preference: In determining the lowest responsible qualified bidder for the award of state contracts, the Connecticut Department of Administrative Services may give a price preference of up to 10% for the purchase of AFVs or for the purchase of conventional vehicles plus the conversion equipment to convert the vehicles to dual or dedicated alternative fuel use.

#### [EV Supply Equipment \(EVSE\) Policies and Incentives](#)

EVSE Grants: available to municipalities, state agencies, and private businesses.

Public EVSE Requirements: Owners and operators of public EVSE that require payment must allow multiple payment options that allow access by the public. In addition, payment should not require users to pay a subscription fee or obtain a membership of any kind, however payment required may be based on price schedules for such memberships. Owners and operators can impose restrictions on the amount of time a vehicle can use the EVSE. In addition, owners and operators of a public EVSE must disclose the location and characteristics of each EVSE to the U.S. Department of Energy's Alternative Fuels Data Center.

Public Utility Definition: An owner of an EV charging station is not defined as a public utility.

Utility Company PEV Rates: By July 1, 2018, utility companies must evaluate if it is appropriate to implement PEV time of day rates for residential and commercial customers.



#### Hawaii

##### [EV Policies and Incentives](#)

PEV HOV Lane and Parking Fee Exemptions.

State and county agencies must purchase light-duty vehicles that reduce petroleum consumption and meet the needs of the agency. Exemptions may apply.

#### [EV Supply Equipment \(EVSE\) Policies and Incentives](#)

Public Utility Definition: An entity that owns, controls, operates, or manages a plant or facility primarily used to charge or discharge a vehicle battery that provides power for vehicle propulsion is not defined as a public utility.

All parking facilities that are available for use by the general public and include at least 100 parking spaces must designate at least one parking space specifically for PEVs, provided that no parking spaces required by the Americans with Disabilities Act Accessibility Guidelines are reduced or displaced.

A multi-family residential dwelling or townhouse owner may install EVSE on or near a parking stall at the dwelling as long as the EVSE is in compliance with applicable rules and specifications, the EVSE is registered with the private entity within 30 days of installation, and the homeowner receives consent from the private entity if the EVSE is placed in a common area. Private entities may adopt rules that restrict the placement and use of EVSE but may not charge a fee for the placement. The EVSE owner is responsible for any damages resulting from the installation, maintenance, repair, removal, or replacement of the EVSE.

## **Maine** [EV Policies and Incentives](#)

An insurer may credit or refund any portion of the premium charged for an insurance policy on a clean fuel vehicle in order to encourage its policyholders to use clean fuel vehicles, as long as insurance premiums on other vehicles are not increased to fund these credits or refunds.

### [EV Supply Equipment \(EVSE\) Policies and Incentives](#)

EVSE Funding: Efficiency Maine Trust is accepting applications through July 10, 2019, for funding of public, workplace, and multi-unit dwelling Level 2 EVSE in strategic locations within Maine. EVSE along specific roads and at locations that will likely experience a high frequency of use will be prioritized.

PEV Charging Regulation Exemption: An entity that sells electricity for the sole purpose of charging the battery of a PEV is not defined or regulated as an electricity provider. An EVSE provider may charge a submetered user only for kilowatt-hours used.

## **Maryland** [EV Policies and Incentives](#)

PEV and Fuel Cell Electric Vehicle (FCEV) Tax Credit: up to \$3,000.

PEV HOV Lane Exemption

AFV Voucher Program: for the purchase of new and converted AFVs registered in Maryland. Vehicles must be used by commercial, non-profit, or public entities.

Zero Emission School Bus Grant Program and Study: The Maryland Department of the Environment will administer a Zero Emission School Bus Transition Grant Program to purchase zero emission school buses, install charging infrastructure, and transition to zero emission school bus fleets.

ZEV State Fleet Goal: state agencies must increase the number of ZEV acquisitions in light-duty fleets to at least 25% of annual fleet purchases by 2025.



## **EV Supply Equipment (EVSE) Policies and Incentives**

### **EVSE Rebate Program**

**Alternative Fuel Infrastructure Grants:** The Maryland Energy Administration administers the Maryland Alternative Fuel Infrastructure Program (AFIP), which provides grants to plan, install, and operate public access alternative fueling and charging infrastructure.

**EVSE Regulation Exemption:** Owners and operators of EVSE are not subject to state regulation as electricity suppliers or public service companies. For the purpose of this regulation, owners and operators of EVSE are considered retail electric customers.

**PEV Information Disclosure:** The Maryland Motor Vehicle Administration is allowed to provide the address of a registered PEV owner and information about the vehicle to electric companies for their use. Electric companies may only use this information in planning for the electric power supply and may not use it for marketing or solicitation.

**PEV Infrastructure Promotion:** The Maryland EV Infrastructure Council promotes the use of PEVs in the state. Specific responsibilities of the Council include the following:

- developing an action plan to facilitate successful integration of PEVs into the Maryland transportation network;
- assisting in developing and coordinating statewide standards for streamlined permitting and installation of EVSE;
- recommending a statewide charging infrastructure plan and incentives to support investment in PEVs;
- developing targeted policies to support fleet purchases of PEVs; encouraging local and regional efforts to promote the use of PEVs; and
- developing model procurement practices.

Effective July 1, 2019, the Council will be renamed the Zero Emission Electric Vehicle Council and will incorporate fuel cell electric vehicles in all of the Council responsibilities.



## **Massachusetts** **EV Policies and Incentives**

**Vehicle Emissions Reduction Grants:** The (MassDEP) Volkswagen Open Solicitation Grant Program provides up to 80% of the cost of new diesel or alternative fuel replacements and repowers for eligible government entities.

**PEV and EVSE Grants for Public Fleets:** available to local governments, public universities and colleges, and state agencies.

### **Plug-In and ZEV Rebates**

**AFV and Infrastructure Grants:** The Massachusetts Department of Energy Resources' Clean Vehicle Project offers grants for public and private fleets to purchase AFVs and infrastructure.

When purchasing new motor vehicles, the Commonwealth of Massachusetts must purchase hybrids or AFVs to the maximum extent feasible and consistent with the ability of such vehicles to perform their intended functions.

## **EV Supply Equipment (EVSE) Policies and Incentives**

**Public Access EVSE Grants:** Qualified EVSE must be available to the public at least 12 hours per day.

**Multi-Unit Dwelling (MUD) EVSE Grants:** available to private, public, or non-profit MUDs with ten or more residential units.

**Workplace EVSE Grants:** available to private, public, or non-profit workplaces with 15 or more employees on site.

**Public EVSE Requirements:** Owners and operators of public EVSE that require payment must provide payment options that allow access by the public. In addition, payment should not require users to pay a subscription fee or obtain a membership of any kind; however, required fees may be conditional on such memberships. Owners and operators can impose reasonable restrictions on EVSE use, such as limiting access to visitors of the business. In addition, owners and operators of public EVSE must provide the location, hours of operation, payment, and characteristics of each EVSE to the U.S. Department of Energy's Alternative Fuels Data Center.

**EVSE Building Standards:** The Massachusetts State Board of Building Regulations and Standards and the Massachusetts Department of Energy Resources will develop building and electric code requirements for residential and appropriate commercial buildings for EVSE.

**Public Utility Definition:** An entity that owns, operates, leases, or controls EVSE is not defined as a public utility.



## **Nevada**

### **EV Policies and Incentives**

**AFV and Infrastructure Grants Authorization:** The Nevada Office of Energy will establish the Nevada Clean Energy Fund to fund qualified clean energy projects, including any program, technology, product, or service that supports the deployment of AFVs and related infrastructure.

**Authorization for HOV Lane Exemption:** The NDOT, in consultation with the Federal Highway Administration and U.S. EPA, may establish a program allowing federally certified low emission, energy-efficient, and alternative fuel vehicles to operate in HOV lanes regardless of the number of passengers.

**AFV Acquisition Requirement:** Fleets containing 50 or more vehicles that are owned, leased, or operated by the state, a state agency, or a political subdivision of the state in a county with a population of 100,000 or more must acquire AFVs or U.S. EPA certified Ultra Low Emission Vehicles (ULEVs). Covered fleets are required to purchase either AFVs or certified ULEVs for 20% of new vehicles obtained. A fleet may meet the acquisition requirements by converting existing or newly acquired vehicles to operate on alternative fuels. An AFV acquired in compliance with this mandate must operate solely on the alternative fuel except when operating in an area where the appropriate alternative fuel is unavailable. Fleets with buses or heavy-duty vehicles are included.

**SB 19-299:** allows utilities to provide an incentive of 75% of the cost for school districts to develop charging infrastructure or purchase electric school buses.

### **EV Supply Equipment (EVSE) Policies and Incentives**

EVSE Demonstration Program Requirements: The Electric Vehicle Infrastructure Demonstration Program requires Nevada utilities to promote and incentivize the deployment of EVSE. Utilities must submit an annual plan for implementing the Program in their service areas to the PUCN. Plans may include, but are not limited to, the following measures:

- payment of incentives to customers that install EVSE;
- time-of-use rates for electricity used to charge plug-in electric vehicles;
- EVSE education and awareness programs for customers; and
- technical assistance programs for government fleets and private organizations.

Utilities may request to recover the costs associated with carrying out the program, including customer incentives, by filing an application with the PUCN.

The [Nevada Electric Highway](#) initiative, a partnership created between the state and NV Energy in 2015, seeks to build a complete electric highway system along the I-95 corridor by 2020. 15% of the Nevada's \$25 million allocation from the VW settlement agreement will be used to support electric highway projects.



## **New Jersey**

### **EV Policies and Incentives**

ZEV Tax Exemption: does not apply to partial ZEVs, including hybrid electric vehicles.

High Occupancy Vehicle (HOV) Lane Exemption

PEV Toll Discount Program

Low Emission or Alternative Fuel Bus Acquisition Requirement: All buses purchased by the New Jersey Transit Corporation must be: 1) equipped with improved pollution controls that reduce particulate emissions; or 2) powered by a fuel other than conventional diesel.

### **EV Supply Equipment (EVSE) Policies and Incentives**

EVSE Grants: offered on a first-come, first-served basis for the cost of installation of eligible EVSE at workplaces, government and educational facilities, non-profits, parking facilities, and multi-unit dwellings.

State Interagency EV Partnership: [Announced](#) June 3, 2019, will be co-led by the BPU, DEP, and the EDA to develop and implement a statewide charging deployment initiative.



## **New Mexico**

### **EV Policies and Incentives**

**Alternative Fuel and Advanced Vehicle System Manufacturing Incentive:** The Alternative Energy Product Manufacturers Tax Credit provides credit against combined reporting taxes (gross receipts, compensating, and withholding) for qualified manufacturers of alternative energy products, including hydrogen and fuel cell vehicle systems, and electric and hybrid electric vehicles.

**AFV Loans:** available to state agencies, political subdivisions, and educational institutions for AFV acquisitions. Funds must be used for the purchase of vehicles that operate on natural gas, propane, electricity, or hydrogen.

**Government fleets** may finance alternative fuel vehicles or related infrastructure through guaranteed utility savings contracts where vehicle operational and fuel cost savings pay for the capital investment.

**AFV and HEV Acquisition Requirements:** A minimum of 75% of state government and educational institution fleet light-duty vehicles purchased must be HEVs, bi-fuel, or dedicated AFVs.

The New Mexico General Services Department (GSD) [launched](#) plans to electrify state vehicles, devoting \$2.5 million to public fleet electrification, \$1.2 million of which will be used for solar-powered charging stations in Santa Fe. In a statement, Governor Grisham noted she would like to see 20% of the state fleet electrified.

### **EV Supply Equipment (EVSE) Policies and Incentives**

**Public Utility Definition:** An entity that is not a regulated utility that resells natural gas or electricity as motor fuel is not defined as a public utility.



## **New York**

### **EV Policies and Incentives**

PEV Rebate Program

Heavy-Duty Alternative Fuel and Advanced Vehicle Purchase Vouchers

ZEV and Fueling Infrastructure Rebates for Municipalities: available to cities, towns, villages, counties, and New York City boroughs.

**Workplace EVSE and PEV Incentives:** NYSERDA is offering employers in the greater New York City region an \$8,000 rebate per dual-connector EVSE installed. Employees of organizations that receive the rebate are eligible for a \$500 rebate toward the purchase or lease of a qualified PEV.

HOV Lane Exemption

PEV Toll Discount Program

HEV Taxicabs: By February 3, 2019, the New York City Taxi and Limousine Commission must approve one or more HEV models for immediate use as a taxicab by medallion owners.

### **EV Supply Equipment (EVSE) Policies and Incentives**

EVSE Rebate: available to public and private entities for installations at public parking facilities, workplaces, and multi-unit dwellings.

Alternative Fueling Infrastructure Tax Credit:

PEV and Charging Infrastructure Support: The New York Power Authority's EVolve NY program has allocated up to \$250 million to support PEVs and address charging infrastructure gaps throughout the state.

PEV Charging Tariff: Each investor-owned utility selling electricity was required to file a tariff with the NYPSC by April 1, 2018, to allow a customer to purchase electricity solely for the purpose of charging a PEV. The utility must make the tariff available to customers within 60 days of PSC approval.

Electric Corporation Definition: PEV charging stations are not defined as electric plants and owners and operators of charging stations are not defined as electric corporations. The PSC does not have jurisdiction over publicly available PEV charging stations, the owners and operators of the stations, or the transactions between the owners and operators of the stations, as long as the owners and operators do not fall within the definition of an electric corporation.

Governor Andrew M. Cuomo [announced](#) in February 2019 that New York is making up to \$31.6 million available to ramp-up the expansion of electric vehicle fast charging stations. The plan was approved by the NYPSC and will leverage existing NYSERDA and NYPA funds.



## **Oregon**

### **EV Policies and Incentives**

Support for PEV Adoption: In order to support the state goal of at least 50,000 PEVs registered and operating in Oregon by 2020, the ZEV Working Group will develop goals and progress metrics for PEV adoption. The Working Group will aim to remove barriers to PEVs and PEV charging stations, and establish a website to share information about their efforts with the public.

PEV Rebate: available to residents, businesses, non-profit organizations, and government agencies.

Establishment of Recognition Programs for PEV Adoption: The ODOE must design and establish Governor's Awards for automobile dealerships to encourage sales of PEVs. ODOE must also design and establish Governor's Awards for businesses and organizations that support PEV adoption through installing charging infrastructure and using PEVs in their fleets.

Support for Zero-Emission Buses: ODOE, with ODOT, the PUC, the DEQ, and the Department of Education, must develop tools and provide assistance to school districts and transit agencies about using zero-emission bus options.



AFV Acquisition, Fuel Use, and Emissions Reductions Requirements: All state agencies and transit districts must purchase AFVs and use alternative fuels to operate those vehicles to the maximum extent possible, except in regions where it is not economically or logistically possible to fuel an AFV. DAS and ODO) must improve the PEV bulk procurement process to reduce costs for state agency PEV purchases. DAS must develop a “LEV First” policy to encourage state employees to use PEVs or other LEVs in the state fleet. DAS and ODOE must also develop a tool to calculate the long-term return on investment and life-cycle costs of PEVs to inform agencies of potential cost savings. In addition, DAS must inform and support legislative changes that enable increased charging infrastructure and state agency PEV purchases.

### **EV Supply Equipment (EVSE) Policies and Incentives**

Mandatory EVSE Building Standards: The Oregon Department of Business and Consumer Services, Building Code Division, must amend the state building code to require that all newly constructed residential and commercial building parking structures can support the installation of at least one level 2 EVSE by October 1, 2022.

State Agency EVSE Installation: State agencies may install publicly-accessible EVSE on their premises or contract with a vendor to do so. The Oregon Department of Administrative Services (DAS) will establish criteria to determine the appropriate number of locations for EVSE at each agency. DAS must add PEV charging capacity for employee and public visitor parking lots, develop contracts to procure and install charging infrastructure, and incorporate PEV charging as a tenant improvement for state-leased buildings.

Electricity Provider and PEV Charging Rate Regulations: Regulated electric utility tariffs must explicitly permit customers to resell electricity for use as a motor fuel, as long as the entity is not considered a public utility as defined in Oregon Revised Statutes 757.005 and does not provide any utility service. Additionally, each regulated electric utility must provide customers with a choice of flat rate or time of use electricity rates specific to PEV owners. Finally, an investor-owned utility can own and operate PEV charging equipment using its own funds or petition the OPUC for rate recovery.

Rented Commercial Property EVSE Installations: The tenant of a commercial space may submit an application to install EVSE for the use of the tenant, employees of the tenant, and customers of the tenant. Unless the premises does not have at least one parking space per rental unit, the landlord must approve a completed application no more than 60 days after the tenant submits the application. In the absence of a different tenant-landlord agreement, the EVSE will be personal property of the tenant.

Planned Community and Condominium EVSE Installations: The owner of a lot in a planned community or unit in a condominium may submit an application to install EVSE for their personal use in a parking space subject to the exclusive use of the owner. The HOA must approve a complete application within 60 days. The owner is responsible for all costs associated with the EVSE installation and use, must disclose the existence of the EVSE and related responsibilities to a prospective buyer, and must ensure that the infrastructure meets insurance and safety requirements. EVSE installed under these regulations on or before June 4, 2015, is considered to be the personal property of the lot or unit owner with which the EVSE is associated, unless the owner and HOA have negotiated a different outcome.



## **Rhode Island** **[EV Policies and Incentives](#)**

AFV and ZEV Acquisition Requirements: at least 75% of state motor vehicle acquisitions must be AFVs, and the remaining 25% must be HEVs to the greatest extent possible. By 2025, 25% of state motor vehicle acquisitions must be ZEVs.

### **[EV Supply Equipment \(EVSE\) Policies and Incentives](#)**

EVSE and PEV Rebates: The Charge Up! program provides rebates to state and municipal agencies for the purchase and installation of publicly accessible Level 2 or DC fast chargers. Agencies that install EVSE also qualify for up to \$15,000 to support the purchase or lease of a new PEV acquired on or after July 1, 2016, as part of their public sector fleet.



## **Vermont** **[EV Policies and Incentives](#)**

PEV Incentive: provides financial incentives to low- and moderate-income residents for the purchase or lease of a new PEV.

Heavy-Duty Vehicle Emissions Reduction Grants: Through the Vermont Diesel Emissions Reduction Grants Program, the Vermont Department of Environmental Conservation provides funding to local, state and regional agencies or departments, businesses, institutions, and nonprofit organizations for projects focused on reducing emissions from diesel engines and vehicles. Qualifying heavy-duty vehicles include buses and Class 5-8 trucks. Projects eligible for funding include alternative fuel conversions and certified vehicle or equipment replacements.

HEV and PEV Acquisition Requirements: Effective July 1, 2019, the Vermont Department of Buildings and General Services must, to the extent possible, purchase or lease HEVs or PEVs for state use. At least 50% of the vehicles purchased or leased annually must be HEVs or PEVs. Beginning July 1, 2021, at least 75% of the vehicles purchased or leased annually must be HEVs or PEVs.

PEV Analysis: The PUC must evaluate PEVs and PEV charging in the state. The Commission must provide public notice, opportunity for submission of written comments, and one or more workshops on PEVs during the course of its evaluation.

### **[EV Supply Equipment \(EVSE\) Policies and Incentives](#)**

EVSE Grants: available to governments, businesses, non-profit organizations, homeowner associations, electric utilities, and EVSE providers.

Alternative Fueling Infrastructure Incentive: The Vermont State Infrastructure Bank (SIB) offers loan assistance to municipalities, regional development corporations, political subdivisions of the state, and private companies working for the state to finance public electric vehicle charging and natural gas fueling stations.

Public Utility Definition: An entity that supplies electricity to the public exclusively to charge plug-in electric vehicles is not defined as a public utility and may charge for this electricity by the kilowatt-hour.

EVSE Fee Authorization: Effective July 1, 2019, any Vermont agency or department that owns or controls EVSE may establish and set user fees.

EVSE Code Reporting: On or before December 1, 2019, the Vermont Agency of Agriculture, Food and Markets (Agency) must submit a report to the legislature that provides an update on the National Institute of Standards and Technology's (NIST) progress toward adopting a code on EVSE and makes a recommendation for an annual licensing fee for EVSE available to the public. If NIST has not adopted a code on EVSE by December 1, 2020, the Agency must submit an additional report on or before that date which provides an update on NIST's progress toward adopting a code.



## Washington

### [EV Policies and Incentives](#)

Alternative Fuel Commercial Vehicle and Fueling Infrastructure Tax Credit: Businesses are eligible to receive tax credits for purchasing new alternative fuel commercial vehicles and installing alternative fueling infrastructure.

PEV and Fuel Cell Electric Vehicle (FCEV) Infrastructure and Battery Tax: Public lands used for installing, maintaining, and operating PEV infrastructure are exempt from leasehold excise taxes until January 1, 2020. Additionally, the state sales and use taxes do not apply through July 1, 2025 to PEV and FCEV batteries or fuel cells; labor and services for installing, repairing, altering, or improving PEV and FCEV batteries or fuel cells and PEV and hydrogen fueling infrastructure; the sale of property used for PEV and hydrogen fueling infrastructure, and the sale of zero emission buses.

AFV and EV Retail Sales Tax Exemption

PEV Promotion and Infrastructure Development: Any regional transportation planning organization containing a county with a population greater than one million must collaborate with state and local governments to promote PEV use, invest in PEV charging infrastructure, and seek federal or private funding for these efforts.

AFV Car Share Pilot Program: WSDOT will develop a pilot program to provide AFV use opportunities to underserved and low-income communities and to those without easy access to transportation corridors.

AFV Technical Assistance and Education Program: The Washington State University Energy Program will establish and administer a technical assistance and education program on the use of AFVs for public agencies, including state and local governments.

EV and FCEV Low Income Opportunity Study: The Washington State Department of Commerce must conduct a study to identify opportunities to reduce barriers to EV and FCEV adoption by lower income residents through the use of vehicle and infrastructure financing assistance.

Alternative Fuel Use Requirement: All state agencies must, to the extent practicable, use 100% biofuels or electricity to operate all publicly owned vehicles. Agencies must prioritize EVs when leasing or purchasing new vehicles, and all trips that may feasibly use EVs must employ them.



### **EV Supply Equipment (EVSE) Policies and Incentives**

Alternative Fueling Infrastructure Funding Program: WSDOT has developed a pilot funding program to strengthen and expand the West Coast Electric Highway network by deploying DC fast charging infrastructure along highway corridors in Washington.

Utility EVSE ROI Incentive: Utilities may petition the UTC for a rate of return on EVSE installed for the benefit of ratepayers through 2030.

Green Transportation Grant Program: WSDOT will establish a grant program to fund projects including fleet electrification, modification or replacement of facilities to facilitate fleet electrification and hydrogen fueling, upgrades to electrical transmission and distribution systems, and construction of charging and fueling infrastructure. In order to receive funding for a project, a transit authority must provide matching funding that is at least equal to 20% of the total cost of the project.

PEV Charging Regulation Exemption: The UTC may not regulate the rates, services, or facilities of an entity that offers charging facilities to the public for hire. The exemption does not apply if the entity is otherwise subject to UTC jurisdiction as an electrical company, or if an entity's battery charging facilities and services are subsidized by any regulated service. A utility may offer charging facilities as a regulated service, subject to UTC approval.

PEV Charging Infrastructure Availability: Publicly and privately owned PEVs may charge at state office locations if the vehicles are used for state business, conducting business with the state, or as commuter vehicles. Additionally, contingent upon funding, the state must install electrical outlets suitable for charging PEVs in each of the state's fleet parking and maintenance facilities as well as every state-operated highway rest stop.

Local Government PEV Infrastructure Requirements: Jurisdictions must develop regulations to allow the use of PEV infrastructure in all areas except critical areas or areas zoned for residential or resource use.

EVSE and Battery Exchange Station Regulations: State and local governments may lease land for installing, maintaining, and operating EVSE or electric vehicle battery exchange stations for up to 50 years for at least \$1 per year. Additionally, the installation of battery charging and exchange stations is categorically exempt from the Washington Environmental Policy Act.

**HB 19-1512**: Allows municipal utilities to adopt transportation electrification plans. Regulated utilities may adopt plans that provide EV charging equipment incentives and support for other transportation electrification programs. Utility Electric Transportation Plan Authorization: The governing authority of a utility or a regulated electric utility, with the approval of the UTC, may adopt an electric transportation plan that proves that utility outreach and investment in the electrification of transportation infrastructure does not increase net costs to ratepayers in excess of 0.25%. The governing authority or the UTC may consider items such as the impact of electrification on the utility's load, demand response and load management opportunities, system reliability and distribution system efficiencies, and interoperability concerns. Upon making this determination, electric utilities may offer incentive programs for customers.

# LIST OF ATTENDEES - ACCELERATING STATE ACTION ON CLIMATE CHANGE - JULY 17-18, 2019 AT THE POCAANTICO CENTER

First Name:	Last Name:	Job Title:	Organization:
Leo	Asuncion	Commissioner	Hawaii Public Utilities Commission
Nik	Blosser	Chief of Staff	Office of the Governor, Oregon
David	Bobzien	Director	Nevada Governor's Office of Energy
Dale	Bryk	Dep. Sec. for Energy & Environment	Office of the Governor, New York
Deborah	Burke	Program Associate	Rockefeller Brothers Fund
Janet	Coit	Director	Rhode Island Department of Environmental Management
Jacob	Corvidae	Principal	Rocky Mountain Institute
Sarah	Cottrell Propst	Cabinet Secretary	New Mexico Energy, Minerals, and Natural Resources Dept.
Bradley	Crowell	Director	Nevada Department of Conservation and Natural Resources
Patrick	Cummins	Senior Policy Advisor	Center for the New Energy Economy
Chris	Davis	Senior Advisor	Office of Washington Governor Jay Inslee
Katie	Dykes	Commissioner	Connecticut Dept. of Energy & Environmental Protection
Sandra	Ely	Director	New Mexico Environmental Protection Division
Kathleen	Frangione	Chief Policy Advisor	Office of the Governor, New Jersey
Carla	Frisch	Principal	Rocky Mountain Institute
Kate	Gordon	Director	California Governor's Office of Planning and Research
Ben	Grumbles	Secretary	Maryland Department of the Environment
Joe	Kruger	Director for Research & Strategy	Georgetown Climate Center
Katie	McCormack	Program Director, West Policy	Energy Foundation
Mary	Nichols	Chair	California Air Resources Board
Michael	Northrop	Program Director	Rockefeller Brothers Fund
Zach	Pierce	Senior Policy Advisor	Colorado Governor's Office
Hannah	Pingree	Director	Maine Office of Innovation and the Future
Bill	Ritter, Jr.	Director	Center for the New Energy Economy
Reed	Schuler	Senior Advisor	Office of Washington Governor Jay Inslee
Andrew	Steer	President and CEO	World Resources Institute
Kathleen	Theoharides	Secretary	Massachusetts Exec. Office of Energy & Environmental Affairs
Will	Toor	Executive Director	Colorado Energy Office
Peter	Walke	Deputy Secretary	Vermont Agency of Natural Resources



## Propst, Sarah, EMNRD

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**From:** Claire Jahns <cjahns@usclimatealliance.org>  
**Sent:** Thursday, July 11, 2019 3:33 PM  
**To:** Propst, Sarah, EMNRD; Ely, Sandra, NMENV  
**Cc:** Jeff Fiedler; Maitland, Julie; Kristen Schmitt  
**Subject:** [EXT] Re: USCA: Request for your input on NWL Regional Learning Labs

Hi Sarah,

Apologies for coming out of left field. I'm an advisor to the Alliance and lead the NWL initiative and Working Group (and served as part of Governor Brown's climate team in California until the end of his term).

New Mexico has not been an active participant in the Natural & Working Lands (NWL) Initiative of the Climate Alliance to date, but I want to make sure that you have the opportunity to provide input on this fall's Learning Lab, which will be an in-person convening of USCA member state leadership and staff, any external stakeholders that states wish to invite, and USCA's Impact Partners (listed here, and of which American Forests is one). The Alliance held a Learning Lab last summer that served as a catalyst for USCA states to expand and, in some cases, initiate programs, policies, and strategic development to combat climate change through land use and management. This fall's regional labs will build on that model. FYI, the Alliance has some funding for state personnel travel and lodging for the Labs.

I included you in this invitation because you're the primary GO contact that Julie Cerqueira gave me several months ago. But I should have included Sandra Ely, now cc'd.

Please feel free to call if you have any questions: (773) 758-5094.

Best,  
Claire

Senior Advisor, U.S. Climate Alliance  
cjahns@usclimatealliance.org

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**From:** Kristen Schmitt <kmschmit@mtu.edu>  
**Sent:** Thursday, July 11, 2019 7:05 AM  
**To:** Propst, Sarah, EMNRD  
**Cc:** Jeff Fiedler; Claire Jahns; Maitland, Julie  
**Subject:** Re: USCA: Request for your input on NWL Regional Learning Labs

Hi Sarah,

The U.S. Climate Alliance is hosting a series of Regional Learning Labs (workshops) this coming fall as a part of the Natural and Working Lands Initiative. Jeff and myself are helping to develop the agenda for these Learning Labs and would love to learn more about what would make this a productive workshop for you. I've attached the introductory document describing the focus of these Learning Labs. Claire may have some other info to share as well.

Thank you,  
Kristen

On Wed, Jul 10, 2019 at 10:16 PM Propst, Sarah, EMNRD <[Sarah.Propst@state.nm.us](mailto:Sarah.Propst@state.nm.us)> wrote:  
I'm sorry, but this initiative isn't ringing a bell. Could you provide more background?

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**From:** Jeff Fiedler <[jfiedler@americanforests.org](mailto:jfiedler@americanforests.org)>  
**Sent:** Wednesday, July 10, 2019 2:05 PM  
**To:** Claire Jahns <[cjahns@usclimatealliance.org](mailto:cjahns@usclimatealliance.org)>; Propst, Sarah, EMNRD <[Sarah.Propst@state.nm.us](mailto:Sarah.Propst@state.nm.us)>; Maitland, Julie <[JMaitland@nmda.nmsu.edu](mailto:JMaitland@nmda.nmsu.edu)>  
**Cc:** [kmschmit@mtu.edu](mailto:kmschmit@mtu.edu)  
**Subject:** [EXT] Re: USCA: Request for your input on NWL Regional Learning Labs

Apologies for the repeat email ... but those dates should all be for July, not June!

Also, at least one state has asked that we set up a doodle poll for possible dates. Please let me know if that would be helpful.

Jeff

---

**From:** Jeff Fiedler  
**Sent:** Wednesday, July 10, 2019 1:20:26 PM  
**To:** Claire Jahns; [Sarah.Propst@state.nm.us](mailto:Sarah.Propst@state.nm.us); Maitland, Julie  
**Cc:** [kmschmit@mtu.edu](mailto:kmschmit@mtu.edu)  
**Subject:** Re: USCA: Request for your input on NWL Regional Learning Labs

Hi New Mexico Team:

Following up from Claire's email.

Here are few time slots to discuss the Regional Learning Labs. Let us know what works for your team and we can nail down a time, and send out conference/webinar details.

June 16, 17, 18, 24 and 26 -- quite flexible all day (we are in Mountain and Central time)  
June 15, 23 and 25 in the afternoon  
(June 19, 22 and 29 - Aug 2nd are blocked out).

Thanks

Jeff and Kristen

---

**From:** Claire Jahns <[cjahns@usclimatealliance.org](mailto:cjahns@usclimatealliance.org)>  
**Sent:** Monday, July 8, 2019 5:57:06 PM  
**To:** [Sarah.Propst@state.nm.us](mailto:Sarah.Propst@state.nm.us); Maitland, Julie  
**Cc:** [kmschmit@mtu.edu](mailto:kmschmit@mtu.edu); Jeff Fiedler  
**Subject:** USCA: Request for your input on NWL Regional Learning Labs

New Mexico NWL Team,

I'm writing to connect you with Kristen Schmitt and Jeff Fiedler, who are leading planning and logistics for the NWL Regional Learning Labs that will take place this fall. They would like to get your input as they develop a draft agenda and logistics. I will leave it to them to schedule a call. Thanks in advance for your feedback and ideas, which will be crucial to developing a productive agenda for you and others in the region.

Best,  
Claire

---

Kristen Schmitt  
Northern Institute of Applied Climate Science  
Northern Forests Climate Hub  
email: [kmschmit@mtu.edu](mailto:kmschmit@mtu.edu)  
o: 218-626-4334 c: 734-730-8771





## Propst, Sarah, EMNRD

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**From:** Kristen Schmitt <kmschmit@mtu.edu>  
**Sent:** Thursday, July 11, 2019 8:06 AM  
**To:** Propst, Sarah, EMNRD  
**Cc:** Jeff Fiedler; Claire Jahns; Maitland, Julie  
**Subject:** [EXT] Re: USCA: Request for your input on NWL Regional Learning Labs  
**Attachments:** NWL Regional Learning Labs\_Intro\_190603.pdf

Hi Sarah,

The U.S. Climate Alliance is hosting a series of Regional Learning Labs (workshops) this coming fall as a part of the Natural and Working Lands Initiative. Jeff and myself are helping to develop the agenda for these Learning Labs and would love to learn more about what would make this a productive workshop for you. I've attached the introductory document describing the focus of these Learning Labs. Claire may have some other info to share as well.

Thank you,  
Kristen

On Wed, Jul 10, 2019 at 10:16 PM Propst, Sarah, EMNRD <[Sarah.Propst@state.nm.us](mailto:Sarah.Propst@state.nm.us)> wrote:

I'm sorry, but this initiative isn't ringing a bell. Could you provide more background?

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**Sent:** Wednesday, July 10, 2019 2:05 PM  
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**To:** [Sarah.Propst@state.nm.us](mailto:Sarah.Propst@state.nm.us); Maitland, Julie  
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**Subject:** USCA: Request for your input on NWL Regional Learning Labs

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Claire

—  
Kristen Schmitt  
Northern Institute of Applied Climate Science  
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email: [kmschmit@mtu.edu](mailto:kmschmit@mtu.edu)  
o: 218-626-4334 c: 734-730-8771



## **U.S. Climate Alliance: Natural and Working Lands Initiative Regional Learning Labs (Fall 2019): Background, Goals and Proposed Structure**

### **Introduction**

The U.S. Climate Alliance (USCA) will be hosting four Regional Learning Labs in the fall of 2019 to advance the work of the Natural and Working Lands Initiative. These Regional Learning Labs will capitalize on convening for two days to share relevant success stories and findings and examine issues that arise in shared regional contexts. In particular, we will focus on “bigger picture” climate policy issues that can move USCA member states closer to the ultimate goal of the NWL Challenge: integrating priority NWL actions and pathways into state GHG mitigation plans by the end of 2020. The Learning Labs seek to build on and further inform, but not replicate, the detailed work being done by State Teams and USCA Impact Partners around technical gaps and on individual GHG mitigation pathways and practices.

Each Regional Lab will take place over two days in a convenient central location for each region. In addition, states that joined the Alliance since November 2018 will have the option of joining for a pre-Lab session to conduct additional orientation on subjects that were covered at the 2018 Learning Lab.

States should determine team composition based on Lab content. USCA will be able to match travel and lodging expenses for up to two people per state (e.g., if the state sends a team of five, the Alliance can fund travel and lodging expenses for two of the five). Proposed focus and flow of the Labs are discussed below. The modules will be a mix of team-centered exercises and discussion, cross-state learning, and plenary sessions.

The Alliance and Impact Partners will be reaching out over the summer to 1) seek your input and updates to help us create the structure for each Lab, and 2) prepare for the Lab by having your teams complete targeted reading and/or questions to ensure we make use of our time together. A rough outline for conference planning and when we'll be requesting your input follows:

June 1 - July 15	USCA and American Forests will connect with NWL Working Group members to request input on areas of progress and needs for Regional Labs.
July 15 - Aug. 30	NWL Working Group members will complete assigned reading and/or questions in advance of the Regional Labs.
Oct. 7 - Nov. 15	The approximate date window and proposed state grouping for each Lab is as follows: <ul style="list-style-type: none"> <li>• Oct 7 – 17th – Southeast/Mid-Atlantic: PA, NJ, DE, MD, VA, NC</li> <li>• Oct 18 - 26th – West: HI, CA, OR, WA, NV, NM, CO</li> <li>• Oct 28 – Nov 7th – New England: NY, VT, ME, MA, CT, RI</li> <li>• Nov 7 – 15th – Midwest: WI, MN, IL, MI</li> </ul>

### **Background**

States participating in the NWL Working Group are advancing programs, policies, and incentives to reduce GHG emissions from and increase resilient carbon sequestration on natural and working lands, in a manner that integrates priorities into state GHG mitigation plans by the end of 2020. Some Alliance members are pursuing these goals as signatories to the NWL Challenge. Other, newer Alliance members share the intent but are still getting up to speed on the specifics.

Achieving these shared Alliance goals requires addressing a number of hurdles, ranging from the more technical to those that are dependent on broader policy frameworks. Many Alliance states have identified and are working on technical hurdles. For example, states are identifying and in some cases actively pursuing improved land sector GHG inventory methods in order to develop policy-relevant NWL GHG inventories. Another identified need is to improve the ability to both estimate the expected impacts and measure the achieved outcomes of NWL GHG mitigation practices. States are addressing these more technical gaps through various means and the Alliance and Impact Partners are supporting these efforts where possible.

### **Proposed Focus**

The Alliance proposes to focus the Regional Learning Labs on identifying the needs, solutions, and practical next steps for integrating NWL carbon sequestration and GHG mitigation programs and policies with statewide GHG mitigation plans by the end of 2020. This focus is expected to entail a mix of topics, including:

- state-specific climate and non-climate policy contexts;
- broader regional policy contexts;
- interagency coordination, recognizing that natural resource and climate policy responsibilities typically cross jurisdictional boundaries;
- levels of ambition both overall and within the land sector;
- communication and outreach needs with land sector stakeholders; and
- analytical and policy design tasks, including priority questions for the ongoing technical work streams.

### **Proposed Modules and Flow**

Over the coming months, we will collaboratively refine two types of modules within the agenda: individual state-specific work and plenary sessions to discuss regional policy contexts, experiences, and other common issues. The agenda will also ensure time during a final plenary to discuss key outcomes of the Regional Lab and reach consensus on priority next steps and funding opportunities for the Alliance as a whole, member states, and USCA Impact Partners. The exact work undertaken in each module can and will be tailored to the specific stage of overall GHG policy development in each state, and the previous and ongoing work undertaken by the NWL state teams and impact partners. We also recognize that some States, especially new Alliance members, may need to further tailor the modules to meet their needs.

The primary outcome of the modules is to clearly identify potential needs, solutions and practical next steps to improve NWL integration into state climate policy development and implementation. The modules will work toward the ultimate goal of integrating NWL priority pathways and actions into state GHG mitigation plans, and tackle associated NWL policy design and implementation mechanisms that are raised by each state's GHG mitigation plan framework (as far as it is known). We also anticipate that the module discussions will raise a range of implementation-focused questions. These may include questions around how to develop new policies or enhance existing ones, and where additional funding can be generated.

Thank you for your ongoing engagement. We look forward to working with you on the Regional Learning Labs.



## **Propst, Sarah, EMNRD**

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**From:** Claire Jahns <cjahns@usclimatealliance.org>  
**Sent:** Monday, July 8, 2019 5:57 PM  
**To:** Propst, Sarah, EMNRD; Maitland, Julie  
**Cc:** kmschmit@mtu.edu; jfiedler@americanforests.org  
**Subject:** [EXT] USCA: Request for your input on NWL Regional Learning Labs

New Mexico NWL Team,

I'm writing to connect you with Kristen Schmitt and Jeff Fiedler, who are leading planning and logistics for the NWL Regional Learning Labs that will take place this fall. They would like to get your input as they develop a draft agenda and logistics. I will leave it to them to schedule a call. Thanks in advance for your feedback and ideas, which will be crucial to developing a productive agenda for you and others in the region.

Best,  
Claire



## Propst, Sarah, EMNRD

---

**From:** Monica Dean <mdean@unfoundation.org>  
**Sent:** Thursday, June 27, 2019 3:22 PM  
**To:** Kristin Igusky; Sackett, Nora, GOV; Propst, Sarah, EMNRD  
**Cc:** Justin Kenney; Hunter Cutting; Tan Copsey; Lauren Wolahan  
**Subject:** [EXT] RE: Connecting on IPCC op-ed on desertification

Thanks for the introduction, Kristin.

Pleased to be in-touch Nora and Sarah. I'm looping in my colleagues at Climate Nexus who work with UNF on the IPCC reports and can help in navigating the op-ed process. Please let us know if you're available for a call in the coming weeks to discuss the details of an op-ed and the message framing you'd like to see with the IPCC Land Report.

Best,  
Monica

**Monica Dean**  
Officer, Energy, Climate & Environment

[United Nations Foundation](#)  
1750 Pennsylvania Ave NW, Suite 300  
Washington, D.C. 20006  
O +1 – 202 – 372 - 9060  
M +1 – 202 – 660 - 8826  
[mdean@unfoundation.org](mailto:mdean@unfoundation.org)



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**From:** Kristin Igusky <kigusky@usclimatealliance.org>  
**Sent:** Thursday, June 27, 2019 9:24 AM  
**To:** Sackett, Nora, GOV <Nora.Sackett@state.nm.us>; Propst, Sarah, EMNRD <Sarah.Propst@state.nm.us>; Monica Dean <mdean@unfoundation.org>  
**Subject:** Connecting on IPCC op-ed on desertification

Nora, Sarah-

I want to introduce you to Monica Dean, one of our colleagues at UNF who is leading the communications effort around the two upcoming IPCC reports. She'll be able to answer questions about the report, help flesh out messaging around the desertification impacts to New Mexico, and also be able connect you with the right folks at Climate Nexus around support with drafting and placement of Gov. Lujan Grisham's op-ed.

Thanks all!  
Kristin

**Kristin Igusky**  
Senior Associate | U.S. Climate Alliance  
E [kigusky@usclimatealliance.org](mailto:kigusky@usclimatealliance.org) | P 202-372-9053 | M 610-413-1127

## Propst, Sarah, EMNRD

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**From:** Kristin Igusky <kigusky@usclimatealliance.org>  
**Sent:** Monday, April 1, 2019 4:39 PM  
**To:** Propst, Sarah, EMNRD  
**Subject:** [EXT] RE: US Climate Alliance Weekly Roundup - Week of April 1, 2019

Thanks so much for flagging the issue w/the survey- we're looking into it now (because yes, ideally we'd like everyone to select all free weeks 😊)

So far, these are the only folks we have for NM. They are all flagged as a focal point, or press:

Louise Martinez
Jeremy Lewis
James Kenney
Sarah Propst
Nora Sackett

So, please let us know others we should be including on these emails, and whether there are specific working groups you would want them participating in (or if any of the NM folks listed above want to participate in):

- Emissions Inventories
- Green Banks
- Power sector
- Building efficiency
- Transportation
- Natural & working lands
- SLCPs (HFCs and methane)
- Resilience
- International

Thanks!

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**From:** Propst, Sarah, EMNRD <Sarah.Propst@state.nm.us>  
**Sent:** Monday, April 1, 2019 6:26 PM  
**To:** Kristin Igusky <kigusky@usclimatealliance.org>  
**Subject:** RE: US Climate Alliance Weekly Roundup - Week of April 1, 2019

Hi Kristin – Is anybody from NM Environment Dept on these emails yet? If not, I'll figure out who should be.

Also, I was going to complete the survey about the in-person meeting. It looks like you wanted us to select multiple weeks we're available, but it only seemed to let me click one at a time. So I haven't completed it yet in case that's a mistake.

Thanks

From: Kristin Igusky <[kigusky@usclimatealliance.org](mailto:kigusky@usclimatealliance.org)>

Sent: Monday, April 1, 2019 2:40 PM

To: Kristin Igusky <[kigusky@usclimatealliance.org](mailto:kigusky@usclimatealliance.org)>

Cc: Julie Cerqueira <[icerqueira@usclimatealliance.org](mailto:icerqueira@usclimatealliance.org)>; Aviel Hochberg <[ahochberg@unfoundation.org](mailto:ahochberg@unfoundation.org)>; Steve Tebbe <[stebbe@unfoundation.org](mailto:stebbe@unfoundation.org)>; Claire Jahns <[cjahns@usclimatealliance.org](mailto:cjahns@usclimatealliance.org)>

Subject: [EXT] US Climate Alliance Weekly Roundup - Week of April 1, 2019



April 1, 2019

## Updates & reminders from the secretariat

**\*\*\*Julie will be on annual leave Wed. April 3 – Mon. April 15. Please contact Kristin directly ([kigusky@usclimatealliance.org](mailto:kigusky@usclimatealliance.org) or 610-413-1127) with any questions or urgent items during this time.**

### Job Announcements:

**The USCA Secretariat is currently hiring. Please share the job postings with your networks and with potential candidates:**

1. **Senior Associate, Natural and Working Lands.** This position will focus on supporting Alliance states in the development and implementation of natural climate solutions to enhance carbon mitigation, sequestration and climate resilience. As part of a small team, the Senior Associate will also be required to assume other duties as needed, including but not limited to research, administrative, coordination and events management functions. <https://unitednationsfoundation.applytojob.com/apply/jobs/details/8XrwKYQmni>

### Governors' Offices (GO teams):

- **Clearance on light bulb letter to DOE due EOD April, 9<sup>th</sup>:** Thanks to all states that provided staff edits last week. We aim to have a revised draft today or tomorrow; all states will be given 5 business days to clear the letter internally, with clearance due April 9<sup>th</sup>. Staff edits to the letter last week were intended to minimize the need for substantial edits during the clearance process. The final letter will be circulated on the 10<sup>th</sup> and states will have the opportunity to indicate whether anything in the final letter is objectionable, before it is submitted to DOE on April 12<sup>th</sup>.

As background, on February 6, DOE published a proposed [rule](#) to rescind the expansion of energy efficiency standards for light bulbs. [ASAP analysis](#) shows that the replacement rule will result in lost savings of about \$12 billion a year, and would add 34 million metric tons of CO2 per year (equivalent to emissions of about 7 million cars per year). In addition to the USCAC letter, states are also invited to submit comments [here](#) by April 12, 2019.



- **By April 8<sup>th</sup>, complete 3-question survey to set date of next GO team in-person meeting:** Please fill out this 2-min survey by April 8<sup>th</sup> to indicate your preferred date and location for the next in-person GO Team meeting: <https://www.surveymonkey.com/r/VY3W6WB>. As background, the GO teams meet twice annually to set the strategic direction of the Alliance and oversee Alliance activities.
- **April 5<sup>th</sup> 2pm ET: Attached is the Sabin Center at Columbia Law School's custom circular on upcoming federal regulatory and deregulatory actions in the pipeline.** This Friday, we have invited the Sabin Center to brief GO Teams on priority federal actions and opportunities for individual or coordinated response that states may consider.
- **Request for state examples:** Nevada is thinking of setting up a business council and is looking to other states to share their experience and share best practices, building capacity, etc. to help local industry and business go low carbon. Please let Kristin ([kigusky@usclimatealliance.org](mailto:kigusky@usclimatealliance.org)) know if you have something to share, and she will make the connection.

#### Working Group Updates:

- **Emissions Inventory Working Group:** The next session in the DDP webinar series is scheduled for Friday, April 5<sup>th</sup> 12:30-2pm ET and will be focused on the power sector. Please let Kristin know if you are not currently participating in this WG but would like to attend this session.
- **Short-lived Climate Pollutants Working Group:** The next call is Thursday, April 4<sup>th</sup> at 1:30pm ET and will be focused on HFCs. The first call focused on methane is currently scheduled for April 18<sup>th</sup> at 1:30pm ET.
- **International Working Group:** The Canadian Embassy is hosting an informal luncheon on Thursday, April 11, 12:30-2:00 pm ET with senior intergovernmental officials from Canadian provinces and territories and to learn about state climate leadership, with US Climate Alliance members based in DC on the panel or participating.
- **Power Sector Working Group:** Following the release of the [Non-Wires Solutions Playbook](#), RMI invites you to register for a free webinar covering **Opportunities and Challenges for Non-Wires Solutions** on Apr 4, 2019 11:00 AM MDT at: <https://attendee.gotowebinar.com/register/2461261574110173699>

Moderated by Richard Kauffman, Chairman of the New York State Energy Research and Development Authority (NYSERDA), the webinar will explore market drivers, address project challenges, and propose best practices to ensure successful deployment of non-wires solutions. Participants will gain a better understanding of how electric utilities can optimize system infrastructure investments by leveraging non-wires solutions to meet grid needs and save customers money.

## **USCA Calendar**

### *Upcoming events & publications*

**April 9-10, 2019**, The Coalition on Agricultural Greenhouse Gases (C-AGG), a USCA Impact Partner, will be holding its biannual conference in Sacramento, CA, April 9-10. The agenda includes a panel on USCA and Agriculture and representatives from four Alliance states (CA, IL, WI, MN). Agenda and registration information is online: <https://www.c-agg.org/event/2019-april-sacramento-ca/>

**May 22-23, 2019**, [International Conference on Climate Action](#), Heidelberg, Germany, hosted by the German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety together with the State of Baden-Württemberg and the City of Heidelberg. You are invited to ICCA2019, where leaders from national and subnational governments as well as high-level representatives from international organizations, initiatives and networks will engage in interactive debates on how to scale up climate action through enhanced coordination

and cooperation. ICCA2019 will serve as a milestone on the way to the UN Secretary General's Climate Action Summit in September 2019. It will be a key moment for the preparation of deliverables for the Summit's Infrastructure, Cities and Local Action work stream. ICCA2019's overall aim is to support actions for achieving the Paris Agreement goals at a crucial point in time.

## State Leadership

*Highlights from Alliance state climate leadership announcements. Please send us updates you want included in next week's newsletter.*

**Secretary Ross of the California Department of Food and Agriculture published an op ed speaking to [how California agriculture is ready to scale up climate solutions](#):** "Agriculture and natural and working lands across rural America are an important part of our climate solution. California took bold action by setting a goal for carbon sequestration as part of our climate portfolio and just last month released a [Natural and Working Lands Strategy](#) to store carbon in our trees, shrubs, grasses and soils."

**[Puerto Rico passed a bill to radically transform the island's economy with renewable energy as the central pillar](#).** The territory's legislature today approved Senate Bill 1121 ([PS 1121](#)), the Puerto Rico Energy Public Policy Act, which will set the island on a path to 100% renewable energy by 2050. The bill pushes the island to become a leader in clean energy technology that can better withstand future hurricanes and improve quality of life for Puerto Ricans. ([Forbes](#)). [Governor Ricardo Rossello stated](#) on twitter "I am a scientist. #ClimateChange is real. As a US citizen in Puerto Rico, we are experimenting those effects and challenges today. Recognizing this, we have set forth a plan that consists of 10 measures and have called it "Puerto Rico Pledge for Climate Change."

**The N.C Division of Coastal Management created a new [Coastal Adaptation and Resiliency website](#) to help North Carolina's coastal communities manage these challenges.** These web resources were built to help local governments and communities in the 20 North Carolina counties designated as coastal counties under the [Coastal Area Management Act](#). In support of Governor Cooper's [Executive Order 80](#) (a directive that calls for the development of a State Climate Risk and Resilience Plan by 2020), hazard forecasts, mapping tools, geospatial data, adaptation examples, funding opportunities and guidelines for policy planning are several of the tools available now.

**New Mexico Environment Department [released a new innovative and interactive methane map](#)** that shows methane emissions from oil and gas operations in New Mexico.

**The Virginia Institute of Marine Science, with support from Virginia DEQ, [released an official coastal inventory](#), the first of its kind in the world.** It maps 62.7 million feet of VA & MD shoreline with details on 11,885 miles of tidal shores. [Read more here](#).

**New York finalized its FY2020 budget, making it the first state in the nation to adopt a congestion charging program.** [According to Governor Cuomo](#), "It forms a Central Business District, charges a higher rate for traveling in the Central Business District. It's designed to reduce congestion, raise revenue"

## State-Relevant News & Resources

*Summary of domestic and international news and analysis relevant to states. \$=subscription may be required*

**Trump Hustles on Keystone...:** President Trump signed an order greenlighting the construction of the Keystone XL pipeline Friday, a move that circumvents a court's decision to [block](#) a previous federal permit on the long-delayed project. The new permit gives owner TransCanada permission to "construct, connect, operate and maintain" the pipeline on US territory. A district judge in Montana last fall [ruled](#) that the State Department had not sufficiently considered the environmental impacts of the pipeline and ordered a new environmental review. But Trump's new order uses presidential power to circumvent the environmental restrictions applied to agencies. "By his action today in purporting to authorize construction" and ignoring previous rulings, lawyer

Stephan Volker, who represents environmentalists involved in litigation against the pipeline, told the AP, "President Trump has launched a direct assault on our system of governance." ([AP](#), [Washington Post](#) \$, [Bloomberg](#), [Reuters](#), [The Hill](#), [Axios](#), [WSJ](#) \$)

**AGENCIES:** EPA science panel considering guidelines that upend basic air pollution science ([NPR](#))

**IMPACTS:** More than 1 million acres of U.S. cropland ravaged by floods ([Reuters](#)), 'breaches everywhere': flooding busts midwest levees, and tough questions follow ([New York Times](#) \$)

**Costly Climate Impacts For Military:** The US Air Force will need nearly \$5 billion over the next two years to rebuild Florida's Tyndall Air Force Base and Nebraska's Offutt Air Force Base, both recently devastated by natural disasters. If \$1.2 billion of supplemental funding is not allocated by May 1 to help with repairs at both bases, work at the Tyndall base will halt completely and the Air Force will be forced to cut projects at 61 bases in 18 different states and cancel nearly 20,000 pilot training hours, officials said Wednesday. The base at Tyndall, which is home to more than 50 advanced fighter jets, was hit by Hurricane Michael in October, and officials are still assessing the damage sustained at Offutt, which was inundated during this month's devastating floods in the Midwest. Military officials also sent Congress this week a list of bases most at risk of climate impacts, following a much-criticized report in January that lawmakers said did not have sufficient information. (Bases: [NPR](#), [Omaha World-Herald](#), [Pensacola News-Journal](#), [MyPanhandle](#), [Defense One](#), [Air Force Times](#). Bases list: [The Hill](#))

**RENEWABLES:** 4 maps that show who's being left behind in America's wind-power boom ([Vox](#))

**Big Biz Wants to Make Renewables Easier to Buy:** A group of American corporate tech and manufacturing giants are organizing to make it easier for businesses to buy renewable energy. A coalition of companies including Walmart, General Motors, Apple, Google and Johnson & Johnson announced Thursday the formation of the Renewable Energy Buyers Alliance, with the goal of growing US corporate deals to 60 gigawatts by 2025--roughly the same amount of power as [all of the solar power currently available in the US](#). "At a very fundamental level our theory of change is that we can leverage the markets and buyers have a unique role in the markets to drive the renewable energy future," founding CEO Miranda Ballentine told The Hill. ([CNBC](#), [NPR](#), [The Hill](#))

**Coal Plants Are 'Zombies':** Nearly three-quarters of the nation's coal plants cost more to operate today than it would cost to entirely replace them with new renewable energy projects, new research shows. A [report](#) from think tank Energy Innovation released Monday finds that 74 percent of current US coal capacity costs more than wind and solar, and the number is expected to rise to 86 percent by 2025. A third of plants currently operating in the US cost 25 percent more to operate than new renewables. "US coal plants are in more danger than ever before," Energy Innovation electricity policy director Mike O'Boyle told CNN Business. "Nearly three-quarters of US coal plants are already 'zombie coal,' or the walking dead." ([CNN](#), [The Guardian](#), [InsideClimate News](#), [Gizmodo](#), [E&E](#), [Fast Company](#), [ThinkProgress](#), [US Energy News](#))

**EMISSIONS:** Carbon emissions from the US power sector rose in 2018 ([Axios](#))

**Emissions Still A-Risin' Following 'Golden Year' For Gas:** Global emissions hit a new record in 2018, driven by an all-time high in demand for fossil fuels, according to a [report](#) released this week from the International Energy Agency. Emissions rose 1.7 percent last year, as China, India and the US accounted for nearly 70 percent of the rise in demand and energy consumption grew by 2.3 percent worldwide--twice the average rate of growth since 2010. Last year was a "golden year for gas," IEA executive director Fatih Birol said, and gas consumption in the US alone jumped by 10 percent. "Despite major growth in renewables, global emissions are still rising, demonstrating once again that more urgent action is needed on all fronts," Birol said in a statement. ([USA Today](#), [Washington Post](#) \$, [The Guardian](#), [Reuters](#), [Grist](#))

**JUST TRANSITION:** They grew up around fossil fuels--now, their jobs are in renewables ([New York Times](#) \$)

**FINANCE:** Fed researcher warns climate change could spur financial crisis ([Bloomberg](#)), Wall Street is masking the true cost of climate change for coastal homes ([Bloomberg](#)), here's what Warren Buffett thinks

about climate change ([CNBC](#)), Dutch pension fund invests \$6.6 billion via sustainability index ([Wall Street Journal](#) \$)

## Propst, Sarah, EMNRD

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**From:** Propst, Sarah, EMNRD  
**Sent:** Friday, August 2, 2019 8:47 AM  
**To:** Kristin Igusky; Martinez, Louise N., EMNRD; Lewis, Jeremy, EMNRD; Kenney, James, NMENV; Ely, Sandra, NMENV  
**Cc:** Katherine Segal  
**Subject:** RE: FOR REVIEW: NM fact sheet for USCA Annual Report

We'll get this to you. Thanks

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**From:** Kristin Igusky <kigusky@usclimatealliance.org>  
**Sent:** Friday, August 2, 2019 4:54 AM  
**To:** Martinez, Louise N., EMNRD <Louise.N.Martinez@state.nm.us>; Lewis, Jeremy, EMNRD <Jeremy.Lewis@state.nm.us>; Kenney, James, NMENV <James.Kenney@state.nm.us>; Propst, Sarah, EMNRD <Sarah.Propst@state.nm.us>; Ely, Sandra, NMENV <Sandra.Ely@state.nm.us>  
**Cc:** Katherine Segal <ksegal@usclimatealliance.org>  
**Subject:** FW: FOR REVIEW: NM fact sheet for USCA Annual Report  
**Importance:** High

Hi all-

Just checking in to see if you could send us a cleared version of the your state's fact sheet, the 50 word climate leadership blurb, and an approved high res photo **by next Wed, Aug 7<sup>th</sup>**?

Please let me know if this won't be possible- we need to send all fact sheets to the copy editor on Monday, Aug 12<sup>th</sup>.

Thanks!  
Kristin

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**From:** Kristin Igusky  
**Sent:** Thursday, July 11, 2019 6:23 PM  
**To:** [Louise.N.Martinez@state.nm.us](mailto:Louise.N.Martinez@state.nm.us); [Jeremy.Lewis@state.nm.us](mailto:Jeremy.Lewis@state.nm.us); [James.Kenney@state.nm.us](mailto:James.Kenney@state.nm.us); [Sarah.Propst@state.nm.us](mailto:Sarah.Propst@state.nm.us); [Sandra.Ely@state.nm.us](mailto:Sandra.Ely@state.nm.us)  
**Cc:** Elizabeth Bourguet <[ebourguet@usclimatealliance.org](mailto:ebourguet@usclimatealliance.org)>; Katherine Segal <[ksegal@usclimatealliance.org](mailto:ksegal@usclimatealliance.org)>  
**Subject:** FOR REVIEW: NM fact sheet for USCA Annual Report

Greetings NM team-

As the next step in our Annual Report development, we're asking each state to provide 3 items (to be considered cleared and final):

1. **Review your state's 2 page fact sheet (attached):** We did our best to capture the latest action your state has taken. Please review and provide any edits in track changes. We are aiming for an 800 word count (not including the 'key figures' section). Since we have 25 states and territories, these will be featured in an accompanying supplemental report along with the Annual Report, as well as [on our website](#).
2. **Provide a 50 word max statement to highlight your state's climate action:** This can speak to your state's priorities, past actions, an innovative new action, program, success, etc... that you would want to highlight in a



“State Highlights” spread within our Annual Report (see page 6 from [2017’s report](#) for examples of the kinds of statements we are looking for)

3. **Provide a high-resolution landscape photograph of your state that can be published:** This will be used in your fact sheet, on the USCA website, and potentially in the Annual Report. We’ve attached a few options from the crowdsourced [Unsplash.com](#) that are free to use; please select one of these or feel free to provide your own.

**Please send all three items, cleared from your end, by EOD Wednesday, July 25<sup>th</sup>.**

Let us know if this timing does not work for your team, or if you have any questions.

Thanks!

Kristin, Liz, and Katie

Annual Report timeline (some dates still TBC):

July 11: State GO teams receive fact sheets for review

July 25: Edited & cleared fact sheets, 50 word state highlight, and approved high-res picture due back to secretariat

*Mid-July: Webinar with modelers to discuss modeling framework, scenarios, and assumptions*

Early August: Annual Report text (except for chapter on results) sent to GO teams for staff edits (due one week later)

*Mid August: Webinar with modelers to discuss initial results*

Late August: Results chapter circulated for staff edits

Early September: Final report circulated for clearance

*Sept 9-10: Strategy discussion based on presentation of final results*

~Sept 23: Annual Report released

**Kristin Igusky**

Senior Associate | U.S. Climate Alliance

E [kigusky@usclimatealliance.org](mailto:kigusky@usclimatealliance.org) | P 202-372-9053 | M 610-413-1127



## Propst, Sarah, EMNRD

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**From:** Julie Cerqueira <jcerqueira@usclimatealliance.org>  
**Sent:** Thursday, August 1, 2019 7:10 PM  
**To:** Conrad-Saydah, Ashley@EPA; Christine.Hironaka@GOV.CA.GOV; katie.wheelermathews@wdc.ca.gov; Kate.Gordon@opr.ca.gov; Sanchez, Lauren@ARB; zach.pierce@state.co.us; Enright-Kato, Keri; Katie.Dykes@ct.gov; Rabemiarisoa, Ajo (DNREC); DeMooy, Jennifer (DNREC); Susan.Love@state.de.us; Hittle, Anukriti S; Glenn, Scott J.; pat@jbpritzker.com; Jessica.Himes@Illinois.gov; Dan.Burgess@maine.gov; Hannah.Pingree@maine.gov; Thomas.Abello@maine.gov; Sarah.Curran@maine.gov; brian.hug@maryland.gov; george.aburn@maryland.gov; lisa.nissley@maryland.gov; kathleen.theoharides@state.ma.us; mia.mansfield@state.ma.us; CookK14 @michigan.gov; katherine.blauvelt@state.mn.us; craig.mcdonnell@state.mn.us; Sexton, Timothy (DOT); charles.sutton@state.mn.us; Suzanne.Sobotka@state.mn.us; will.seuffert@state.mn.us; dbobzien@energy.nv.gov; scottgilles@gov.nv.gov; michellewhite@gov.nv.gov; bcrowell@dcnr.nv.gov; jtaylor@energy.nv.gov; Kathleen.Frangione@nj.gov; Jane.Cohen@nj.gov; Martinez, Louise N., EMNRD; Lewis, Jeremy, EMNRD; Kenney, James, NMENV; Propst, Sarah, EMNRD; Ely, Sandra, NMENV; Alexander Cochran; Jessica.Scott@exec.ny.gov; Dale.Bryk@exec.ny.gov; Amanda.Lefton@exec.ny.gov; Michelle Marchello; Tarr, Jeremy M; Masemore, Sushma; Kristen.SHEERAN@oregon.gov; sdobinson@pa.gov; jswan@pa.gov; jesshirley@pa.gov; drivera@prfaa.pr.gov; Nairka Trevino; jstoripan@prfaa.pr.gov; cmercader@prfaa.pr.gov; tvazquez@drna.pr.gov; Jaclyn.Porfilio@governor.ri.gov; janet.coit@dem.ri.gov; Messick, Maria (GOV); Peter.Walke@vermont.gov; joshua.saks@governor.virginia.gov; Bast, Chris (DEQ); trieste.lockwood@deq.virginia.gov; Davis Chris; Reed Schuler; noah.roberts@wisconsin.gov; wenona.wolf1@wisconsin.gov; sam.munger1 @wisconsin.gov  
**Cc:** Kristin Igusky; Taryn Finnessey; Steve Tebbe  
**Subject:** USCA Retreat - Agenda and Logistics Note (Sep 8-11)  
**Attachments:** SEP2019 - Draft Agenda - v190801.pdf; SEP19\_USCA Fall Meeting\_Logistics Note DRAFT 190801.pdf

**Importance:** High

Dear GO Teams,

Please find attached a draft agenda and logistics note for our USCA GO Team Fall Retreat. We will use the August 9 GO team call to run through the agenda and get your feedback to ensure the retreat achieves YOUR desired outcomes. Your feedback on the agenda topics, structure, speakers and needed preparatory work or documents will be critical in ensuring a productive meeting, and is very much appreciated.

In the logistics note, you will have a link to the registration form. Please register yourself by **August 16<sup>th</sup>**, even if you are still seeking travel authorization. You may use that form to identify topics of interest for the breakout sessions. We have made a short list of sectoral and cross-cutting sessions based on the consultations, but you should feel free to add other ideas.

Please also note that we are finalizing the hotel contract and will send the link next week so that you can reserve your rooms at the GSA rate.

Feel free to contact anyone on our team if you have questions! Thanks to the Nevada team for all their work to pull together this meeting. Have a great weekend!

Julie

**Julie Cerqueira**

Executive Director | U.S. Climate Alliance

E [JCerqueira@USClimateAlliance.org](mailto:JCerqueira@USClimateAlliance.org) | P 202-864-5652 | M 508-439-2799

**September 2019 USCA GO Team Retreat**

September 8-11, 2019

Sierra Nevada College in Incline Village, Lake Tahoe, Nevada

**Draft Agenda**

The goals for the fall U.S. Climate Alliance retreat are to:

- Take stock of the U.S. Climate Alliance's second year and identify ways to better support state leadership;
- Share experiences and identify coordinated state action to make progress on difficult climate challenges through small group discussions;
- Develop a framework for cooperation to support a just transition for communities and create the workforce needed for the low-carbon economy of the future;
- Assess our progress in meeting our Alliance-wide climate goal, and explore whether to consider communicating our ambitions beyond 2025;
- Plan for Alliance possibilities under next federal administration, depending on either renewed federal engagement with climate policy or continued disengagement; and
- Identify policy actions for the federal government that would support states in achieving their climate goals, and begin to build out an advocacy strategy to realize those policy actions.

**Sunday, September 8**

- 5:00p**      **On-boarding for New U.S. Climate Alliance Focal Points**  
This optional session will help *staff from new administrations* better understand the work of the initiatives and how they can work together through the Alliance to support their priorities.
- 6:30p**      **Welcome Reception**
- Welcome remarks from Nevada as host government  
Remarks on goals for the retreat from USCA co-Chair

**Monday, September 9**

- 8:30-9:00a Registration**  
Coffee and light breakfast served
- 9:00-9:45a Welcome**  
The opening sessions will help set the stage for a successful retreat through inspiration and highlighting recent achievements for the Alliance to build on – demonstrating this group is focused on delivering real world results.
- 1. Welcome Address (3min)**  
Video Welcome from Senators Cortez Masto and Rosen
  - 2. Briefing on Climate Impacts to Lake Tahoe Region (15min)**  
Expert TBC
  - 3. USCA Overview of Accomplishments and Working Groups (15min)**  
Julie Cerqueira, U.S. Climate Alliance
- 9:45-11:15a State Priorities and Retreat Outcomes**  
Each state will have 3 minutes to introduce themselves, share 2-3 state priorities on the horizon and one outcome they want to work towards during the retreat.
- 11:15-11:30a Coffee break**
- 11:30a-2:00p Implementing State Priorities: Breakout Session 1**  
We will present an overview of the one-on-one consultations from the summer, focusing on upcoming priorities and where states have indicated an interest in working with others or need for assistance.
- 1. Summary of Consultations and Overview of Exercise**  
Julie Cerqueira, USCA Secretariat (10min)
- States will have the opportunity to pick the topics ahead of the meeting; the list of proposed topics is below, and will be included in the final agenda.
- Implementation of the Nation's Clean Cars Promise/Clean car standards
  - Building efficiency and electrification
  - Grid modernization or working with/around RTOs
  - Advancing clean energy goals through executive actions
  - Power sector policy innovations and opportunities
  - Procurement reform to reduce industrial emissions

Document: Summary of consultations

*This is a working lunch.*

**2:00-4:00p**      **Creating jobs for a low-carbon economy and supporting a just transition**  
Following context-setting presentations, USCA states will form breakout groups to share their concerns and goals around transitioning communities that have or will see substantial job losses from the movement towards a cleaner economy. States will also be invited to share goals for creating the workforce of the future in a manner that is equitable, and gaps to reaching those goals. The intent of this session is to define the specific outcomes states seek, questions they have, and resource or technical assistance needs to both facilitate a just transition and support future job creation. The results of this session will help to develop a jobs focused workstream. Outside experts will be invited to participate in this session. The groups will reconvene at the end of the session to share the results of their discussions and reach consensus on the approach moving forward.

**1. Defining Just Transition and Lessons from Existing Efforts**

Speaker TBD

**2. Results from State Consultations**

Taryn Finnessey, USCA Secretariat

Documents: Background paper on existing programs; Background paper on questions and outcomes from USCA consultations

*Coffee break during session*

**4:00-5:30p**      **State-Federal Engagement in 2020**  
The outcome of the 2020 election will shape the U.S. Climate Alliance in fundamentally different ways. This session will be an interactive discussion to explore the role of the Alliance in a scenario of federal re-engagement on climate, or how Alliance states can continue to drive progress in the face of continued opposition.

**6:00p**              **State and Stakeholder Reception with Remarks from Governor Sisolak**  
Governor Sisolak will welcome Alliance states to Nevada. Local leaders from the environmental community, private sector, labor and local government will join the reception to meet Alliance members.

Tuesday, September 10

**8:30-9:00a**      **Registration**  
Coffee and pastries served

**9:00-10:00a**      **Alliance Governance and Service to the States**  
USCA states will kick-off the morning by sharing their thoughts on how the Alliance can better serve the governors. Key questions include:

- What is the best use of the bi-weekly GO team calls?
- Are there specific outcomes this group wants to see in the next year, the next three? Are there quantitative or qualitative objectives to strive for?
- Are USCA states generally satisfied with the progress made through the Alliance?
- Are there other governance issues that need to be addressed, or incorporated into bylaws, such as decision-making?

USCA states will also vote to approve bylaws related to the rotation of the USCA co-chairmanship.

Documents: Communications Protocol (approved May 2018); DRAFT Bylaws on USCA Leadership

**10:00-12:30p**      **Cross-Cutting Policy Deep Dives: Breakout Session 2**  
Participants will select one of a series of parallel breakout sessions to join. States will have the opportunity to pick the topics ahead of the meeting; the list of proposed topics is below, and will be included in the final agenda.

- Establishing an effective Climate Council/Office/Commission
- A Midwestern strategy for climate leadership
- Climate leadership through executive actions and agency direction
- Economy-wide market-based mechanisms
- Collaboration with local governments to meet state goals

*Coffee served during session*

**12:30-1:30p**      **How far we have come**  
Resources for the Future will present the results of the USCA-commissioned analysis on projected emissions reductions across the Alliance from three scenarios – current policies, commitments or pledges by governors for additional action, and current climate targets.

1. **Results of Emissions Projections Scenario Analysis** (20min followed by Q&A)  
Resources for the Future



**Documents:** Summary of Scenario Analysis

**1:30-2:30p**      **Lunch and Networking**

**2:30-4:00p**      **Achieving the Goals of the Paris Agreement and 2020**

Considering the pre-lunch analysis on our current trajectory, GO teams will break out into small groups to explore whether USCA should consider a post-2025 commitment, as the rest of the world moves to develop or strengthen 2030 commitments, and be prepared to potentially support a more ambitious national climate agenda consider different electoral scenarios in 2020. GO teams will be asked to define next steps and information needs to be able come to a decision in the months ahead, as well as share ideas for a USCA-event and possible announcement around the UN Secretary General's Climate Summit the week of September 23.

**1. USCA, the Paris Agreement's Ambition Mechanism and the UNSG Climate Summit**

Reed Schuler, Washington

**Documents:** Summary of Scenario Analysis, Backgrounder on Paris process and UNSG Climate Summit

**4:00-4:30**      **Meeting Wrap-up**

**6:30p**      **Fireside Chat**

For those able to stay Tuesday night, we will have an informal discussion at the beach on issues we were unable to resolve during the work day or on a new topic, such as the role of states in a scenario of federal re-engagement.

Wednesday, September 11

Wednesday Morning (time and details TBD)

States can pick from one of two tours:

**1. Tesla Giga Factory Tour**

The Tesla Gigafactory, once complete, is expected to be the largest building in the world. Tesla's mission is to accelerate the world's transition to sustainable energy. The Gigafactory was born out of this mission with a goal of providing the lithium batteries to support Tesla's projected vehicle demand, including its semi-trucks, for years to come, along with its Powerwall and Powerpack energy products. The Gigafactory itself aims to operate solely on renewable energy with a rooftop of solar panels and deployed stored solar energy at night. In addition to leading the way on sustainability, at full operating capacity, the Gigafactory will have created 6,5000 direct employment jobs.

**2. Sustainable housing and forest health projects**

Join our partners from California to tour affordable housing and sustainable community projects in the City of Truckee and a local forest health project. Through the tour, we will have a chance to learn how the state partners with local government agencies and non-profit organizations to build community engagement and cohesion, support landscape resilience, and reduce greenhouse gas emissions. (Exact location and timing details TBD).

# UNITED STATES CLIMATE ALLIANCE

**U.S. Climate Alliance Fall Retreat**  
**September 8-11, 2019**  
**Sierra Nevada College, Lake Tahoe, NV**

## DRAFT LOGISTICS NOTE

### KEY DETAILS

- Register for the meeting by responding [here](#) by August 16<sup>th</sup>
- The meeting will be held at Sierra Nevada College in Incline Village, Nevada on Lake Tahoe.
- The meeting venue is one hour from Reno-Tahoe International Airport, and airport shuttles run every 3-4 hours (schedule in detail below; ride sharing services are also available). Accordingly, please consider the frequency of ground transportation when planning your flight so that you can arrive in time for meetings.
- To participate in the *full program*, please plan to be in Incline Village by September 8<sup>th</sup> (5pm for new focal points, 7pm for all), and to depart no earlier than the afternoon of September 11<sup>th</sup>.
- The full program includes the following:
  - o On September 8<sup>th</sup>, the U.S. Climate Alliance will host an on-boarding session for states with new USCA focal points at 5pm and a welcome reception for all from 7-9pm.
  - o The official meeting will begin September 9<sup>th</sup> at 8:30am, and run until 5pm on September 10<sup>th</sup>.
  - o We will have a fireside discussion the evening of September 10<sup>th</sup> on difficult-to-unlock issues.
  - o Participants can choose from two tours the morning of September 11<sup>th</sup> - the Tesla Giga Factory (NV) or sustainable community/housing and forest health projects (CA).
- Accommodation will be at the [Hyatt Regency Lake Tahoe](#), a six minute walk to the meeting venue. Hotel rates will be GSA compliant and booking information will be circulated.
- Primary point of contact for logistics is Steve Tebbe ([stebbe@usclimatealliance.org](mailto:stebbe@usclimatealliance.org); 630-917-9559)

### REGISTRATION

Please register for the meeting [here](#) by Tuesday, August 16<sup>th</sup>, even if you are in the process of securing your travel approval. You can note in the spreadsheet that your approval is in process, and can remove your name later if your approval is declined. You will be asked to indicate the deep dive breakouts you are most interested in joining – and given the opportunity to add suggestions – as well as your interest in a Wednesday morning tour.

### LOCATION

All sessions of the Alliance Fall Meeting will be held at [Sierra Nevada College](#), located at 999 Tahoe Boulevard, Incline Village, NV. There will be a number of private rooms and open spaces available for those that need to take calls or have bilateral meetings throughout the program.

## ARRIVAL and WELCOME

On Sunday, September 8<sup>th</sup> at 5pm, all new USCA Focal Points are invited to an on-boarding session, which will help states better understand the work of the initiatives and how they can work together through the Alliance to support their priorities. Afterwards, everyone is invited to an informal reception at a venue to be determined on Sunday at 7pm. The reception is an opportunity for people to meet, many for the first time.

Registration for the meeting will open on Monday, September 9<sup>th</sup> at 8:30am, and the first session will begin at 9am. Coffee and a light breakfast will be served before the opening of the meeting. For those that want to walk over together, a USCA staff person will meet the group in the lobby of the Hyatt at 8:30 on Monday and Tuesday to escort the group. The meetings venue is a six minute walk from the Hyatt.

## HOTEL

A room block has been set aside at the [Hyatt Regency Lake Tahoe](#) in Incline Village, on the shores of Lake Tahoe and a six minute walk to the main meeting venue. We will provide a link to the hotel registration the week of August 5<sup>th</sup> for participants to make accommodations at the negotiated rate. You will need this link to receive the GSA compliant local per diem rate (\$114/night + tax). Once the link is operational, you are encouraged to make your hotel booking as soon as possible – this is the high season thus hotels have limited room availability.

## TRANSPORTATION

Reno-Tahoe International Airport (RNO) is the nearest airport. It is approximately a one hour drive to Incline Village. To get from RNO to the hotel in Incline Village, there are two primary options. The [North Lake Tahoe Express](#) is \$32 each way and leaves RNO at the timetable below. There are also rideshare companies (Uber/Lyft), which are approximately \$90-95. The Secretariat is actively assessing options and we will be distributing further guidance on airport transportation in the final logistics note. Knowing everyone's flight schedules will help to coordinate.

North Lake Tahoe Express (all times to/from Hyatt Regency Lake Tahoe)					
From RNO	10:30AM	12:30PM	4:30PM	7:30PM	12:00AM
From Hyatt	7:00AM	9:00AM	11:00AM	12:45PM	3:00PM

## EVENING EVENTS

There will be three evening events. Any transportation needed to off-site venues will be provided. The venues will be announced in the final logistics note:

- **Sunday Welcome Reception:** All meeting participants will be invited to a welcome reception on the evening of September 8<sup>th</sup> at 7pm.
- **Monday Evening Reception:** There will be a reception after Monday's meeting for USCA states to meet local environmental, business and labor leaders. Governor Sisolak will give opening remarks at the reception.

- **Tuesday Informal Fireside Chat:** Those that are able to stay in Lake Tahoe Tuesday night are invited to an informal evening fireside chat with participating officials. The evening discussion will focus on any outstanding issues that were not resolved during the two-day meeting.

### **WEDNESDAY MORNING TOURS**

The U.S. Climate Alliance will be offering two tours on the morning of Wednesday, September 11<sup>th</sup>, hosted by the governments of Nevada and California. Transportation to/from the tour locations to Reno International Airport will be provided. Please indicate your interest for either tour in your registration.

Nevada's team will be arranging a private tour of Tesla's Gigafactory, located in Sparks, Nevada. Yet to reach full operating capacity, the Gigafactory is already the highest-volume battery plant globally, producing around 20GWh of batteries annually, and is powered exclusively by renewable energy sources.

You can join our partners from California to tour affordable housing and sustainable community projects in the City of Truckee and a local forest health project. Through the tour, we will have a chance to learn how the state partners with local government agencies and non-profit organizations to build community engagement and cohesion, support landscape resilience, and reduce greenhouse gas emissions.

### **REMOTE ACCESS**

We encourage representatives from each Alliance State to attend in person. Alliance State representatives not able to join in-person are invited to join remotely for any session. We will be using Zoom, a platform that allows you to teleconference, videoconference or use webinar capabilities. Connectivity information will be distributed in the final agenda. We recommend testing the Zoom feature if it is the first time using it. To ensure discussions between Alliance states remain private, please do not circulate any teleconferencing information.

### **PAPERLESS MEETING**

This is a paperless meeting. You will be able to download all meetings documents through the Alliance Sharepoint site. Only registered participants will receive access to this secure site. You are invited to bring with you any printed materials, and can contact Steve if you need anything printed on premises.

### **HOSPITALITY**

Coffee, light breakfast, snacks, and lunch will be provided during the meeting, as will heavy hors d'oeuvres on September 8-10. Vegetarian options will be provided. Please include in your registration if you have any food allergies or other dietary restrictions.



## Propst, Sarah, EMNRD

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**From:** Julie Cerqueira <jcerqueira@usclimatealliance.org>  
**Sent:** Monday, July 29, 2019 1:56 PM  
**To:** Martinez, Louise N., EMNRD; Lewis, Jeremy, EMNRD; Kenney, James, NMENV; Propst, Sarah, EMNRD; Ely, Sandra, NMENV  
**Cc:** Ann McCabe; Amy Holm  
**Subject:** [EXT] NM introduction to The Climate Registry

Hi team,

I wanted to introduce you to Ann and Amy from The Climate Registry. They are organizing the delegation of state officials going to the COP and wanted to connect with someone from the NM team to gauge your interest in participating at this year's COP in Santiago, Chile. The delegation already includes a number of Alliance states, including WA (Chris Davis), CA (Mary Nichols, Lauren Sanchez, Wade Crowfoot, Ricardo Lara), MA (person being confirmed), HI (Suzanne Case), MD (Ben Grumbles), NY (Jared Snyder or another colleague), OR (Kristen Sheeran), VT (Sarah Hoffman), TN (Alexa Voyek), MI (Brandy Brown).

Please feel free to follow-up with Ann and Amy directly if you'd like to chat. I think it's a great platform to share your leadership internationally and The Climate Registry is a great partner in not only getting folks over there, but briefing states so they can be prepared to engage at the COP and get representatives slotted into events where you can talk about your state's policies.

Best,  
Julie

**Julie Cerqueira**  
Executive Director | U.S. Climate Alliance  
E [JCerqueira@USClimateAlliance.org](mailto:JCerqueira@USClimateAlliance.org) | P 202-864-5652 | M 508-439-2799





## Propst, Sarah, EMNRD

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**From:** Julie Cerqueira <jcerqueira@usclimatealliance.org>  
**Sent:** Thursday, July 25, 2019 12:59 PM  
**To:** jtaylor@energy.nv.gov; Cook, Kara; Martinez, Louise N., EMNRD; Lewis, Jeremy, EMNRD; Kenney, James, NMENV; Propst, Sarah, EMNRD; Ely, Sandra, NMENV; noah.roberts@wisconsin.gov; wenona.wolf1@wisconsin.gov; sam.munger1@wisconsin.gov; zach.pierce@state.co.us  
**Subject:** [EXT] Powering past coal alliance  
**Attachments:** Q&A - Governmental participation.docx

Hi all,

The British and Canadian governments have mentioned their interest in recruiting your states to join the Power Past Coal Alliance. Jennifer had some questions about it so I thought it'd be easiest to just email the group in case you are thinking about it.

**Essentially, PPCA members commit to phasing out existing unabated coal power and placing a moratorium on any new coal power without operational carbon capture and storage. Members also commit to supporting clean power generation through their policies and investments, and to restricting financing for unabated coal power generation.**

Since this is mostly government led, they confirmed there is no advocacy campaign and that supporting workers impacted by the transition away from coal is a priority. There also aren't reporting requirements, or a lot of calls/meetings. It's about a political commitment to phase out unabated coal power, and some peer support where useful to you on how to implement, including to support a just transition.

If states are interested in joining, Climate Week and the UNSG's Climate Summit is a great opportunity to announce on some stage with these partner countries – getting both national and international attention for leading governors. As of July 2019, the Alliance counts 83 confirmed members – including the states of California, Washington, Oregon, Hawaii, Connecticut, New York, and Minnesota.

Feel free to follow-up with them directly to learn more (Andria Sherstone [andria.sherstone@canada.ca](mailto:andria.sherstone@canada.ca), Cynthia Conner [Cynthia.Conner@fco.gov.uk](mailto:Cynthia.Conner@fco.gov.uk)), or I can liaise on your behalf if you'd prefer.

**Julie Cerqueira**  
Executive Director | U.S. Climate Alliance  
E [jcerqueira@usclimatealliance.org](mailto:jcerqueira@usclimatealliance.org) | P 202-864-5652 | M 508-439-2799



## **POWERING PAST COAL ALLIANCE: GOVERNMENTAL PARTICIPATION**

### **Frequently Asked Questions**

*Q. What is the Powering Past Coal Alliance? What are its goals and objectives?*

- The Powering Past Coal Alliance (the PPCA), launched by the UK and Canada on the margins of COP23, is a voluntary coalition of governments, businesses, and other organizations to lead the rest of the world in ending the use of unabated coal power.
- We will take action – such as setting coal phase-out targets and committing to no further coal investment – to accelerate clean growth and climate protection through the rapid phase-out of unabated<sup>1</sup> coal power.
- PPCA members will work together to share real-world examples and best practices to support the phase-out of coal, including through climate financing, and adopt practical initiatives that support this transition, including developing clean-energy plans and targets.

*Q: What is the rationale for the Powering Past Coal Alliance?*

- Scientific evidence shows that health effects of air pollution from burning coal, including respiratory diseases and premature deaths, impose massive costs in both human and economic terms. In addition to health considerations, phasing out unabated coal power is one of the most important steps governments can take to tackle climate change and meet our commitment to keep global temperature increase well below 2° C and pursue efforts to limit it to 1.5° C.

*Q. How does reducing the use of coal contribute to the Paris Agreement?*

- Coal is one of the dirtiest fossil fuels. It emits twice as much CO<sub>2</sub> as gas per unit of electricity generated, along with other pollutants such as Sulphur Dioxide (SO<sub>2</sub>), Nitrogen Oxides (NO<sub>x</sub>), and particulate matter.
- Reducing coal consumption will be vital to helping many countries achieve their Nationally Determined Contributions.
- To meet the goals of the Paris Agreement, OECD countries need to phase out coal by 2030, and the rest of the world by 2050.

*Q: What commitments must members make to join the PPCA?*

- The Powering Past Coal Alliance Declaration states that:
  - **Government** members commit to phasing out existing unabated coal power and placing a moratorium on any new unabated coal power stations without operational carbon capture and storage, within their jurisdictions.

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<sup>1</sup> Unabated coal power generation refers to the use of coal without any technologies to substantially reduce its CO<sub>2</sub> emissions, such as carbon capture and storage.

- **Business and other non-government** members commit to powering their operations without coal.
- **All members** commit to supporting clean power through their policies (whether public or corporate, as appropriate) and investments, as well as restricting financing for unabated coal power stations **without** operational carbon capture and storage.

*Q: Are members allowed to promote the PPCA's policy and communications materials (e.g., Declaration, backgrounders, data on coal phase-out, logo, website) in their practices?*

- Yes, members are encouraged to use the PPCA's material to:
  - Promote the work of the PPCA – through speeches, industry events or via your social media channels (@pastcoal, #PoweringPastCoal).
  - Disseminate real-world examples and best practices, and share experiences and practical initiatives on how to stop relying on coal.
  - Encourage other governments and organizations to join the PPCA.

*Q: How do members participate in the PPCA?*

- Governments are kept up to speed with the activities of the PPCA through a nominated point of contact. Members are encouraged to be actively engaged in the work of the PPCA as they see fit, including by participating in regular membership calls and meetings, by participation in PPCA Taskforces, and by engaging with other potential members with whom they have ties.

*Q: Is there any form of external audit done to provide third party assurance of commitments made?*

- Joining the PPCA is a voluntary commitment for national, sub-national, and private sector members. Organizations that associate themselves with the Declaration are expected to undertake their own due diligence to make sure that their activities are aligned with the commitments outlined in the [Powering Past Coal Alliance Declaration](#).

*Q. What happens if members of the PPCA do not comply?*

- This is a voluntary Alliance – we hope that all members will work together constructively to decrease our dependence on coal.
- The PPCA will not establish legal requirements but rather celebrate what is already possible, and help others achieve their goals.

*Q: Are members required to contribute financially to the PPCA?*

- No financial contribution is required or expected to join the PPCA. Any financial contributions to support the overall objectives of the PPCA would be voluntary.

*Q: How can interested parties join the PPCA?*

- Prospective members are asked to send an email to [secretariat@poweringpastcoal.org](mailto:secretariat@poweringpastcoal.org), outlining the following information:
  1. Confirmation of your government's commitment to the goals of the PPCA, including a few short points to highlight what your government is doing to support coal phase-out.

2. The name and title of the head of your government who is authorized to commit to the goals outlined in the PPCA Declaration.
  3. The name of a contact person with whom the Secretariat can share news and information about meetings, events, announcements, etc. We would like to keep our members informed and engaged as the Alliance grows.
- Our staff will communicate with your nominated contact to identify the most suitable event or moment to publicly announce your membership.

**For more information on the Powering Past Coal Alliance, including a list of current members and updates on recent work, please visit [www.poweringpastcoal.org](http://www.poweringpastcoal.org)**





## Propst, Sarah, EMNRD

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**From:** Julie Cerqueira <jcerqueira@usclimatealliance.org>  
**Sent:** Thursday, July 25, 2019 5:26 AM  
**To:** Conrad-Saydah, Ashley@EPA; Christine.Hironaka@GOV.CA.GOV; katie.wheelermathews@wdc.ca.gov; Kate.Gordon@opr.ca.gov; Sanchez, Lauren@ARB; zach.pierce@state.co.us; taryn.finnese@state.co.us; Enright-Kato, Keri; Katie.Dykes@ct.gov; Rabemiarisoa, Ajo (DNREC); DeMooy, Jennifer (DNREC); Susan.Love@state.de.us; Hittle, Anukriti S; Glenn, Scott J.; pat@jbpritzker.com; Jessica.Himes@Illinois.gov; Dan.Burgess@maine.gov; Hannah.Pingree@maine.gov; Thomas.Abello@maine.gov; Sarah.Curran@maine.gov; brian.hug@maryland.gov; george.aburn@maryland.gov; lisa.nissley@maryland.gov; kathleen.theoharides@state.ma.us; mia.mansfield@state.ma.us; CookK14@michigan.gov; katherine.blauvelt@state.mn.us; craig.mcdonnell@state.mn.us; Sexton, Timothy (DOT); charles.sutton@state.mn.us; Suzanne.Sobotka@state.mn.us; will.seuffert@state.mn.us; dbobzien@energy.nv.gov; scottgilles@gov.nv.gov; michellewhite@gov.nv.gov; bcrowell@dcnr.nv.gov; jtaylor@energy.nv.gov; Kathleen.Frangione@nj.gov; Jane.Cohen@nj.gov; Martinez, Louise N., EMNRD; Lewis, Jeremy, EMNRD; Kenney, James, NMENV; Propst, Sarah, EMNRD; Ely, Sandra, NMENV; Alexander Cochran; Jessica.Scott@exec.ny.gov; Dale.Bryk@exec.ny.gov; Amanda.Lefton@exec.ny.gov; Michelle Marchello; Tarr, Jeremy M; Masemore, Sushma; Kristen.SHEERAN@oregon.gov; sdrobinson@pa.gov; jswan@pa.gov; jesshirley@pa.gov; drivera@prfaa.pr.gov; Nairka Trevino; jstoripan@prfaa.pr.gov; cmercader@prfaa.pr.gov; tvazquez@drna.pr.gov; Jaclyn.Porfilio@governor.ri.gov; janet.coit@dem.ri.gov; Maria.Messick@governor.ri.gov; Peter.Walke@vermont.gov; joshua.saks@governor.virginia.gov; Bast, Chris (DEQ); trieste.lockwood@deq.virginia.gov; Davis Chris; Reed Schuler; noah.roberts@wisconsin.gov; wenona.wolf1@wisconsin.gov; sam.munger1@wisconsin.gov  
**Subject:** [EXT] EMBARGOED UNTIL 8am EST: CA and Autos agree on framework to reduce emission  
**Attachments:** EMBARGO UNTIL 7-25 8AM EST - Fact Sheet for CA-Automakers Framework\_FINAL.pdf

### EMBARGOED UNTIL 8am EST

Dear GO Teams,

At 8am EST today, California and a consortium of major auto companies will announce a framework to reduce emissions that can serve as an alternative path for clean vehicle standards nationwide. California has offered to hold a 30-min briefing today at 1pm EST for any states that want more information or have questions. The call-in number is Toll-Free: +1 (855) 673-6651,,7033461#. A factsheet with more information is attached.

### Summary

The consortium - which includes Volkswagen, BMW, Ford and Honda - have agreed on a framework for annual reductions of greenhouse gas emissions for light-duty vehicles that they will incorporate throughout the entire country and that could be incorporated into a final federal rule. While the framework would provide additional flexibility to the carmakers to meet the current emission standards, it delivers the same GHG reductions in five years as the original Obama standards would have achieved in four years. This framework also commits the auto companies to accelerate their transition to electric vehicles. Finally, it recognizes and preserves California's authority to regulate greenhouse gas emissions.

*Terms of the Framework:*

- Extend the current 2025 model year standard until 2026, providing additional lead-time and slightly less aggressive year-over-year reductions in greenhouse gas emissions (3.7 percent annual reductions compared with 4.7 percent.)
- Support the transition to electric vehicles by rewarding companies that sell more EVs with additional credits to meet the GHG standard for their entire fleet, while ensuring that gas and diesel vehicles also get progressively cleaner over that period.
- Provide an incentive to car companies to install more GHG-reducing technologies (such as making the car more aerodynamic at highway speeds and improving the vehicle's internal temperature control) by modestly revising limitations on their usage, and streamlining review and approval for new technologies.
- Simplify compliance by removing upstream emissions (i.e. GHGs associated with the production of electricity used by electric vehicles) from the calculation of GHG emissions for a car maker's fleet. The upstream emissions reductions can be achieved through other programs.
- Commit to keeping California's authority under the Clean Air Act and respect the ability of other states to follow California's waiver.

**Julie Cerqueira**

Executive Director | U.S. Climate Alliance

E [jcerqueira@usclimatealliance.org](mailto:jcerqueira@usclimatealliance.org) | P 202-864-5652 | M 508-439-2799

**EMBARGOED UNTIL THURSDAY, JULY 25 AT 8AM EST**  
**Framework for Greenhouse Gas Standards**

**Overview**

As the Trump Administration prepares to issue a final rule rolling back federal vehicle emission standards, California and a consortium of major auto companies have agreed on a framework to reduce emissions that can serve as an alternative path for clean vehicle standards nationwide. The framework is a pragmatic approach that provides automakers additional flexibility to meet the current emission standards, while supporting an accelerated transition to electric vehicles.

**Background**

In 2012, the Obama Administration adopted national standards that reduce greenhouse gas emissions and increase fuel efficiency for passenger vehicles for the period 2017 to 2025. California agreed to support the national standards by allowing compliance with the federal program to count as compliance with California's separate GHG emission standards. In January 2017, the Obama Administration issued a final determination that the vehicle standards were appropriate and achievable.

In March 2017, the Trump Administration announced its intention to reconsider that determination, and in 2018 it rejected the determination and proposed to roll back the emissions standards, effectively freezing them at 2020 levels through the 2025 model year. This move threatens air quality and health for millions of Americans, would increase costs to consumers, and promises to further set back U.S. efforts to combat climate change. The Trump Administration also proposes to revoke California's authority under the Clean Air Act to set more stringent vehicle emissions standards.

The Trump Administration rollback has been met with broad opposition from governors and mayors, auto companies, labor, consumer groups, public health organizations and environmental groups. Earlier this month, a bipartisan coalition of 24 governors representing more than half the U.S. population came together in calling for a strong, national clean car standard and preserving state authority to protect their residents from auto pollution.

Even the automakers are opposed to the rollback. Last month, 17 automakers representing 90 percent of the U.S. auto market appealed to the White House to work with California on a single national standard, warning of uncertainty for the auto market and noting that auto industry jobs are at stake. Now four of those car companies have agreed on a framework to reduce vehicle emissions that could serve as an alternative path to the Trump Administration rollback.

## **Framework**

A consortium that includes Volkswagen, BMW, Ford and Honda – which together constitute 30 percent of the U.S. market – have agreed on a framework for annual reductions of greenhouse gas emissions for light-duty vehicles that they will incorporate throughout the entire country and that could be incorporated into a final federal rule. This framework is acceptable to California as a reasonable compromise in the face of the Trump Administration's planned rollback.

While the framework would provide additional flexibility to the carmakers to meet the current emission standards, it delivers the same GHG reductions in five years as the original Obama standards would have achieved in four years. This framework also commits the auto companies to accelerate their transition to electric vehicles. Finally, it recognizes and preserves California's authority to regulate greenhouse gas emissions.

### *Terms of the Framework:*

- Extend the current 2025 model year standard until 2026, providing additional lead-time and slightly less aggressive year-over-year reductions in greenhouse gas emissions (3.7 percent annual reductions compared with 4.7 percent.)
- Support the transition to electric vehicles by rewarding companies that sell more EVs with additional credits to meet the GHG standard for their entire fleet, while ensuring that gas and diesel vehicles also get progressively cleaner over that period.
- Provide an incentive to car companies to install more GHG-reducing technologies (such as making the car more aerodynamic at highway speeds and improving the vehicle's internal temperature control) by modestly revising limitations on their usage, and streamlining review and approval for new technologies.
- Simplify compliance by removing upstream emissions (i.e. GHGs associated with the production of electricity used by electric vehicles) from the calculation of GHG emissions for a car maker's fleet. The upstream emissions reductions can be achieved through other programs.
- Commit to keeping California's authority under the Clean Air Act and respect the ability of other states to follow California's waiver.

## **Benefits**

- Pragmatic solution that provides greater GHG emissions reductions nationwide – an improvement of at least 30 percent – compared with a split program with California and the 13 states following one standard and the remaining states following a weakened federal standard.
- Expedite the transition to electric vehicles by further incentivizing long-term investments in vehicle electrification technologies.

- Maintain a single, national approach for participating automakers who will sell these cleaner cars nationwide and avoids months or years of legal uncertainty as to future standards.
- Provide a path forward that allows California and other states to meet their climate and clean air goals.

### **Next Steps**

California will take steps to pursue the agreement with these four companies including by exploring voluntary agreements to implement it if necessary; other companies can also sign on. This framework also provides an opportunity for the Trump Administration to adopt it as part of their final rule.

The framework does not affect California's two lawsuits against the Trump Administration. One of these lawsuits is challenging the Administration's reconsideration of the standards adopted by the Obama Administration. The other lawsuit seeks to compel federal agencies to provide the underlying data and analysis used to support the proposed rollback of those standards.

Further, the framework does not affect California's ability to challenge the new standards that the Trump Administration has proposed. If the final rule adopted by the Administration were to incorporate the framework, however, California would carefully consider that in a decision on whether to file suit.



## Propst, Sarah, EMNRD

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**From:** Taryn Finnessey <tfinnessey@usclimatealliance.org>  
**Sent:** Wednesday, July 24, 2019 9:21 AM  
**To:** Ely, Sandra, NMENV; Propst, Sarah, EMNRD  
**Cc:** Reed Schuler  
**Subject:** [EXT] RE: New Mexico and HFCs/methane

Thanks Carla, moving you to BCC so as not to clog your inbox and moving to my alliance email.  
Sandra and Sarah—I am happy to chat and help however I can on this, let me know if there is a time that you'd like to set up to chat and we can loop Reed in too if he is available.

Cheers,  
Taryn

**Taryn Finnessey | U.S. Climate Alliance**

**From:** Carla Frisch <cfrisch@rmi.org>  
**Date:** July 24, 2019 at 7:31:38 AM MDT  
**To:** "sandra.ely@state.nm.us" <sandra.ely@state.nm.us>, "sarah.propst@state.nm.us" <sarah.propst@state.nm.us>, Taryn Finnessey <tarynhc@yahoo.com>  
**Cc:** "Schuler, Reed (GOV)" <reed.schuler@gov.wa.gov>  
**Subject:** New Mexico and HFCs/methane

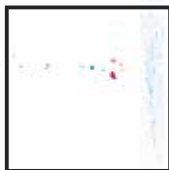
Sarah, Sandra,

It was fabulous meeting you both in NY. Thanks for all that you have already done in New Mexico!


Taryn, looped here, has recently joined US Climate Alliance as the point person for both HFCs and methane and is available as you consider activity in those areas.

I've also looped Reed who had offered to share material from Washington's HFC experience.

Best,  
Carla



**Carla Frisch**

Principal  
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We transform global energy use to create a clean, prosperous, and secure low-carbon energy future.





## Propst, Sarah, EMNRD

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**From:** Claire Jahns <cjahns@usclimatealliance.org>  
**Sent:** Thursday, July 18, 2019 5:23 PM  
**To:** McCarthy, Laura, EMNRD; Propst, Sarah, EMNRD  
**Cc:** Ely, Sandra, NMENV; Jeff Fiedler; Maitland, Julie; Kristen Schmitt; Dann, Jennifer L, EMNRD  
**Subject:** Re: [EXT] Re: USCA: Request for your input on NWL Regional Learning Labs

Welcome, Laura. I'll be on this call too and can do a quick overview of the NWL Initiative resources the Alliance offers to member states, if that's of interest. It might be helpful to tap into some of those leading up to the learning lab this fall.

Best,  
Claire

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**From:** McCarthy, Laura, EMNRD <Laura.McCarthy@state.nm.us>  
**Sent:** Thursday, July 18, 2019 10:56 AM  
**To:** Propst, Sarah, EMNRD <Sarah.Propst@state.nm.us>  
**Cc:** Claire Jahns <cjahns@usclimatealliance.org>; Ely, Sandra, NMENV <Sandra.Ely@state.nm.us>; Jeff Fiedler <jfiedler@americanforests.org>; Maitland, Julie <JMaitland@nmda.nmsu.edu>; Kristen Schmitt <kmschmit@mtu.edu>; Dann, Jennifer L, EMNRD <JenniferL.Dann@state.nm.us>  
**Subject:** Re: [EXT] Re: USCA: Request for your input on NWL Regional Learning Labs

Hi Claire and all:

I am happy to participate on behalf of EMNRD and will involve staff as I learn more. I've followed the NWL Initiative and am excited for the opportunity. I've read the email below and am not quite sure how to engage, so will wait for further clarification from you.

Laura McCarthy  
State Forester  
505-490-2954

On Jul 18, 2019, at 11:45 AM, Propst, Sarah, EMNRD <[Sarah.Propst@state.nm.us](mailto:Sarah.Propst@state.nm.us)> wrote:

I am hearing from colleagues in other states that we should also have EMNRD's State Forestry Division weigh in on this... so I am copying state forester Laura McCarthy here to ask her or appropriate staff engage with you. Thanks for bearing with my learning curve!

Sent from my iPhone

On Jul 11, 2019, at 5:33 PM, Claire Jahns <[cjahns@usclimatealliance.org](mailto:cjahns@usclimatealliance.org)> wrote:

Hi Sarah,

Apologies for coming out of left field. I'm an advisor to the Alliance and lead the NWL initiative and Working Group (and served as part of Governor Brown's climate team in California until the end of his term).

New Mexico has not been an active participant in the Natural & Working Lands (NWL) Initiative of the Climate Alliance to date, but I want to make sure that you have the opportunity to provide input on this fall's Learning Lab, which will be an in-person convening of USCA member state leadership and staff, any external stakeholders that states wish to invite, and USCA's Impact Partners (listed here, and of which American Forests is one). The Alliance held a Learning Lab last summer that served as a catalyst for USCA states to expand and, in some cases, initiate programs, policies, and strategic development to combat climate change through land use and management. This fall's regional labs will build on that model. FYI, the Alliance has some funding for state personnel travel and lodging for the Labs.

I included you in this invitation because you're the primary GO contact that Julie Cerqueira gave me several months ago. But I should have included Sandra Ely, now cc'd.

Please feel free to call if you have any questions: (773) 758-5094.

Best,  
Claire

Senior Advisor, U.S. Climate Alliance  
[clahns@usclimatealliance.org](mailto:clahns@usclimatealliance.org)

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**From:** Kristen Schmitt <[kmschmit@mtu.edu](mailto:kmschmit@mtu.edu)>  
**Sent:** Thursday, July 11, 2019 7:05 AM  
**To:** Propst, Sarah, EMNRD  
**Cc:** Jeff Fiedler; Claire Jahns; Maitland, Julie  
**Subject:** Re: USCA: Request for your input on NWL Regional Learning Labs

Hi Sarah,

The U.S. Climate Alliance is hosting a series of Regional Learning Labs (workshops) this coming fall as a part of the Natural and Working Lands Initiative. Jeff and myself are helping to develop the agenda for these Learning Labs and would love to learn more about what would make this a productive workshop for you. I've attached the introductory document describing the focus of these Learning Labs. Claire may have some other info to share as well.

Thank you,  
Kristen

On Wed, Jul 10, 2019 at 10:16 PM Propst, Sarah, EMNRD <[Sarah.Propst@state.nm.us](mailto:Sarah.Propst@state.nm.us)> wrote:

I'm sorry, but this initiative isn't ringing a bell. Could you provide more background?

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**From:** Jeff Fiedler <[jfiedler@americanforests.org](mailto:jfiedler@americanforests.org)>  
**Sent:** Wednesday, July 10, 2019 2:05 PM  
**To:** Claire Jahns <[cjahns@usclimatealliance.org](mailto:cjahns@usclimatealliance.org)>; Propst, Sarah, EMNRD <[Sarah.Propst@state.nm.us](mailto:Sarah.Propst@state.nm.us)>; Maitland, Julie <[JMaitland@nmda.nmsu.edu](mailto:JMaitland@nmda.nmsu.edu)>  
**Cc:** [kmschmit@mtu.edu](mailto:kmschmit@mtu.edu)  
**Subject:** [EXT] Re: USCA: Request for your input on NWL Regional Learning Labs

Apologies for the repeat email ... but those dates should all be for July, not June!

Also, at least one state has asked that we set up a doodle poll for possible dates. Please let me know if that would be helpful.

Jeff

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**From:** Jeff Fiedler  
**Sent:** Wednesday, July 10, 2019 1:20:26 PM  
**To:** Claire Jahns; [Sarah.Propst@state.nm.us](mailto:Sarah.Propst@state.nm.us); Maitland, Julie  
**Cc:** [kmschmit@mtu.edu](mailto:kmschmit@mtu.edu)  
**Subject:** Re: USCA: Request for your input on NWL Regional Learning Labs

Hi New Mexico Team:

Following up from Claire's email.

Here are few time slots to discuss the Regional Learning Labs. Let us know what works for your team and we can nail down a time, and send out conference/webinar details.

June 16, 17, 18, 24 and 26 -- quite flexible all day (we are in Mountain and Central time)  
June 15, 23 and 25 in the afternoon  
(June 19, 22 and 29 - Aug 2nd are blocked out).

Thanks

Jeff and Kristen

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**From:** Claire Jahns <[cjahns@usclimatealliance.org](mailto:cjahns@usclimatealliance.org)>  
**Sent:** Monday, July 8, 2019 5:57:06 PM  
**To:** [Sarah.Propst@state.nm.us](mailto:Sarah.Propst@state.nm.us); Maitland, Julie  
**Cc:** [kmschmit@mtu.edu](mailto:kmschmit@mtu.edu); Jeff Fiedler  
**Subject:** USCA: Request for your input on NWL Regional Learning Labs

New Mexico NWL Team,

I'm writing to connect you with Kristen Schmitt and Jeff Fiedler, who are leading planning and logistics for the NWL Regional Learning Labs that will take place this fall. They would like to get your input as they develop a draft agenda and logistics. I will leave it to them to schedule a call. Thanks in advance for your feedback and ideas, which will be crucial to developing a productive agenda for you and others in the region.

Best,  
Claire

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Kristen Schmitt  
Northern Institute of Applied Climate Science  
Northern Forests Climate Hub  
email: [kmschmit@mtu.edu](mailto:kmschmit@mtu.edu)  
o: 218-626-4334 c: 734-730-8771

## Propst, Sarah, EMNRD

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**From:** Elizabeth Bourguet <ebourguet@usclimatealliance.org>  
**Sent:** Monday, June 24, 2019 1:56 PM  
**To:** Martinez, Louise N., EMNRD; Lewis, Jeremy, EMNRD; Kenney, James, NMENV; Propst, Sarah, EMNRD; Ely, Sandra, NMENV  
**Subject:** [EXT] USCA Consultation on Priorities/Alliance-Strategy

Greetings,

As we prepare for the next Alliance meeting and refine priorities for state collaboration, Julie and Kristin would like to **schedule a 1-hr call with your team** to consult on a number of items, including:

- Highlights from you on recent progress, and plans for the year ahead
- Take stock on cooperation through the Alliance to date
- Deliverables or outcomes the group should focus on for the next 1-3 years, and specifically what 2020 means for the Alliance
- Top 3 priorities for your state where additional resources/technical assistance is most helpful, individually or collectively
- Specific outcomes you seek from activities focused on planning for low-carbon job growth and just transition (this is to respond to a request from February for a just transition learning lab)

I would appreciate it if you could send us a few windows of availability during the following periods:

- June 27-28
- July 1-3
- July 8-19

We'll send additional background material and questions ahead of our call to help guide our discussion.

Thanks,  
Liz

**Liz Bourguet**  
Climate Policy Intern | U.S. Climate Alliance  
[ebourguet@usclimatealliance.org](mailto:ebourguet@usclimatealliance.org)





## Propst, Sarah, EMNRD

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**From:** Julie Cerqueira <jcerqueira@usclimatealliance.org>  
**Sent:** Friday, May 31, 2019 10:51 AM  
**To:** Propst, Sarah, EMNRD  
**Subject:** [EXT] Re: Joint letter from the Consul General of Canada and the British Consul General to Governor Michelle Lujan Grisham

Hi Sarah,

The Powering Past Coal Alliance is an initiative led by the British and Canadian governments. It essentially asks for a series of commitments from leaders related to phasing out dirty coal. There is some flexibility built in for the application of CCUS technologies for those plants that must stay online.

I think it's a good initiative in terms of building momentum for phasing out coal and receiving international recognition for that effort. To my knowledge, it also does not require reporting or engagement in many calls or meetings and so doesn't require a lot of time to be spent on coordination. They have been exploring in what ways signatories can share best practices, if that would be useful.

The key will be to make sure the commitments for the governor are ones you can reasonably work towards.

Feel free to call if you have questions or want to talk through!

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**From:** Propst, Sarah, EMNRD <Sarah.Propst@state.nm.us>  
**Sent:** Friday, May 31, 2019 11:26:13 AM  
**To:** Julie Cerqueira  
**Subject:** FW: Joint letter from the Consul General of Canada and the British Consul General to Governor Michelle Lujan Grisham

Hi Julie - Thoughts on this invitation?



## Propst, Sarah, EMNRD

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**From:** Julie Cerqueira <jcerqueira@usclimatealliance.org>  
**Sent:** Friday, March 15, 2019 11:12 AM  
**To:** andrew.mcallister@energy.ca.gov; Bryan.Early@energy.ca.gov; Kristen.Driskell@energy.ca.gov; Patrick.Saxton@energy.ca.gov; taryn.finnessey@state.co.us; mirka.dellacava@state.co.us; Duva, Diane; Julia.Dumaine@ct.gov; Enright-Kato, Keri; Michele.L.Melley@ct.gov; Felicity.Laird@state.de.us; Robert.Underwood@state.de.us; lisa.nissley@maryland.gov; benjamin.miller@state.ma.us; anthony.fryer@state.mn.us; bill.grant@state.mn.us; jessica.burdette@state.mn.us; jessica.burdette@state.mn.us; Sherri.Jones@bpu.nj.gov; Charlotte.Hough@nyserda.ny.gov; chris.corcoran@nyserda.ny.gov; John O'leary; Noah.Shaw@nyserda.ny.gov; richard.kauffman@nyserda.ny.gov; Jennifer.Mundt@ncdenr.gov; Blake.Shelide@oregon.gov; Warren.Cook@oregon.gov; Becca.Trietch@energy.ri.gov; Gill, Carrie (DOA); Jaclyn.Porfilio@governor.ri.gov; curt.mccormack@gmail.com; Peter.Walke@vermont.gov; Angela.Navarro@governor.virginia.gov; Davis Chris; chuck.murray@commerce.wa.gov; karen.campbell@commerce.wa.gov; Tony.Usibelli@commerce.wa.gov; Nidhi.Thakar@cpuc.ca.gov; Jessica.Quinn@state.de.us; Glenn, Scott J.; luke.wisniewski@maryland.gov; Robert.Kettig@dep.nj.gov; Stephen.Myers@dep.nj.gov; Erin.Hill@dep.nj.gov; David.Sandbank@nyserda.ny.gov; Jessica.Himes@Illinois.gov; Hannah.Pingree@maine.gov; Thomas.Abello@maine.gov; Cook, Kara; dbobzien@energy.nv.gov; scottgilles@gov.nv.gov; michellewhite@gov.nv.gov; bcrowell@dcnr.nv.gov; Propst, Sarah, EMNRD; noah.roberts@wisconsin.gov; wenona.wolf1@wisconsin.gov; sam.munger1@wisconsin.gov  
**Cc:** Bast, Chris (DEQ); Kristin Igusky  
**Subject:** [EXT] RESPOND to doodle poll today - Building Codes discussion  
**Attachments:** 2019-02-23 Climate Alliance Elevator Speech.docx; 2019-2-23 How to participate in the 2021 IECC Development Process - Climate Alliance.pdf; 2019-02-20 Codes Update - Leadership Briefing Template.docx; 2018-09 NASEO Release of EECC Code-Carbon Calculator - States & Cities.pdf

Hi all,

As you may know, **March 29 is the last date** for you to register your teams to participate in the selection of international building codes, which plays an important role in shaping building efficiency standards domestically and internationally.

We are holding a webinar, hosted by Virginia with a guest speaker from the Energy Efficient Codes Coalition, next Tuesday or Wednesday to give our states a better understanding of the opportunities for significant emission reductions and cost savings through building codes, and the specific steps and timelines for you to help influence the discussion on codes. Please indicate your availability through this doodle poll today and we will send an invitation tonight based on greatest availability: <https://doodle.com/poll/urayse7kyqp3fkin>

Attached are some useful documents from EECC and NASEO, including the case for the standards and next steps/deadlines for participation.

- A (multi-story) elevator speech about how the Climate Alliance Governors can write America's Model Building Energy Code (the 2021 IECC) this November. In Word format for easy editing.
- A one page to-do list for Climate Alliance Governors – 4 Small Steps for Efficiency = A Giant Leap for Climate and Energy Policy.
- A more in-depth briefing paper for Climate Alliance states, also in Word format.

- One-pager on EECC's Codes-Carbon Calculator to show the savings for both states and cities, using PA as an example.

Note this list is going to all the energy efficiency and power grid modernization participants, with a few of the GO teams from our new states who don't have energy officers engaged.

Best,  
Julie

**Julie Cerqueira**  
Executive Director | U.S. Climate Alliance  
E [JCerqueira@USClimateAlliance.org](mailto:JCerqueira@USClimateAlliance.org) | P 202-864-5652 | M 508-439-2799

## Climate Alliance Governors Can Help Write America's Model Energy Code

A McKinsey & Co. analysis identified building energy efficiency as the most impactful and cost-effective single step governments can take to meet Paris Accord targets by 2030. With minimal effort and cost, Climate Alliance Governors have a golden opportunity this year to boost the efficiency of this year's update of America's Model Building Energy Code (a.k.a., the International Energy Conservation Code or IECC) by at least 15%.

In fact, if each of the 21 Climate Alliance governors obtains or renews only two Governmental Memberships in the International Code Council by March 23<sup>rd</sup> and all allotted Governmental Members' votes are cast for efficiency, recent history tells us that our votes would be enough to put the 2021 IECC on a glide path to net zero commercial, residential, and multifamily construction by 2050. **In other words, with a collective roster of 504 votes, Climate Alliance Governors could almost singlehandedly transform the nation's largest energy consuming (and wasting) sector to one of its cleanest.**

The best news is that energy codes don't involve public funds and the efficient buildings that result from them will lessen weatherization and other energy assistance programs. Finally, owner/occupant energy bill savings quickly recoup the incremental cost of the efficiency improvements and then some.

**It's easy and inexpensive for states to join the ICC and vote on the IECC, but they must meet three critical deadlines, the first of which is quickly approaching:**

**March 29, 2019.** The date by which Governmental Member population-based dues of \$370 must be received by ICC to ensure your voting eligibility. Joining the ICC and naming your "Primary Representative" takes about 5 minutes online here.

**September 23, 2019.** The last day each of your Governmental Members' population-based roster of 12 Voting Representatives (GMVRs) can be updated. Submitting your roster of eligible GMVRs should take less than 15 minutes.

**November 13-27, 2019 (tentative).** The exact date the ICC will open its two-week online voting window will depend on the completion of its Public Comment Hearings. Voting will only take each of your GMVR's 45 minutes using the Energy Efficient Code Coalition's (EECC's) objective IECC Voting Guide – cited in four U.S. Conference of Mayors resolutions since 2008 – will not only evaluate the hundreds of update proposals but

**The Power is in the Hands of our State & Local Leaders to Write America's Model Building Energy Code Update this November.** The Climate Alliance alone can account for more the pro-efficiency votes that are needed to boost the 2021 IECC by 10% and put it and future IECCs on a glide path to net zero energy buildings in the US by 2050 (see US Conference of Mayors 2018 Resolution).

Contact **Bill Fay** at the [Energy Efficient Codes Coalition](#) (EECC) for questions on how your city can participate in this year's 2021 IECC update.



## 4 Small Steps to Put America's Model Energy Code on a Glide Path to Net Zero

An opportunity for Climate Alliance states to set national energy policy that slashes carbon *and* pays a century of dividends to building occupants, power grids, local economies, and the nation.

**All It Takes Is Your Votes.** In November, ICC Governmental Members will vote to update America's model energy code – the 2021 International Energy Conservation Code (IECC) – benefiting family budgets, power grids, local economies and national

energy and climate policy for generations to come. Of 100,000+ potential voters eligible to vote in the last code update cycle, fewer than 500 cast votes for the last IECC. With just 535 more pro-efficiency votes, it would have been 10% more efficient than it is today, already reducing carbon emissions, saving households and business thousands in reduced energy bills, and setting America on track for reduced reliance on energy.

1	2	3
By March 29, 2019	By Sept. 23, 2019	(Estimated) Nov. 13 – 27, 2019
<u>Join (or update) multiple state ICC Governmental Memberships</u> , pay dues, and name your "Primary Representative"	<u>Primary Reps must submit all "Governmental Member Voting Representatives" (GMVRs)</u> to ICC	Vote online via ICC's 'CDP Access', and assure <u>all GMVRs cast their votes</u>

### STEP 1: Identify Your State's Multiple ICC Memberships.

i.e., Energy, Environmental Quality, Housing, Community Development,

Any "governmental unit, department or agency engaged in the administration, formulation or enforcement of laws, ordinances, rules or regulations relating to the public health, safety and welfare" is eligible to become a Governmental Member of the ICC.

### STEP 2: Pay your for your 2019 ICC "Governmental Member" dues of \$370 by March 29, 2019.

*Your voting eligibility will depend on meeting ICC's deadline*

*to join or renew ICC Governmental Memberships and identify each GM's Primary Representative.* Because the population of every U.S. state exceeds 150,000, the \$370 annual dues entitles each Governmental Member to cast 12 votes.

### STEP 3: Submit Each Governmental Member's Voting Roster to ICC by September 24, 2019!

This is a most critical step! Only GMVRs registered by this date will be eligible to cast a vote in November 2019!

**GMVRs:** Each designated voting representative shall be an employee or a public official actively engaged either full or part time, in administration, formulation, implementation or enforcement of laws, ordinances, rules or regulations relating to the public health, safety and welfare.

### STEP 4: MAKE SURE YOUR ONLINE VOTES ARE CAST.

ICC's two-week online voting window is expected to open November 13. EECC's Voting Guide will help your team vote pro-efficiency.

EECC's suggests voting en masse – with pizza – and will offer "How to Vote" Webinars and podcasts to answer voting questions, troubleshoot, and ease the online voting process on ICC's *cdpACCESS* site.

For more detail, contact [William Fay](#) or [Maria Ellingson](#) at EECC or visit [www.energyefficientcodes.org](http://www.energyefficientcodes.org).





## CLIMATE ALLIANCE TEMPLATE:

# Internal Briefing: How Climate Alliance States Can Maximize Their ICC Voting Clout to Win a National Energy Code that Slashes Carbon

February 20, 2109

## Summary

In 2019, Climate Alliance states have a golden opportunity to help shape America's model building energy code in 2019 to help achieve our greenhouse gas reduction and climate resilience goals. With a few simple steps and minimal cost, multiple departments in each state can join the International Code Council and cast 12 votes each on key pro-efficiency proposals that will ultimately become the 2021 IECC (International Energy Conservation Code). The IECC is adopted by nearly every state and by progressive localities in home rule states and is enforced locally through the building permitting process. By maximizing their voting clout, Climate Alliance states would join a nationwide effort to produce a model energy code that will help achieve climate and sustainability goals from the largest carbon emitting sector – residential, multifamily, and commercial buildings. We will also reverse the current trend of modest efficiency gains in the last two triennial IECC updates that threatens those goals.

**But locking in maximum voting eligibility faces three critical deadlines, the first of which is rapidly approaching. States must quickly identify its departments and agencies that are “currently engaged in the administration, formulation or enforcement of laws, ordinances, rules or regulations relating to the public health, safety and welfare,” then ensure that each of them joins or renews its dues in the International Code Council by March 29.**

Citing a McKinsey & Co. finding that building efficiency is the most impactful and cost-effective measure for cities to meet Paris Climate Accord targets by 2030, a June 2018 US Conference of Mayors resolution called for putting the 2021 and future IECCs on a glide path of steady gains to net-zero buildings. In addition to reducing carbon, energy code measures reduce energy bills for residential and commercial building owners and tenants, quickly recoup incremental costs, stabilize power grids, and reduce dependence on energy imports. Many perform throughout the entire 100-year building life.

Local builder associations traditionally oppose building energy codes as added regulations that add to a home's first cost. In addition, possible pushback to strengthening energy codes may come from overworked building officials who feel that building codes should only address fire and safety concerns. A glide path of steady efficiency gains will introduce improvements gradually and lessen learning curves.

## Background

Nearly all states and localities in home rule states enforce a building energy code that is based on America's Model Energy Code, the International Energy Conservation Code (IECC). The IECC is updated by state and local officials every three years in a process administered by the International Codes Council (ICC). This year, the ICC is updating five of its 15 “I-Codes (including the IECC) that will be published and available for state and local adoption in 2021. The 2021 IECC will be finalized during a two-week online voting window by ICC Governmental Members this November. If the 2021 IECC saves more energy than its predecessor code (the 2018 IECC) federal law requires states to review the new

IECC update and report to the US Secretary of Energy how they plan to meet or exceed its efficiency levels.

Because buildings are America's largest source of carbon emissions, the climate plans of nearly all Climate Alliance states recognize the IECC as a principal carbon reduction tool available to them. Unfortunately, the last two national energy code update cycles (which occur every three years) boosts IECC efficiency by only 1% per cycle. This pace is insufficient to help us achieve our climate goals. If we are to achieve our climate goals, it is critically important that we exercise our right to vote to ensure the national codes that our state adopts will help us achieve our goals.

State and local officials that are ICC Governmental Members are the only authorized voters on IECC updates, and yet very few jurisdictions cast votes on the IECC. With a potential universe of over 100,000 potential voters, fewer than 500 were cast on pro-efficiency proposals during the last IECC update cycle. This year, numerous organizations are urging local governments to cast their maximum allowable votes this November to ensure the next IECC reflects local sustainability goals.

## Recommended Action:

To help achieve a minimum 10% increase in the energy efficiency of the 2021 IECC, maximize your state's ICC Governmental Memberships by March 29 and identify a Primary Representative for each Governmental Member. The Primary Representative serves as your interface to the ICC, registers its 12 Voting Representative roster by September 23, and ensure that every vote is cast during the ICC's two-week voting window in November (tentatively the 13<sup>th</sup> through the 27<sup>th</sup>).

Choose your state's Governmental Members.<sup>1</sup> Potential new Governmental Members include energy and sustainability offices as departments that set policies regarding building energy use, and the departments of housing and community development that strive to keep the costs of owning or renting a home low, including programs to reduce energy bills. Each additional ICC departmental membership will cost \$370 and allow 12 online votes on IECC proposals amendments this November.

While we value this opportunity to increase our voting power in the national energy code development process, we also value internal alignment, and will coordinate with the Building Official and/or other voting departments to ensure we have mutual understanding on any priorities or concerns regarding individual proposed amendments.

## Additional Information on Common Questions

### 1. What are the benefits of taking this recommended action?

By fully leveraging our state's voting power, we join other states and local governments in helping ensure each IECC addresses the full scope of state government concerns. Our actions

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<sup>1</sup> Members of the International Code Council (ICC) must be "a governmental unit, department or agency engaged in the administration, formulation, implementation or enforcement of laws, ordinances, rules or regulations relating to the public health, safety and welfare." Source: ICC Bylaw 2.1.1. <https://cdn-web.iccsafe.org/wp-content/uploads/bylaws.pdf>

would help to achieve a goal for a 10% efficiency increase<sup>2</sup> in national codes, which would then influence the efficiency of state and local codes across the country, including ours.

## **2. What are the costs and the risks associated with this recommended action?**

A state's cost of joining ICC is \$370 per year per Governmental Membership (multiple departments, agencies, and units are eligible to pursue separate memberships).

If departments do not coordinate on voting priorities, there could be a risk of mis-aligned votes that may or may not affect code implementation depending on prevailing votes across the nation. We intend to coordinate to avoid any misalignment locally and are coordinating with external organizations such as the Energy Efficient Codes Coalition, Urban Sustainability Directors Network and New Buildings Institute who plan to support state governments in gaining internal alignment.

A risk of inaction by states generally is that IECC updates stall in their efficiency gains, putting state and local climate goals at risk.

## **3. Who needs to be involved from the state, and what level of effort is required?**

We propose memberships from the following departments: [INSERT].

The level of effort required of each ICC Governmental Member is minimal. Each department would be required to:

- Join or renew ICC Membership and list that member's Primary Representative by March 29, 2019;
- Identify and list the names of each of Governmental Member's 12 voting members by September 23, 2019;
- Assign staff to ensure that voters from each department spends approximately one hour in November voting online on the proposed amendments. The Energy-Efficient Codes Coalition, a coalition of energy efficiency experts, will release a voting guide to aid in the voting process.

There are optional opportunities to expand our impact by sending a Cstateity representative to testify at an in-person hearing in Albuquerque in April and/or Las Vegas in October.

## **4. How does this proposal impact state goals?**

Efficient buildings benefits building owners and tenants by ensuring lower energy bills and more comfortable buildings. Data from national low-income housing advocates and the federal government shows that:

- Energy costs can constitute more than 30% of a household's income.
- After loss of income, "inability to pay energy bills" is the leading reason for foreclosure or turnback. For that reason, most Habitat for Humanity chapters require homes to be constructed to the most recent IECC.

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<sup>2</sup> A goal for a 10% increase in efficiency in this code cycle was set by energy efficiency advocate organizations led by the Energy-Efficient Codes Coalition.

- Energy bills are the least predictable cost of home ownership and occupancy because they fluctuate with weather. The “whole-house” efficiency measures in the most recent IECC updates stabilize energy use during these peak weather episodes.

Most proposed pro-efficiency proposals will increase construction costs, but US Department of Energy data find that energy bill savings recoup efficiency outlays within 1-2 years, then put thousands of dollars into owner/occupant wallets.

#### **5. How do IECC efficiency gains impact resilience goals?**

More efficient buildings put less strain on the power grid during peak heat or cold events, and well insulated buildings are better able to maintain comfortable temperatures during extreme heat or cold temperatures. There are also code proposals to increase the resilience of renewable provisions in the national code.

#### **6. Who are the external partners supporting this effort?**

Key national partners supporting cities in this effort include:

- Energy-Efficient Codes Coalition (EECC): A coalition of businesses, trade organizations, consumer advocates, building science experts, and affordability advocates who partner to advance the efficiency of national energy codes. EECC was formed by the Alliance to Save Energy.
- Urban Sustainability Directors Network (USDN): is a membership-based network of local government sustainability professionals collaborating to advance their sustainability goals.
- New Buildings Institute (NBI): A non-profit that works with government, utilities, building professionals, and efficiency advocates to drive better energy performance in commercial buildings.

Contact William Fay  
EECC Coalition Coordinator  
[bfay@ase.org](mailto:bfay@ase.org)  
(202) 744-4572 (M)



## Codes-Carbon Calculator Computes CO<sub>2</sub> and Criteria Pollutant Reductions from the Building Energy Code They Adopt

How Pennsylvania's Adoption of the 2015 IECC Will Putting Thousands of Dollars in the Homebuyer Wallets of AND Cut Carbon Emissions to Boot

U.S. Department of Energy analyses show that states and localities adopting the most recent versions of the International Energy Conservation Code (also called "America's Model Energy Code") for residential, multifamily and commercial buildings are generating significant net energy bill savings – *after fully recouping* outlays for the incremental efficiency measures. These savings represent real money that will either stay in the wallets of owners and occupants or be paid to utilities. And since many of the IECC efficiency measures are permanent, the energy bill savings continue beyond the first owner, totaling tens of thousands of dollars for those who own or occupy the building over its 100-year life. Of course, there are other compelling reasons why jurisdictions should adopt the IECC:

- Energy efficient buildings are better built, more comfortable, and enjoy higher resale value.
- Data from low-income housing groups show that: 1) energy is the highest cost of home ownership outside of mortgage principal and interest, 2) energy bills can consume up to one-third of a low-income family budget, and 3) as a result, after loss of income, "inability to pay energy bills" is the leading reason for foreclosure.
- Because energy efficient homes perform best during energy peaks – especially long cold snaps or heat waves, when energy use and bills skyrocket – efficient building will flatten peak usage and stabilize power grids, delaying the need to build costly new generating facilities.

These benefits were cited by the Commonwealth when its Independent Regulatory Review Commission (IRRC) adopted the 2018 IECC for commercial and residential construction. But because buildings are also America's largest source of greenhouse gas emissions, **boosting their efficiency also slashes carbon emissions.**

### The State or Metropolitan Area Code-Carbon Calculator:

#### ✓ Is Easy to Use

- Enter Current Code & Rate of Compliance
- Accept or Edit Building Starts
- Enter New Code, Effective Date & Compliance Goal

#### ✓ Access Wealth of Data

- View 2020 & 2030 Snapshots of Electricity Savings & Avoided CO<sub>2</sub> Emissions.
- View per year Avoided Energy & Emissions of CO<sub>2</sub>, NO<sub>x</sub>, SO<sub>x</sub>, CH<sub>4</sub>, N<sub>2</sub>O.
- View additional housing units, commercial floor area.

**Text or Email EECC to Get the Code-Carbon Calculator**



# Results of Pennsylvania Upgrading from 2009 to 2015 IECC

## Snapshot Emission Results

### 2030 Snapshot

Avoided Emissions / Energy	Residential	Commercial	Total
Additional Annual MWh	55,006	119,460	174,466
Cumulative Annual MWh	167,882	360,122	528,004
Additional Annual Metric Tons of CO2	40,510	87,980	128,490
Cumulative Annual Metric Tons of CO2	123,641	265,222	388,863

### 2040 Snapshot

Avoided Emissions / Energy	Residential	Commercial	Total
Additional Annual MWh	51,791	117,001	168,792
Cumulative Annual MWh	697,416	1,540,814	2,238,230
Additional Annual Metric Tons of CO2	38,143	86,169	124,311
Cumulative Annual Metric Tons of CO2	513,645	1,134,773	1,648,418

### Cost & Savings

Projections Through 2040	Residential	Commercial	Total
Energy Cost Savings (Millions \$ NPV)	\$1,555	\$1,441	\$2,996
Costs (Millions \$ NPV)	\$525	\$694	\$1,219
Benefit Cost Ratio	2.96	1.93	2.38

### Emissions Reductions

Emissions	Avoided Through 2030			Avoided Through 2040		
	Residential	Commercial	Total	Residential	Commercial	Total
Metric tons of NOx	597	1,320	1,917	1,038	2,434	3,473
Metric tons of SOx	692	1,528	2,220	1,702	2,820	4,523
Metric tons of CH4	37	68	105	64	125	189
Metric tons of N2O	8	17	25	14	31	45
Metric tons of CO2	967,788	1,389,027	2,356,815	1,682,071	2,562,698	4,244,769
Metric tons of CO2e	971,087	1,395,580	2,366,667	1,687,804	2,574,789	4,262,593

1. Location

2. Building

3. Building Code Updates

4. Display Results

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Next

Emissions Results

Custom Results

## Customized Energy and Emission Results by Year

### Custom Result Instructions

Select the Building Sector, Fuel Type, and Metric from the drop down menus below to display the annual avoided emissions or energy usage in the table to the right. This page is printable and formatted to display the input summary, custom result selections, and results.

### Inputs for Custom Results by Year

Total Building Sector  
Total Fuel Type  
CO2e Select Metric to Display

### Input Summary (Non-editable)

State / Territory	Projected Residential	Projected Effective Date	Estimated Code Compliance Rate
Pennsylvania	Energy Code	Current	75%
Metro Area	IECC 2009	2018	75%
[statewide]	IECC 2015		
Model Residential Energy Code	Projected Commercial	Projected Effective Date	Estimated Code Compliance Rate
IECC 2009	Energy Code	Current	75%
Compliance Rate	ASHRAE 90.1 2007	2018	75%
75%	ASHRAE 90.1 2010		
Model Commercial Energy Code	Growth Projection Assumption	Growth Projection Assumption	
ASHRAE 90.1 2007	PNM Projections (default)	PNM Projections (default)	
Compliance Rate	Year	Year	Annual Rate %
75%			

### Pennsylvania - Statewide Metric tons of CO2e

Year	Add'l Annual Avoided	Cumulative Avoided
2014	0	0
2015	0	0
2016	0	0
2017	0	0
2018	187,323	187,323
2019	187,820	375,143
2020	184,788	559,931
2021	183,437	743,368
2022	182,592	925,960
2023	182,413	1,108,373
2024	182,777	1,291,150
2025	182,591	1,473,741
2026	181,261	1,655,002
2027	178,483	1,833,486
2028	177,574	2,011,060
2029	177,522	2,188,582
2030	178,085	2,366,667
2031	178,685	2,545,352
2032	181,171	2,726,523
2033	185,386	2,911,908
2034	188,112	3,100,020
2035	191,821	3,291,841
2036	195,733	3,487,574
2037	195,807	3,683,381
2038	194,963	3,878,344
2039	193,354	4,071,698
2040	190,895	4,262,593

1. Location and Baseline

2. Building Growth Projection

3. Building Code Updates

4. Display Results

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Emissions Results

Custom Results

## Propst, Sarah, EMNRD

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**From:** Julie Cerqueira <jcerqueira@usclimatealliance.org>  
**Sent:** Friday, March 8, 2019 12:49 PM  
**To:** Propst, Sarah, EMNRD  
**Cc:** Claire Jahns  
**Subject:** [EXT] US Climate Alliance - Natural and Working Lands  
**Attachments:** Summary of DDCF Proposal\_For USCA Distribution Only.docx

Hi Sarah,

I wanted to send you some information on a USCA program to support our states in designing and implementing natural climate solutions. Attached is the program summary, conducted in partnership with six strategically-selected NGOs to provide support on land-sector mitigation, sequestration and resilience activities as requested by our states. It provides more detail on the specific types of engagement New Mexico could benefit from (e.g. land-sector emissions inventories, agricultural policy development, learning labs).

Claire Jahns is a Senior Advisor to the Alliance on our land sector work. Feel free to reach out to her with questions, or to put her in touch with any of your technical people that may be interested in cooperating with other states and receiving support on land sector approaches from our NGO partners.

Claire, feel free to add if I've left anything out, especially any upcoming deadlines.

Best regards,  
Julie

**Julie Cerqueira**  
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# UNITED STATES CLIMATE ALLIANCE

## Strengthening state capacity to mitigate and sequester carbon through natural and working lands

Grant Proposal to the Doris Duke Charitable Foundation  
January 18, 2019

### | Key Outcome

U.S. Climate Alliance (Alliance) member states have substantially reduced greenhouse gas emissions from the land sector, increased resilient carbon sequestration, and deployed natural solutions to enhance climate resilience.

### | Objectives

This project aims to:

- Build capacity across Alliance member states to deliver on their commitment to integrate natural climate solutions into climate change mitigation policies and programs, secure carbon storage in natural and working lands and increase resilient carbon sequestration over time, as outlined in the Alliance Natural and Working Lands (NWL) Challenge.
- Grow technical capacity within the Alliance Secretariat and among the U.S. Climate Alliance (USCA) Impact Partners to assist Alliance member states in identifying and evaluating opportunities to engage natural climate solutions. This will include analytical tool development and individual and Alliance-wide educational and technical assistance to states.
- Build capacity at the Alliance Secretariat and among the USCA Impact Partners to maintain and improve the services provided to Alliance member states through the NWL Initiative.
- Grow more widespread support for natural climate solutions among political actors that are already part of the Alliance as well as those that are not yet engaged.

### | Introduction

The Alliance NWL Initiative supports member states in developing concrete goals and implementation pathways for enhanced carbon sequestration, GHG reduction, and climate resilience through natural solutions as a core component of each state's commitment to meet the goals of the Paris Agreement. At the Global Climate Action Summit in September, Alliance governors committed to an ambitious set of commitments for land-based climate solutions, called the [NWL Challenge](#). This proposal identifies resource needs to support the Alliance in delivering on the NWL Challenge, including by providing strategic advice to states, facilitating peer-to-peer sharing of experiences and technical resources, and interactive convenings that strengthen the state expert network and deepen their understanding of natural solutions. Frequently, capacity gaps require deeper technical, analytical and policy support than can be provided by states. To fill this critical gap, the Alliance has recruited a select group of strategic partners, called the USCA Impact Partners, with specialized expertise. This proposal also seeks to resource the USCA Impact Partners to help Alliance states deliver on their ambitious commitments – working in service to and at the direction of Alliance states and their political leadership. The USCA Impact Partners currently include: American Farmland Trust, American Forests, the Coalition on

Agricultural Greenhouse Gases, The Nature Conservancy, Trust for Public Land, and World Resources Institute.

The Alliance and USCA Impact Partners will provide coordinated, seamless support to the NWL Initiative and Alliance states, focusing on four essential areas identified in the NWL Challenge:

- Improvement of NWL inventories and methods;
- Identification of suitable GHG mitigation and carbon sequestration practices and related quantification and accounting methods;
- Identification and dissemination of practical policy approaches and financing mechanisms for natural climate solutions; and
- Provision of advice and facilitation of access to resources to support implementation of identified solutions.

The scope of work aims to address self-identified needs to allow for NWL policies and programs to be adopted by and across Alliance states. The direct geographic scope will include Alliance members and potential members, namely California, Colorado, Connecticut, Delaware, Hawaii, Maryland, Massachusetts, Minnesota, New Jersey, New York, North Carolina, Oregon, Puerto Rico, Rhode Island, Vermont, Virginia and Washington. A number of states in Midwest and West are expected to join the Alliance within the first quarter of 2019, and have expressed interest in engage in the NWL Initiative as an early leadership opportunity. Some elements of the scope of work will also be shared with additional potential members to support recruitment efforts and grow the constituency for NWL climate solutions. Furthermore, the scope of work aims to demonstrate that multi-state NWL approaches are effective so as to prepare for a national climate framework that prioritizes NWL as part of the solution.

## **I Project Activities**

The Alliance Secretariat will provide additional operational support to the Alliance and leading states, provide travel support to enable deeper state engagement and cooperation, and lead the development of a jobs and economic impact study to help states make a case for ambitious NWL action. The USCA Impact Partners will deliver hands-on technical assistance, working directly with Alliance States, through convenings, assessments, policy support and other activities defined here – under the umbrella of the U.S. Climate Alliance. The Secretariat will oversee engagement by USCA Impact Partners and Alliance states to ensure this targeted technical assistance continues to be at the service of the governors. Given this innovative structure, and to facilitate ease of review, the description of activities is broken down into two sections: the US Climate Alliance and the USCA Impact Partners.

### U.S. Climate Alliance Activities

The Alliance seeks funds to support Alliance operational support and related travel; capacity building for the NWL Initiative and member states via convenings and member state staffing; and research. These activities are described below.

#### **A. U.S. Climate Alliance Advisory and Operational Support**

The Alliance Secretariat – currently staffed by two full-time officers – supports nine initiatives and other Alliance activities. Sufficient operational support to advance state NWL commitments is thus a significant gap. Accordingly, the Alliance will hire a part-time Senior Advisor with technical and state government experience to develop and execute a curriculum that will explore implementation approaches and financing mechanisms. The Senior Advisor will complement existing and anticipated

staff at the Alliance as well as the activities to be undertaken by USCA Impact Partners. The Senior Advisor would be contracted to work part-time for 1.5 years, following conclusion of the existing contract for Senior Advisor (September 2019-March 2021).

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Through separate funding, the Alliance aims to hire one full time coordinator to provide administrative and coordination support to states co-leading the NWL initiative, and a short-term facilitator to lead a strategic planning exercise for the sector. The DDCF-supported Senior Advisor will focus on bringing information, experts, and other resources to the NWL Initiative, via webinars and other forms of communication, to facilitate in-state and collaborative NWL policy and program development and implementation. Specific deliverables will include the following:

- Work across states to identify and resource new areas of inquiry to increase depth and breadth of knowledge on particular issues. Topics/policy areas identified to date include forest biomass-based bioenergy; wood products; economic impacts and employment statistics related to forestry, agriculture, and restoration; and land use/zoning and local land use actors.
- Build out and execute a curriculum to explore traditional and emerging financing methods to expand adoption of natural climate solutions.
- Identify and engage opportunities and partnerships that would allow states to catalyze natural climate solutions at multiple scales, including at the county and municipal levels.

The Senior Advisor's work would be prioritized by the Alliance and NWL Initiative leadership and carried out in cooperation with USCA Impact Partners. The Senior Advisor is expected to work shoulder-to-shoulder with USCA Impact Partners to amplify Partners' contributions, ensure alignment with state needs, and bring additional resources to bear.

#### **B. U.S. Climate Alliance Staff Travel and Meeting Costs**

The Alliance will expend these funds for the Senior Advisor and Alliance Secretariat to travel to meet with states, stakeholders and experts to advance individual state programs; represent the NWL Initiative at key fora; and meet with potential new member states to encourage them to explore NWL solutions.

#### **C. U.S. Climate Alliance Member State Capacity Building (Convenings)**

Project resources will support travel by member state personnel to three regional convenings and one national convening of the NWL Initiative and USCA Impact Partners. These convenings will be hosted by the USCA Impact Partners, with assistance in planning and participation from the Alliance Secretariat and its member states. The three regional convenings are tentatively envisioned for the Western, Midwestern, and New England/Eastern Seaboard groupings of member states and will take place in 2019. Building on the success of the previous DDCF-funded Learning Lab, they will be designed to accelerate states' uptake of technical assistance and identify future areas of focus for USCA Impact Partners and states alike, focusing on climate mitigation and sequestration pathways of greatest regional significance and interest and opportunities for cross-boundary collaboration. The National convening will take place in 2020 and will serve as a capstone for 2019-2020 NWL Initiative activities undertaken to advance the NWL Challenge and a launchpad for post-2020 policymaking and goal-setting within the NWL Initiative and the Alliance as a whole. This action-forcing event will be an important milestone for moving from political commitment to real, on-the-ground action.

All Alliance members will be eligible for travel assistance, with the goal of having full regional representation at each of three regional cluster convenings and Alliance-wide representation at the national convening. This travel assistance will support up to two personnel per state, and will require matching contributions from each state to send additional staff to the convenings.

#### D. U.S. Climate Alliance Member State Capacity Building (Staffing)

The Alliance will expend these funds to support hiring of a State Member NWL Senior Staff at one Alliance member state to lead the NWL Initiative and advance NWL strategy within the selected state. These funds are expected to provide up to 50% of this staff member's salary over a 2-year period, to be matched by the recipient state or other donor funds. In the event that this position is infeasible or needs to be substantially reconfigured due to state hiring or other limitations, Alliance staff will consult with DDCF prior to expending these funds.

State leadership of the NWL initiative is critical to its success. The Alliance is a member-driven organization that exists to unify and support member states in pursuit of the goals of the Paris Agreement. There are nine initiatives within the Alliance, all of which are led by senior staff from one or more states. It is important that the goals, objectives, and "look and feel" of the NWL Initiative overall continue to be led by states, as opposed to Alliance staff, advisors, or USCA Impact Partners. This ensures that the NWL Initiative will continue to adhere closely to the day-to-day and longer term strategic and technical needs of Alliance states. State Initiative leadership also demonstrates issue leadership and a commitment to the NWL Challenge to other member states. ~~The NWL Initiative was founded by senior staff from California and New York in 2017. Neither of these states are currently able to lead the initiative due to staffing changes and bandwidth of remaining individuals staffed to the Alliance. Alliance states thought to be most likely to serve as leaders do not currently have the bandwidth to provide this level of service.~~

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The State Member NWL Senior Staff will work closely with the Senior Advisor and the Secretariat to provide strategic and thought leadership for the NWL Initiative. This will include consultation on implementation of the NWL Strategic Plan and Work Plan; serving as a formal and informal liaison between states and the Secretariat, the Senior Advisor and USCA Impact Partners; and representing the NWL Initiative at biannual Alliance meetings. This individual will serve as the primary in-state contact for media inquiries and other communications activities. Secretariat staff will be primarily responsible for managing the USCA Impact Partners and Senior Advisor and fulfilling the administrative needs of the NWL Initiative so that the State Member NWL Senior Staff is free to focus on steering the NWL Initiative and advancing his/her own in-state NWL strategies. It is expected that a significant portion of the State Member NWL Senior Staff's time will be dedicated to in-state activities; ~~this will serve as a means of demonstrating success and fostering replication to help drive greater ambition among Alliance states.~~

#### E. Research: Economic and Employment Impacts of NWL Climate Mitigation

The Alliance will expend these funds to contract for an analysis and report on the jobs and broader economic impact of land stewardship. The results will be incorporated into an Alliance report that will be used both by the Alliance, as part of its emerging communications strategy, and directly by member states. ~~Alliance members expect to use the study to make the case for more action on natural climate solutions. State government leaders have emphasized that making an economic case for natural climate solutions similar to those made for, for example, renewable energy, is politically essential for making a case for more action on and investment in natural solutions. Alliance members view such a thesis as particularly useful for engaging new and non-traditional—both urban and rural—constituencies within their states, particularly if it highlights opportunities for job creation and security. As a number of states in the Midwest with large agricultural constituencies join the Alliance, strong jobs and economic data will be increasingly important.~~



The scope of analysis will include an assessment of existing employment and economic activity from relevant segments of the forestry, agriculture, parks and open space, and habitat restoration sectors across Alliance states. It is expected to include contributions from land management as well as indirect effects in markets that depend on healthy natural and working lands, such as timber and food processing and outdoor recreation. The analysis will entail development or update of a methodology to estimate employment impacts of habitat restoration projects to estimate contributions from the "restoration economy". If feasible, it will include state-level wage information to maximize utility to Alliance members. This research project will pilot the methodology in a subset of Alliance states to generate projections for the jobs and economic impacts of expanded ambitions for natural and working lands, based on programs, policies and funding identified by the end of this grant period.

The ideal contractor will be able to perform rigorous analysis and produce a report that addresses policy issues as directed by the NWL Initiative. Initial consultation indicates that this will be either an independent research organization or an academic institute. ~~Potential candidates include the Economic Policy Institute, the Political Economy Research Institute at University of Massachusetts Amherst (Robert Pollin), the American Jobs Project and the Labor Center at University of California Berkeley (Carol Zabin), and the Ecosystem Workforce Program at University of Oregon (Cassandra Moseley).~~

#### USCA Impact Partner Activities

The role of the USCA Impact Partners is to infuse the NWL Initiative with technical expertise, tools, and resources on land sector climate mitigation targeted to self-defined needs of Alliance members. The USCA Impact Partners provide these capacities by working directly with the Alliance and member states, and also by convening forums that draw in other public and private sector technical experts to assist.

The primary focus of the USCA Impact Partners' work under this two-year proposal is to help Alliance members fulfill their objectives for the Natural and Working Lands Challenge. This will require each state to develop a strong land sector climate mitigation strategy, based on high quality land sector GHG inventory and utilizing science-based practices to reduce emissions and increase carbon sequestration. This land sector strategy will need to be integrated into statewide climate action planning for each Alliance member, and tied to tangible policy and funding commitments.

In coordination with the Alliance member states and its Secretariat, the USCA Impact Partners have developed a technical assistance plan that matches the ambition and complexity of the Natural and Working Lands Challenge. A key theme in this technical assistance plan is customization for the very specific and granular considerations unique to each Alliance member. The work falls into four interlocking areas:

- **Land Sector GHG Inventory:** Assist the Alliance and member states to develop a satisfactory approach to land sector GHG inventory and projection of future land sector emissions scenarios.
- **Land Sector Mitigation Practices and Policies:** Assist the Alliance and member states to identify those land sector climate mitigation pathways and component practices that will be most effective in different state and regional contexts, including new and underutilized approaches.
- **State-driven Technical Assistance and Analysis:** Informed by Alliance member needs and drawing from our work within Land Sector Mitigation Practices (above), help states to project and measure the climate mitigation benefits of different pathways and component practices.
- **Convening through Learning Labs:** Bring Alliance members together for intensive in-person Learning Lab technical assistance events that emphasize state-led inquiry and cross-pollination among states, supported by the USCA Impact Partners and other experts.

The USCA Impact Partners' envisioned technical assistance activities and outputs in these four areas are described in detail below. Because the USCA Impact Partners are focused on customization for Alliance member needs, we will begin the work in each of these four areas with a brief "forming stage" in which Alliance staff and members will collaborate with the USCA Impact Partners to re-assess and fine tune the work plan in each area. We will also form an important standing Technical Committee to integrate the first three work areas of Inventory/Scenario Projection, Land Sector Mitigation Practices, and additional State-driven Technical Assistance and Analysis. This Technical Committee will not only allocate the funds in the state-directed technical assistance pool, but will also assure that these investments are integrated with the insights and priorities developed by the teams working on inventory/scenario projection and identification of mitigation practices, respectively.

#### A. Land Sector GHG Inventory

World Resources Institute (WRI) serves as the lead organization among the USCA Impact Partners in this technical assistance area, and will lead the work outlined below with Alliance staff and member states. Other USCA Impact Partners and outside organizations will be engaged in these efforts as needed. Specially, WRI seeks support in this proposal to orchestrate technical assistance on land sector GHG inventories and broader monitoring efforts. This work will proceed in three modalities, to be carried out in close coordination with the [USCA Data & Tools Working Group](#), which manages the Emissions Inventory Initiative.

##### **1. Identifying State Interests and Needs**

In an initial forming stage, WRI will encourage states to identify teams within relevant state agencies and state universities to serve as focal points for inventory and monitoring issues, to the extent states have not already identified these focal points. We will directly engage with these teams to determine where states are starting, any ongoing efforts on monitoring and inventory, overarching objectives for monitoring and inventory systems (e.g., goal setting, program performance management, regulatory reporting), priority state needs and opportunities for establishing systems and improving methods, and how those needs and opportunities for improvement interact with broader state efforts and priorities. WRI will identify common challenges across states, emerging and best practices, and opportunities for states to pool resources or adopt shared platforms.

This work will be weighted toward the first months of the grant period, but will continue on an ongoing basis as states progress and needs evolve. Following initial outreach to all states, WRI will synthesize notes into an informal reference document that will be updated as states progress. ~~To test the value of this approach, WRI held inventory calls with Washington, New York, and Massachusetts in late December. In these calls WRI discovered significant and disparate ongoing work plans in each state, somewhat divergent interests and approaches, as well as opportunities for combined efforts.~~

##### **2. Pointing States to Solutions and Next Steps**

WRI will serve as a thought partner for states in identifying an approach that is both technically rigorous and feasible to implement. WRI will draw on national experts and the frameworks and guidance provided by WRI's [Greenhouse Gas Protocol, underlying IPCC guidance, and other relevant frameworks](#) to point states to workable solutions and next steps. In areas identified as state priorities, WRI will research and package options for inventory systems, and help states understand those options and their pros and cons in terms of administrative feasibility, accuracy and credibility, timeliness, and other parameters that matter to states. Direct technical assistance to states will primarily take place through regional and national learning labs. To the extent resources allow, WRI will also be available to individual

states to work through critical inventory issues of strategic importance and may conduct webinars in between learning labs or join state working group and stakeholder calls upon invitation.

### **3. Orchestrating Combined Efforts**

In select areas, states will need a single entity that is read-in on the details of state inventory needs to orchestrate combined efforts, at the direction of and in partnership with states and the Alliance. This will be supported by coordination between the NWL Initiative and the Data & Tools Working Group. Expected areas to include:

- Representing NWL inventory approaches to the USCA Inventory Initiative and helping the Alliance to ensure integration, as well as providing information and input to the USFS Forest Inventory & Analysis Program and EPA's State and Local Climate and Energy Program, which manages the State Inventory and Projection Tool; and
- Working with researchers to explore opportunities for conducting business-as-usual (BAU) net emissions projections for natural and working lands. (Note: BAU projections themselves are likely to be resource-intensive and are not budgeted for in the inventory section of this proposal.)

WRI will also serve as a source of consolidated knowledge on state inventory efforts, helping the Alliance to convene and coordinate on inventory issues. WRI will closely coordinate with the Alliance and all partners in the USCA Impact Partnership every step of the way.

This scope of work will complement the Alliance's Emissions Inventory Initiative by filling states' critical knowledge gaps on land-based inventories. The Emissions Inventory Initiative aims to ensure that Alliance members have the tools necessary to prepare and enhance their state-level GHG inventories, future GHG projections, and decarbonization pathways. The Inventory Initiative does not provide technical assistance to states, but rather serves as a forum in which states discuss their methodologies and data usage with the goal of sharing best practices and discussing gaps. The Inventory Initiative also directs and verifies, through individual state consultations, the analytics behind the annual public U.S. Climate Alliance Report. This verification is done by a consultant, the Rhodium Group (to date).

The Alliance will manage coordination between the NWL Initiative and the Data & Tools Working Group and its Emissions Inventory Initiative to ensure that each group's efforts dovetail and avoid duplication. This will include joint calls to engage appropriate personnel within each state on NWL inventory activities and ongoing coordination between Initiative leads, Alliance staff, WRI and other engaged USCA Impact Partners. WRI will present consolidated findings on state inventory efforts on one or more joint calls of the Inventory and NWL initiatives, as dictated by progress, states' needs, and resource availability. The Alliance will work with WRI and the Rhodium Group to include a brief summary of progress made in land-based inventory methods in the 2019 and 2020 Annual Reports.

### **B. Land Sector Mitigation Practices and Policies**

Alliance states encompass a wide range of natural and working landscapes. The activities proposed for DDCF support in this area are focused on meeting demand from Alliance states to have more information on agriculture pathways and practices. This will complement USCA Impact Partner forestry resources that are already available, and being developed through other funding sources. This includes exploration of potential pathways and practices beyond those already covered in the previous Opportunity Assessment and Learning Lab, information on what agriculture-related policies other states are deploying or considering, and possible approaches to estimate potential agriculture GHG emissions

reductions and increased carbon sequestration by pathway and/or practice. Working in collaboration, the American Farmland Trust (AFT) and the Coalition on Agricultural Greenhouse Gases (C-AGG) will meet these needs by synthesizing science on priority agricultural land mitigation practices, with a focus on those that were not included in the July 2018 Opportunity Assessment, and researching policy and financing options to produce resources for a policy toolkit for agricultural lands. Importantly, this work will feed into the State-driven Technical Assistance and Analysis area of technical assistance (below) by identifying agricultural practices to be considered for additional technical work. This agriculture-specific information will also help states develop customized agricultural practice menus and corresponding policy strategies at regional Learning Labs, and assist other technical assistance efforts among Alliance states and USCA Impact Partners.

#### **1. Synthesize Science Literature on Priority Agricultural Land Mitigation Practices**

The research is clear on the positive directional impacts of many agricultural practices to reduce GHG, even though the existing research for some may not be as robust as desired. Alliance states seek information on the most effective agricultural pathways and practices for their states, including “missing” practices not included under the USCA Impact Partners’ current Opportunity Assessment methodologies. State policy makers and others working on ag climate programs can find the existing work on ag pathways/practices overwhelming (such as lists of possible practices that are too long or not specific to their region/state). The work of AFT and C-AGG will help states evaluate potential practices so they can be considered for inclusion in state climate plans, along with possible regional or state-level assumptions on the GHG impacts of those pathways and practices. The focus will be on addressing identified Alliance state needs and will contribute to the eventual development of national-level practice lists. Additionally, better articulation of the often-synergistic mitigation and adaptation impacts of various practices and management systems can ensure states consider agricultural resilience together with science-based GHG emissions reduction and carbon sequestration potential to best inform program and policy planning. Activities and outcomes will include:

1. Synthesize existing scientific literature and identify emerging soil health practices and additional opportunities to quantify the potential synergistic impact of conservation cropping systems involving multiple practices compared to each practice individually.
  - a. A focus of this work will be to discern how climate smart agricultural practices, when coupled or stacked, provide synergistic impacts relevant for climate mitigation potential.
  - b. Using the outputs from the synthesis work, we will identify and prioritize agriculture pathways/practices grounded in science that are most effective for their states.
2. Identify and prioritize missing or additional agricultural pathways to inform future development of Opportunity Assessment methodologies, and provide states with information on the most effective and directionally correct practices not included in Opportunity Assessments.
3. Synthesize scientific literature for each pathway or practice to assist in future spatial analysis efforts to translate GHG mitigation potential into place-based guidance for states.
4. Work with states, universities, researchers and others to identify and/or generate new data for agricultural GHG monitoring, quantification, and inventory systems.
5. Gather feedback from C-AGG participants and stakeholders and additional agriculture and climate experts on materials being developed.

#### **2. Research Policy and Financing to Produce a Policy Toolkit for Agricultural Lands**

Alliance states have asked for information on a comprehensive set of policies and programs driving adoption of agriculture pathways that reduce GHG emissions and increase carbon sequestration to compare their policies and programs with those of other states and to understand how and why programs work. AFT and C-AGG will develop elements of an agricultural “toolkit” to provide resources



for Alliance states to learn from successful examples and customize policies and programs for their states. Specific activities will include:

- Develop comparative state policy assessments that begin to catalogue Alliance state policies that increase carbon sequestration and reduce GHG emissions on agricultural lands. Highlight the most effective practices based on state experience and include tips to promote successful adoption (including options from non-Alliance states).
- Assess opportunities to fund efforts to accelerate adoption through federal programs such as the recent Farm Bill.
- Begin to catalog private sector opportunities, e.g., supply chain, corporate sustainability, conservation finance and environmental markets as well as other ways to leverage funding.
- Research:
  - Agricultural conservation policies and programs with GHG reduction and increased sequestration impacts and other co-benefits (even if designed for co-benefits such as water quality improvements).
  - Incentives to accelerate adoption (e.g., technical assistance and training).
  - Existing, proposed, and new policies and programs, including carbon pricing and market mechanisms.
  - How impacts from practices, programs and policies are measured and quantified at multiple (project vs regional and national) levels, including a high-level review of quantification tools and methodologies. This will include models such as DayCENT and DNDC and tools such as USDA NRCS COMET tools, and information on their intended and suitable or appropriate uses. This, and research on practices and pathways, will be used to inform the Land Sector GHG Inventory led by WRI.

### **3. Develop Materials for a Web-based Resource Clearinghouse**

The materials and resources developed for agricultural practices and policies/programs will be made available to Alliance states through a single web-based clearinghouse. The research material will be organized in an accessible manner for state teams who are developing relevant policies and programs. All outputs and products also will be shared via learning labs, webinars, and other convenings.

## **C. State-driven Technical Assistance and Analysis**

The technical assistance provided in this area will enable to states to project the benefits of potential land sector climate mitigation activities. Because of the complexity of this work across different scales, a new Technical Committee chaired by Alliance staff will collect requests from Alliance states, and then allocate a pool of fungible resources to most efficiently and cost-effectively serve Alliance states' varied needs for technical assistance. Here we propose a process for soliciting needs from Alliance states and allocating funding. The key components of the approach will include:

### **1. Form Technical Committee**

The Alliance and USCA Impact Partners will form a standing Technical Committee that will meet regularly to discuss technical needs of states, as articulated by the states. The Alliance will chair the Committee and representation will include each USCA Impact Partner. The Nature Conservancy's representative on the Committee will serve as the Science Advisor for the Committee. While states will be most familiar with their own needs, the Committee will be able to look across states needs with an eye toward proposing regional analyses that meet the needs of multiple states.

## **2. Collect State-Identified Needs**

The Committee will revisit the original Opportunity Assessment and assess needed modifications and extensions based on state input to date. The scope of new analytical work that will be considered by the Committee may include analyses related to particular pathways, practices and policies, or projections of BAU emissions and fluxes that enable quantification of the added value of particular pathways, practices or policies. The Committee will compile national, regional, and state-level improvements that could be made to improve the Opportunity Assessment methodologies, which will be made available to states as a living document (e.g. a Google Doc). Seeing the list of potential improvements may stimulate thinking by states with regard to the potential utility of new analyses, but the list will not constrain the states from making additional requests. The Committee will request of states, via the Alliance, descriptions of needed technical assistance both for updates and refinements to the original Opportunity Assessment pathways and practices and for any other specific policy analyses that states may need.

The Alliance, with Committee participation, will engage with states one-on-one and through the NWL Initiative to identify needs and build understanding of technical capabilities across states. These consultations will serve to help states scope project requests for technical assistance focused on analytical, research or policy needs and will ensure that relevant technical support (e.g. via USCA Impact Partners, other NGOs, academic or agency partners) is available to fulfill the specified scope of work.

States will then submit finalized requests for technical support to the Committee. The Alliance will be the point of contact for states submitting requests, and the Alliance will bring all projects to the Committee for review. The Committee will be responsible for pricing the project as a funding request and working with states to identify potential matching funds and in-kind resources. This work is expected to be completed in summer 2019.

## **3. Review Submissions and Make Awards**

The Committee will review project submissions individually and collectively. Collective review will allow the Committee to identify potential economies of scale, so that existing resources can meet more states' technical needs. This will also encourage information sharing across states, encouraging the diffusion of successful policy ideas. Factors that will be considered in funding include but are not limited to:

- The number and distribution of states benefitting from the research.
- Potential magnitude of mitigation.
- Cost, including consideration of any matching funds, e.g. from states.
- Need for new science to catalyze implementation of the pathway on the ground.
- Funding necessity, i.e., states are unable to pursue this research on their own.

Based on the compiled needs, the Committee will identify opportunities to conduct regional analyses that can more-cost effectively meet the needs of multiple states. The Science Advisor will lead this process. The Committee will vet these proposed regional analyses with states and any partners on the proposal to make sure they will meet states' needs and accurately reflect the intended scope of work.

The Committee will make initial funding decisions in summer 2019. Following the initial round, the Committee will accept additional requests as funding allows.

The Committee will come to consensus on the priorities for technical needs to complete the funded projects. The science capacity to fulfill these needs will be identified through outreach to leading national and state experts coordinated by the Science Advisor, resulting in proposed contracts, costs,

and deliverables. Based on past experience, selected projects are expected to benefit greatly from the adaptation of existing science and ongoing research efforts, published and unpublished, that may be available within the USCA Impact Partners and their networks of collaborators in academia and agencies. Toward this end, it is anticipated that the USCA Impact Partners' network of researchers and collaborators will help leverage this funding to meet the needs of many states.

Awards for this technical work to complete funded projects will be made subsequent to approval by the Alliance and consultation with the states that brought forth the proposals.

#### **D. Convenings**

The NWL Initiative seeks to facilitate collaboration among Alliance member states and efficient transfer of knowledge, tools, and resources from outside organizations. Following a successful first year of collaboration with the USCA Impact Partners, NWL Initiative participants have indicated a desire to gain technical assistance that reaches finer grained detail, customized to state and regional needs and the specific objectives of the Natural and Working Lands Challenge.

To help fill this need, the USCA Impact Partners will host a new series of NWL Initiative convenings to enhance cross-pollination among Alliance members, engage technical assistance from outside the Alliance, and facilitate engagement of key land sector stakeholders. The convenings will leverage other work elements funded through this proposal, including improved approaches to land sector GHG inventory, climate mitigation practice menus, expanded and refined methodologies for Opportunity Assessment, and more.

Specifically, USCA Impact Partners intend to host three regional convenings in 2019 and that will focus on climate mitigation pathways of greatest regional significance and opportunities for cross-boundary collaboration. These regional Labs (tentatively West, MidWest, and East) will be followed by a capstone national convening in 2020 that will bring together learning from across the Alliance and offer a "stock-take" opportunity as states near the NWL Challenge's 2020 deadline.

These events will build from a Learning Lab in July 2018 that engaged delegations from 16 Alliance states with more than 60 world-class technical experts in land sector climate action. This Learning Lab's participant-centered model enabled each state team to shape its own land sector strategies through a common process of inquiry and analysis, supported by a state team facilitator and leveraging Impact Partner expertise and tools such as the TNC-WRI Opportunity Assessment and Forest-Climate Working Group Policy Toolkit. State team learning was consolidated by populating an "Action Matrix" for each land sector pathway selected. ~~The first Learning Lab has already catalyzed new land sector climate action by Alliance members, and helped the Alliance to complete articulation of the Natural and Working Lands Challenge.~~

American Forests will partner with Alliance staff to shape the next generation of convenings. American Forests will engage NWL Initiative participants, USCA Impact Partners, and others to assess Alliance members' unique regional needs, and adapt the Learning Lab structure accordingly. This will include assessment of the pathways and practices of greatest interest for each region, each Alliance member's current level of progress in developing land sector strategies, and other relevant context. American Forests will also revisit the Learning Lab process in terms of the approach to participant pre-work, structure of the curriculum and Action Matrix, utilization of outside experts and engagement of private sector stakeholders, follow-up engagement, and other key parameters of Lab design. This will culminate in a new written model for the regional convenings and national capstone event.

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After the Forming Stage is complete, American Forests will lead the following work items in careful coordination with Alliance staff:

- Secure a venue, food and drink, and travel accommodations for each Learning Lab.
- Work with Alliance members to develop a roster of participants for each Lab, and help to manage travel logistics for state participants and non-state team members.
- Recruit technical experts to serve as faculty for each Learning Lab, matching experts to the most pressing technical needs identified in advance for specific states and regions.
- Develop pre-work assignments, curriculum, and related templates (e.g., Action Matrix) customized for each Learning Lab.
- Present on NWL Initiative webinars as needed to help participants to prepare, including introductory presentations on specific Learning Lab technical assistance offerings.
- Circulate pre-work and compile responses, including development of a Learning Lab Library for each event that draws together state and region-specific materials.
- Lead all “day-of” hosting responsibilities.
- Collaborate with Alliance staff to complete specified follow-up engagement after the Learning Lab, including integration of the Learning Lab Library with the Alliance’s online platform for sharing NWL Initiative materials.

While each partner will contribute diverse expertise toward Learning Lab preparation and day-of staffing, we have delineated specific responsibilities for each organization to help Alliance staff and American Forests shape content and recruit appropriate technical experts for the subject area most aligned with that organization’s other work under this proposal. These assignments include: World Resources Institute (Inventory); American Farmland Trust and Coalition on Agricultural Greenhouse Gases (Land Sector Mitigation Practices). The Nature Conservancy (State-driven Technical Assistance and Analysis); and The Trust for Public Land and The Nature Conservancy (Policy/Finance).

Funding to cover Alliance member travel for each Learning Lab will be allocated directly through the Alliance.

## **| Project Timeline**

An annual summary of activities to be achieved over the two-year grant period is presented below. Year One will begin with assessing state needs and prioritizing services, research and technical assistance to be provided. States will also be undertaking a strategic planning exercise to maximize opportunities for carbon sequestration (separately funded) that will shape the work going forward. Year One will also see continued sharing of experiences among states through the NWL Initiative, and phase into deeper technical cooperation, building on the strategic plan. Year Two will be marked by ongoing provision and refinement of technical assistance that allows states to convert this knowledge, tools and other resources into programs, policies and incentives to reduce GHG emissions and enhance resilient carbon sequestration and to integrate priority actions and pathways into state GHG mitigation plans, in line with the goals and timeline of the NWL Challenge.

### **Year One:**

- **Operational Capacity:** Select and fund Member State Senior Staff and contract Senior Advisor. Through separate funding, the Alliance will also on-board one-full time NWL Initiative coordinator.
- **Technical and Policy Assistance:**
  - **Inventory:** Assess current NWL inventory methods being used across states; identify needs; and begin to source solutions and provide input for improvements and multi-state collaboration. Identify opportunities to connect state-level inventory advancements with national scale efforts and vice-versa. Additional, state-identified engagements on Inventory may be added through the Technical Committee process.
  - **Land Sector Mitigation Practices and Policies:** Assess state needs and priorities with regards to identifying and implementing NWL strategies on all land types; formulate and begin to carry out an Alliance-wide curriculum and regionally based discussions to broadly advance knowledge of issues and in specific use cases and facilitate knowledge sharing among states. Synthesize scientific literature on priority agricultural lands practices to inform states' consideration of mitigation pathways and policies. Develop Policy Toolkit for Agricultural Lands and familiarize states with content; develop web-based clearinghouse for agricultural information. Share Forestry Practices Menu with states directly and with USCA Impact Partners to inform Opportunity Assessment and other forestry-related aspects of technical assistance. Additional, state-identified projects for Practices and Policies may be added through the Technical Committee process.
  - **State-driven Technical Assistance and Analysis:** Form Technical Committee; elicit technical assistance needs from individual states and work across states to identify efficiencies through regional approaches; select and fund initial round of projects. USCA Impact Partners and others as identified in projects begin to carry out technical assistance.
- **Convenings:** Hold three regional convenings, model on the successful Learning Lab.
- **Economic and Jobs Research:** Release RFP and select contractor; initiate research.

#### Year Two:

- **Operational Capacity:** Ongoing
- **Technical and Policy Assistance:**
  - **Inventory:** Continue to advise and inform state inventory development to enable states to adopt improved methods. Support Alliance engagement with federal actors. Work with Alliance to integrate inventory advancements into Annual Report, if feasible.
  - **Land Sector Mitigation Practices and Policies:** Update web-based clearinghouse for policies and practices on agricultural lands. Continue to carry out Alliance-wide curriculum and regionally based topical discussions.
  - **State-driven Technical Assistance and Analysis:** Continue to carry out technical assistance project development; conclude initial round of projects and share results with individual states and through the NWL Initiative; solicit second round of projects, funding permitting.
- **Convenings:** Hold one national convening as a capstone.
- **Jobs and Economic Development Research:** Complete report; disseminate via communications strategy; and explore opportunities for additional research and publication.

#### | Post-Grant Activities

The Alliance and NWL Initiative will continue to support states in achieving the goals set forth in NWL Challenge following the end of the grant period. The Alliance will continue to facilitate knowledge-sharing among states; seek to provide technical assistance as directed by states; and share lessons learned on NWL inventory, policies and practices, and implementation with federal partners and others to make the case for NWL as a climate solution. The Alliance will continue to work with the USCA Impact Partners as well, pending mutual resource availability.

The USCA Impact Partners also expect to continue supporting the goals set forth in the NWL Challenge following the end of the grant period, both as USCA Impact Partners and individual organizations. USCA Impact Partners have committed significant organizational resources to climate change and natural climate solutions – which contribute to most of the organizations' priorities - and will continue to do so beyond the project period. Much of the work described here involves research that will be used to catalyze large-scale support for natural climate solutions, and the impact of these activities will live on beyond the grant period, with reverberations across the U.S.—and the planet.