



Center for
Clean Air Policy

State Leadership in US Climate Change Policy

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Center for Clean Air Policy

- Non-profit research-advocacy group founded in 1985 by state governors to find market-based solution to acid rain
- Applying similar approaches to ozone, greenhouse gases, and air toxics at state, regional, nat'l, int'l levels
- Major issues currently include climate change, mercury emissions, transportation/smart growth
- Working on climate policy with numerous states (including CA, CT, MA, MD, ME, NJ, NY, OR, WA, WI)



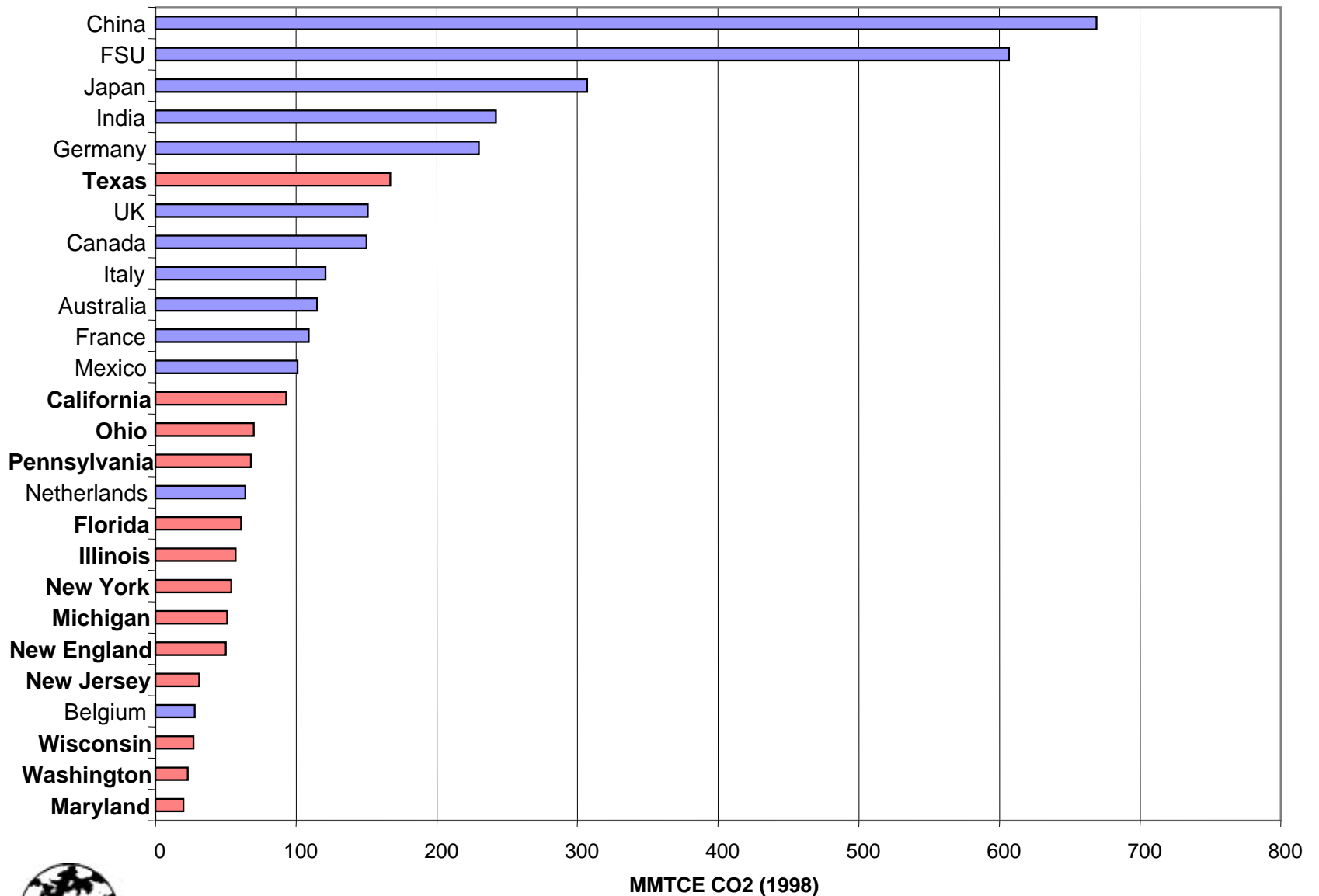
“Laboratories of Democracy”

- Many environmental laws enacted by states have charted the way for later passage of major national legislation
- State early action, in 1980's, to address acid rain had major impact on passage of national legislation
 - » Acid rain laws initially introduced in a number of states
- California's air quality laws laid groundwork for national air quality law passed in early 1970

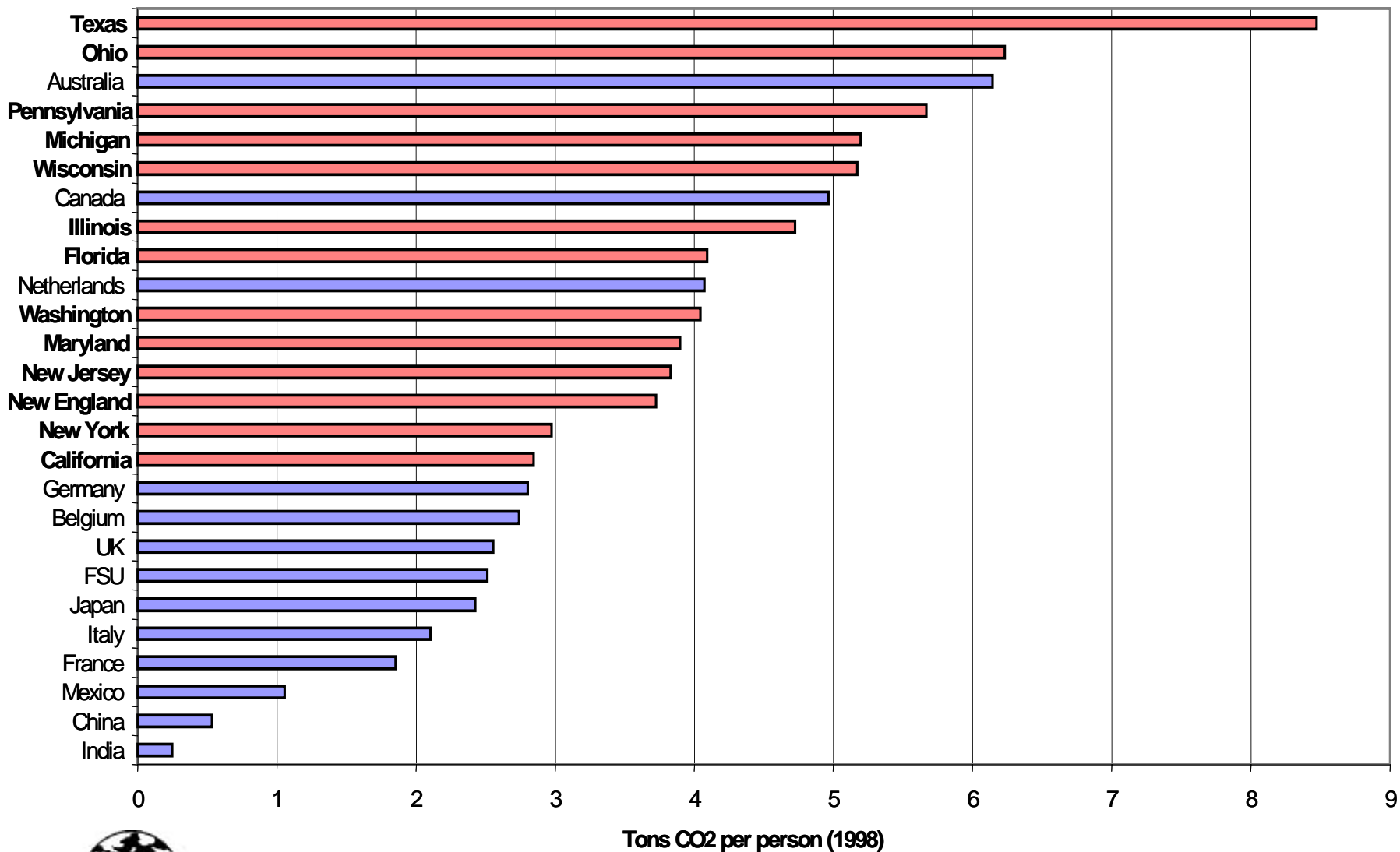
State GHG Emissions Share

- Emissions from a number of US states larger than many nations
- Actions taken by US states can have as large an impact on global emissions as those taken by nations
- Further state action could begin to deflect emissions curve

The World's Leading Emitters of CO₂



Per Capita CO₂ Emissions (1998)



CCAP's Vision for State Action

STATEWIDE TARGET

Emissions Inventory

Registry of Reductions

Policy Mechanisms

Emissions
Trading

e.g., MA 4-P
rule

Negotiated
Agreements

e.g., NJ
Silver/Gold
Track

Regulatory
Approaches

e.g., Building
Codes

Funding
Mechanisms

e.g., Public
Benefit Charges

Voluntary
Programs

e.g.,
Transportation
Education

⇒ **Targets & Mechanisms for all sectors** ⇐



State Actions

- 28 statewide GHG action plans
 - » Only a few are highly developed (NJ, NY, CT, RI, New England)
 - » More are on the way (ME, MA, Puget Sound, West Coast)
- Many states with individual measures
 - » Compendium includes over 100 types
 - » List is growing

US GHG Targets (Regions/States/Cities)

- » NE Govs/Canada 1990 levels by 2010; 10% below 1990 by 2020
- » CT, ME, MA, NH, RI, VT Pursuing NEG/ECP targets
- » Iowa 1990 levels by 2000
- » New Jersey 3.5% below 1990 by 2005
- » New York Pursuing NEG/ECP targets
- » Oregon Stabilize at 1990 levels
- » Portland 10% below 1990 by 2010
- » Salt Lake City 7% below 1990 by 2012
- » Seattle 7-40% below 1990 by 2010
- » Kyoto 5.2% below 1990 by 2012
- » Bush carbon intensity 32% above 1990 by 2012

Renewable Requirements

- Total of 11 states have renewable portfolio standards (RPS)
- California legislation requires companies selling electricity increase their renewable generation by at least 1% per yr. until 20% of company's fuel mix is RE in 2017
- Texas rule calls for 2,000 MW of new RE by 2009
- Gov. Pataki (NY) calling for 25% RE by 2012

Funding for RE/EE

- 14 states have public benefit charge (PBC) funds to pay for renewable energy & 16 have funds for EE
 - » Fee added to electricity rate to pay for EE/RE projects
- California program spent \$542 million over 3-yr period; ~\$1.35 billion over next 10 yrs.
- New York spends ~\$142 million per yr. on EE from PBC
- New Jersey spends ~\$90 million per yr. on EE

Other Electricity Initiatives

- NH cap on CO₂ emissions from power plants at 1990 levels
- NJ agreement w/ power company to lower GHG emissions rate by 15%
- MA cap on 6 oldest coal plants of 10% below 1997-1999 levels by 2008
- OR standard for CO₂ from power plants
- Suffolk County, NY law to cut power plant emissions
- PA Universities commitment to purchase 5% of electricity needs from wind
- Gov't green energy purchase commitments in NJ, NY, MD, and PA
- Tax incentives for EE and RE equipment in over half of US states
- Appliance standards for equipment not covered by federal standards introduced in CA, MA, MN, NY, and WI
- Regional cap-and-trade program under discussion in Northeast



California Vehicle GHG Emissions Rate

- July 2002 law requires that State Agency adopt “regulations that achieve the maximum feasible reduction of GHG emissions” from passenger vehicles by 2005
 - » Under the Clean Air Act, once CA has established rules, other states can adopt the identical standard.
- If States that have CA stds. for LEV (MA, NY, VT, and ME) and Canada follow this std., 26% of N. Amer. auto market would be included

Shifting Funding Towards More Efficient Alternatives

Reorienting funding toward transit, biking, and walking facilities, and focusing spending in cities with existing infrastructure and in transit-oriented locations.

- *Maryland: **Priority Funding Areas*** –limits infrastructure spending to “Priority Funding Areas”
- *New York: **State Energy Plan*** - redirects State funding toward energy-efficient transportation alternatives
- *New Jersey: **Executive Order 4*** - requires that state funding be consistent with smart growth principles

Other Transportation Initiatives

- NY, MD, and OR tax credits for low-emitting vehicles
- MN and NY provide support for renewable biofuels
- Commuter choice, congestion pricing, parking cash-out, pay-as-you-drive insurance being introduced in a number of locations

Current Events

- Connecticut – Stakeholder process complete. Numerous measures being considered by legislature.
- Maine – Stakeholder process underway
- Puget Sound – Stakeholder process underway
- California – Stakeholder process set to begin this spring

Center for Clean Air Policy

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Link to CCAP reports on State climate actions:

http://www.ccap.org/pdf/State_Actions.pdf

http://www.ccap.org/pdf/statetransport_climat.pdf

