

Appendix A: Climate Change Impacts

Submitted with Comments by:

the States of California, Connecticut, Delaware, Hawaii, Iowa, Illinois, Maine, Maryland, Minnesota, North Carolina, New Jersey, New Mexico, New York, Oregon, Rhode Island, Vermont, and Washington, the Commonwealths of Massachusetts, Pennsylvania, and Virginia, the District of Columbia, and the Cities of Oakland, Los Angeles, San Francisco, San Jose, and New York on

the Environmental Protection Agency's and the National Highway Traffic Safety Administration's Joint Proposed "SAFE" Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks; and the Draft Environmental Impact Statement

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Our States and Cities have already begun to experience adverse impacts from climate change. Based on the overwhelming scientific evidence, those harms are likely to increase in number and severity unless aggressive steps are taken to reduce emissions of carbon dioxide and other greenhouse gases. Summarized below are some of those most significant threats being faced by our States and Cities.

California

Climate change's adverse effects have become impossible to ignore in California. The state weathered a historic five-year drought only to face record-setting fire seasons and a variety of other unprecedented phenomena increasingly harming the health and prosperity of Californians from all walks of life and all parts of the state, as described in more detail in a recent report of the California Air Resources Board.¹

Drought conditions beginning in 2012 left reservoirs across the state at record low levels, often no more than a quarter of their capacity. The Sierra snowpack—critical to California's water supply, tourism industry, and hydroelectric power—was the smallest in at least 500 years.² The resulting cutbacks threatened the livelihoods of farmers and fishermen alike. In the Central Valley, the drought cost California agriculture about \$2.7 billion and more than 20,000 jobs in 2015 alone.³ In addition, the drought led to land subsidence, due to reduced precipitation and increased groundwater pumping, and the death of 129 million trees throughout the state.⁴

Even prior to the drought, the U.S. Forest Service had found that California was at risk of losing 12 percent—over 5.7 million acres—of the total area of forests and woodlands in the state due to insects and disease thriving in a hotter climate.⁵ Several pine species are projected to lose around half of their basal area.⁶ And a majority of the ponderosa pine in the foothills of the central and southern Sierra Nevada Mountains has already died, killed by the western pine beetle and other bark beetles.⁷ The increasing threat from these insects is driven in large part by warmer

¹ See generally California Air Resources Board, *California's 2017 Climate Change Scoping Plan Update: The Strategy for Achieving California's 2030 Greenhouse Gas Target*, (Nov. 2017), https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf.

² See NOAA, National Centers for Environmental Information: "Multi-Century Evaluation of Sierra Nevada Snowpack," <https://www.ncdc.noaa.gov/news/multi-century-evaluation-sierra-nevada-snowpack>.

³ *California's 2017 Climate Change Scoping Plan Update*, *supra*, at 7.

⁴ U.S. Forest Service, *Record 129 Million Dead Trees in California* (2017), https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd566303.pdf.

⁵ *California's 2017 Climate Change Scoping Plan Update*, *supra*, at 7.

⁶ *Id.*

⁷ *Id.*

summer temperatures attributable to climate change.⁸ The very high levels of tree mortality led Governor Brown to issue an Emergency Proclamation on October 30, 2015, directing state agencies to identify and take action to reduce wildfire risk through the removal and use of the dead trees.⁹

Notwithstanding the Governor's Proclamation, the hotter, drier weather and millions of dead trees have increasingly accelerated the damage from wildfires. The 2017 season—the worst on record—killed dozens of people, destroyed thousands of homes, forced hundreds of thousands to evacuate, and burned more than half a million acres.¹⁰ Prior to 2017, the worst year on record was 2015. In between, California faced the most expensive wildfire in U.S. history, the Soberanes fire, which burned for three months in 2016 and cost more than \$250 million to put out.¹¹ Climate change is expected to make longer and more severe wildfire seasons “the new normal” for California.¹² Besides the immediate threats they pose to life and property, wildfires significantly impair both air quality (via smoke and ash that can hospitalize residents) and water quality (via the erosion of hillsides stripped of their vegetation).

Off the coast, rising ocean temperatures and ocean acidification have spurred toxic algal blooms, resulting in high levels of the neurotoxin domoic acid.¹³ This toxin has hit California's economically valuable Dungeness crab fishery particularly hard. From 2015 to 2017, domoic acid contamination forced California to close the fishery for parts of the season in order to protect consumers from serious health risks, with the 2015-16 season declared a federal disaster.¹⁴ Other fisheries have suffered a similar fate. The Dungeness crab fishery is expected to decline significantly in the future as acidification increases.¹⁵ In addition, high levels of domoic

⁸ Jeffry B. Mitton and Scott M. Ferrenberg, *Mountain Pine Beetle Develops an Unprecedented Summer Generation in Response to Climate Warming*, THE AMERICAN NATURALIST, Vol. 179, No. 5 (May 2012).

⁹ “Proclamation of a State of Emergency,” https://www.gov.ca.gov/wp-content/uploads/2017/09/10.30.15_Tree_Mortality_State_of_Emergency.pdf.

¹⁰ Lauren Tierney, *The Grim Scope of 2017's California Wildfire Season Is Now Clear. The Danger's Not Over.*, WASH. POST (Jan. 4, 2018), <https://www.washingtonpost.com/graphics/2017/national/california-wildfires-comparison/>.

¹¹ Lyndsey Gilpin, *The 10 Most Expensive Wildfires in the West's History*, HIGH COUNTRY NEWS (Oct. 5, 2016), <https://www.hcn.org/articles/the-10-most-expensive-wildfires-in-the-west-s-history>.

¹² California Department of Forestry and Fire Protection, *California's Forests and Rangelands: 2010 Assessment*, Ch. 3-7 (2010).

¹³ S. Morgaine McKibben et al., *Climatic Regulation of the Neurotoxin Domoic Acid*, 114 PROCEEDINGS OF THE NATIONAL ACADEMY OF SCIENCES 2 (2007).

¹⁴ See Tara Duggan, *Toxin again an issue as Dungeness crab season nears*, S.F. CHRONICLE (Oct. 30, 2017), <https://www.sfchronicle.com/food/article/Dungeness-crab-season-could-be-delayed-again-by-12318483.php>; Mary Callahan, *California's crab fleet awaits share of \$200 million in disaster relief*, SANTA ROSA PRESS-DEMOCRAT (Feb. 15, 2018), <http://www.pressdemocrat.com/news/7996795-181/californias-crab-fleet-awaits-share?sba=AAS>.

¹⁵ Marshall, K.N. et al., *Risks of Ocean Acidification in the California Current Food Web and Fisheries: Ecosystem Model Projections*, 21 GLOB. CHANGE BIOL. 4 (2017).

acid are poisoning marine mammals, and have been linked to reproductive failure (including high rates of miscarriage and premature birth) among California sea lions.¹⁶

California's many miles of coastline, particularly coastal bluffs, make it uniquely vulnerable to sea-level rise and more intense storms. Even if storms do not become more intense or frequent, sea-level rise itself will magnify the adverse impact of any storm surge and high waves on the California coast. Some observational studies report that the largest waves are already getting higher and winds are getting stronger.¹⁷ California is likely to face greater than average sea-level rise, because of gravitational forces and the rotation of the Earth. Recent projections indicate that if no significant greenhouse gas mitigation efforts are taken, the San Francisco Bay Area may experience sea level rise between 1.6 to 3.4 feet, and in an extreme scenario involving the rapid loss of the Antarctic ice sheet, sea levels along California's coastline could rise up to 10 feet by 2100.¹⁸

In addition to damage to the physical environment, increased temperatures California will experience due to climate change will put the health of state residents at risk. Increased hospitalizations for multiple diseases, including cardiovascular disease, ischemic heart disease, ischemic stroke, respiratory disease, pneumonia, dehydration, heat stroke, diabetes, and acute renal failure are associated with increases in same-day temperature.¹⁹ Such temperature increases have also been found to be associated with increased risk of preterm delivery²⁰ and stillbirths.²¹ Recent California studies suggest increased mortality risk not only with extreme heat, but also with increasing ambient temperature.²²

¹⁶ T. Goldstein et al., *The Role of Domoic Acid in Abortion and Premature Parturition of California Sea Lions (Zalophus californianus) on San Miguel Island, California*, JOURNAL OF WILDLIFE DISEASES. 45(1): 91-108 (2009).

¹⁷ National Research Council of the National Academy of Sciences, *Sea-Level Rise for the Coasts of California, Oregon and Washington: Past, Present, and Future*. National Academies Press (2012).

¹⁸ Griggs, G, Árvai, J, Cayan, D, DeConto, R, Fox, J, Fricker, HA, Kopp, RE, Tebaldi, C, Whiteman, EA (California Ocean Protection Council Science Advisory Team Working Group). *Rising Seas in California: An Update on Sea-Level Rise Science*. California Ocean Science Trust, April 2017.

¹⁹ Green R, Basu R, Malig B, Broadwin R, Kim J and Ostro B (2010). *The Effect of Temperature on Hospital Admissions in Nine California Counties*. INTERNATIONAL JOURNAL OF PUBLIC HEALTH 55(2): 113-121. See also Basu R, Pearson D, Malig B, Broadwin R and Green S (2012). *The effect of elevated ambient temperature on emergency room visits in California*. EPIDEMIOLOGY 23(6):813-20; Sherbakov T, Malig B, Guirguis K, Gershunov A, Basu R. (2018) *Ambient temperature and added heat wave effects on hospitalizations in California from 1999 to 2009*. ENVIRON RES. 160:83-90.

²⁰ Basu R, Malig B and Ostro B (2010). *High ambient temperature and the risk of preterm delivery*. AM J EPIDEMIOLOGY 172(10): 1108-1117.

²¹ Basu R, Sarovar V, Malig BJ (2018) *Association Between High Ambient Temperature and Risk of Stillbirth in California*. AM J EPIDEMIOL. 183(10):894-901.

²² Basu R and Ostro BD (2008a). *A multicounty analysis identifying the populations vulnerable to mortality associated with high ambient temperature in California*. AM J EPIDEMIOL. 168(6): 632-637; Basu R, Feng W and Ostro B (2008b). *Characterizing temperature and mortality in nine California counties, 1999-2003*. EPIDEMIOLOGY 19(1): 138 -145; Basu R and Malig B (2011). *High ambient*

California 2018 Supplement

In 2018, the State of California produced two substantial reports on the impacts of climate change in California, which incorporate the latest scientific research on the impacts of climate change in California.

The first report, published May 2018 titled “*Indicators of Climate Change in California*” examines thirty-six separate indicators and reflects the contributions of dozens of scientists from California’s universities, and state agencies, as well as the U.S. National Oceanic and Atmospheric Administration and the U.S. Department of Energy’s Lawrence Berkeley National Laboratory.²³ A copy of the full “Indicators” report is included in the attachments to the States’ comments.

The second report, published August 2018 titled “*California’s Fourth Climate Assessment*” includes thirty-three papers from State-funded research, and eleven papers from externally funded researchers, as well as regional summaries and a statewide summary of climate vulnerabilities, and a key findings paper.²⁴ A copy of selected research papers and the regional and statewide summaries and key findings reports are included in the attachments to the States’ comments.

Key findings from those reports and other sources include the following:

Temperature Changes and Air Quality Impacts

“Since 1895, annual average air temperatures have increased throughout the state, with temperatures rising at a faster rate beginning in the 1980s. The last four years were notably warm, with 2014 being the warmest on record, followed by 2015, 2017, and 2016. Temperatures at night have increased more than during the day: minimum temperatures (which generally occur at night) increased at a rate of 2.3 degrees Fahrenheit (°F) per century, compared to 1.3°F per century for maximum temperatures.”²⁵

“Extremely hot days and nights — that is, when temperatures are at or above the highest 2 percent of maximum and minimum daily temperatures, respectively — have become more frequent since 1950. Both extreme heat days and nights have increased at a faster rate in the past 30 years. Heat waves, defined as five or more consecutive extreme heat days or nights,

temperature and mortality in California: Exploring the roles of age, disease, and mortality displacement. ENVIRONMENTAL RESEARCH 111(8): 1286-1292.

²³ See Office of Environmental Health Hazard Assessment, California Environmental Protection Agency (2018). *Indicators of Climate Change in California*. Available at www.oehha.ca.gov/climate-change/document/indicators-climate-change-california (last visited October 24, 2018) (hereinafter “California Climate Indicators 2018”).

²⁴ See California Natural Resources Agency, *California’s Fourth Climate Change Assessment* (2018), available at www.ClimateAssessment.ca.gov (last visited October 24, 2018) (hereinafter “California 4th Assessment”).

²⁵ California Climate Indicators 2018 at S-4.

are also increasing, especially at night. Nighttime heat waves, which were infrequent until the mid-1970s, have increased markedly over the past 40 years.”²⁶

In addition, rising temperatures “could lead to increases in ground-level ozone and reduce the effectiveness of emission reductions taken to achieve air quality standards....”²⁷

“A recent detailed analysis suggests that adoption of low-carbon energy in California to reduce GHG emissions 80 percent below 1990 levels would lead to a 55 percent reduction in air pollution mortality rates relative to 2010 levels (Zapata et al., 2018). These public health improvements have a value of \$11-20 billion/year in California (Zapata et al., 2018).”²⁸

Human Health Impacts

Climate change poses direct and indirect risks to public health, as people will experience earlier death and worsening illnesses.

“Nineteen heat-related events occurred from 1999 to 2009 that had significant impacts on human health, resulting in about 11,000 excess hospitalizations. However, the National Weather Service issued Heat Advisories for only six of the events. Heat-Health Events (HHEs), which better predict risk to populations vulnerable to heat, will worsen drastically throughout the state: by midcentury, the Central Valley is projected to experience average Heat-Health Events that are two weeks longer, and HHEs could occur four to ten times more often in the Northern Sierra region.”²⁹

“The 2006 heat wave killed over 600 people, resulted in 16,000 emergency department visits, and led to nearly \$5.4 billion in damages. The human cost of these events is already immense, but research suggests that mortality risk for those 65 or older could increase ten-fold by the 2090s because of climate change.”³⁰

Environmental Justice Impacts

“Multiple studies of vulnerability and climate impacts indicate that existing inequities can be exacerbated by climate change. For example, the consequences of climate-related water impacts are particularly acute for communities already dealing with a legacy of inequalities. A recent study on drought and equity in California found that low-income households, people of color, and communities already burdened with environmental pollution suffered the most severe impacts caused by water supply shortages and rising cost of water (Feinstein et al., 2017). In a report prepared as part of the Fourth Assessment, Ekstrom et al. (2018) found

²⁶ *Id.* at S-5.

²⁷ California’s Fourth Climate Change Assessment, California’s Changing Climate 2018: Statewide Summary Report at 40 (Aug. 2018), *available at* <http://www.climateassessment.ca.gov/state/docs/20180827-StatewideSummary.pdf>. (hereinafter “California Statewide Summary”).

²⁸ *Id.* at 71.

²⁹ *Id.* at 10.

³⁰ *Id.*

that while all water districts faced similar challenges during the drought, small water districts (defined as those serving less than 10,000 people or less than approximately 3,300 connections) were less likely to have the resources and capacity to overcome those challenges. These districts are most likely to serve small, rural communities in California. Furthermore, for marginalized populations in rural areas of the state, agricultural actions in response to the drought, including increases in groundwater pumping and crop choices, are increasing and reshaping their vulnerability to drought and water shortage (Greene, 2018).³¹

“Inequities not only exist in varying exposures to climate risk, but also in the availability and implementation of potential adaptation or resilience solutions. Recent research analyzed differences in tree canopy, an important tool for adapting to the effects of extreme heat, at the census block group scale in coastal Los Angeles and found disparities between canopy in high-income and low-income neighborhoods (Locke et al., 2017). This disparity can have implications for communities because of the benefits tree canopy provides in reducing the negative effects of extreme heat events. A study prepared for the Fourth Assessment provides one of the first estimates of these benefits in one location (Taha et al., 2018).”³²

Tribal and Indigenous Communities Impacts

“Tribes and Indigenous communities in California face unique challenges under a changing climate. Tribes maintain cultural lifeways and rely on traditional resources (e.g., salmon fisheries) for both social and economic purposes. However, tribes are no longer mobile across the landscape. For many tribes in California, seasonal movement and camps were a part of living with the environment. Today these nomadic options are not available or are limited. This is the result of Euro-American and U.S. policy and actions and underpins several climate vulnerabilities. Tribes with reservations/Rancherias/allotments are vulnerable to climate change in a specific way: tribal lands are essentially locked into fixed geographic locations and land status. Only relatively few tribal members are still able to engage in their cultural traditions as livelihoods.”³³

Precipitation and Water Supply Impacts

“California has the highest variability of year-to-year precipitation in the contiguous United States.”³⁴ By 2050, “the average water supply from snowpack is projected to decline by 2/3 from historical levels.”³⁵

“Statewide precipitation has become increasingly variable from year to year. In seven of the last ten years, statewide precipitation has been below the statewide average (22.9

³¹ California Statewide Summary at 36-37.

³² *Id.* at 37.

³³ *Id.* at 10.

³⁴ *Id.* at 24.

³⁵ California’s Fourth Climate Change Assessment, California’s Changing Climate 2018: A Summary of Key Findings from California’s Fourth Climate Change Assessment 6 (Aug. 2018), available at <http://www.climateassessment.ca.gov/state/docs/20180827-SummaryBrochure.pdf>. (hereinafter “California Key Findings”) at 5.

inches). In fact, California’s driest consecutive four-year period occurred from 2012 to 2015. In recent years, the fraction of precipitation that falls as rain (rather than snow) over the watersheds that provide most of California’s water supply has been increasing — another indication of warming temperatures.”³⁶

“Spring snowpack, aggregated over the Sierra Nevada and other mountain catchments in central and northern California, declines substantially under modeled climate changes (Figure 6). The mean snow water equivalent (SWE) declines to less than two-thirds of its historical average by 2050, averaged over several model projections under both RCP 4.5 and 8.5 scenarios. By 2100, SWE declines to less than half the historical median under RCP 4.5, and less than one-third under RCP 8.5. Importantly, the decline in spring snowpack occurs even if the amount of precipitation remains relatively stable over the central and northern California region; the snow loss is the result of a progressively warmer climate. Furthermore, while the models indicate that strong year-to-year variation will continue to occur, the likelihood of attaining spring snowpack that reaches or exceeds historical average is projected to diminish markedly (Pierce et al., 2018) (Figure 6).”³⁷

Agriculture Impacts

“Agricultural production could face climate-related water shortages of up to 16% in certain regions. Regardless of whether California receives more or less annual precipitation in the future, the state will be dryer because hotter conditions will increase the loss of soil moisture.”³⁸

“Winter chill has been declining in certain areas of the Central Valley. This is the period of cold temperatures above freezing but below a threshold temperature needed by fruit and nut trees to become and remain dormant, bloom, and subsequently bear fruit. When tracked using “chill hours,” a metric used since the 1940s, more than half the sites studied showed declining trends; with the more recently developed “chill portions” metric, fewer sites showed declines.”³⁹

“[I]t is evident from recent droughts that agricultural production will be challenged by water shortages, higher temperatures, changing atmospheric conditions, and conversion of agricultural land to developed uses (Medellín-Azuara et al., 2018; Wilson et al., 2017). Agriculture is the economic foundation for many of California’s communities, particularly rural communities where other employment opportunities are limited. Roughly 6.7 percent of jobs statewide are generated by farms and farm processing, and in the Central Valley the figure is much higher (22 percent) (UC Agricultural Issues Center, 2012). This means that climate change impacts to agriculture, and even nuanced impacts such as shifting cropping patterns, may create hardships in the rural communities where agriculture is foundational.

³⁶ California Climate Indicators at S-5.

³⁷ California Statewide Summary at 27.

³⁸ *Id.*

³⁹ California Climate Indicators at S-5.

Different crops have different labor demands (Medellín-Azuara et al., 2016), and shifting crop patterns may result in changes in employment throughout the agricultural sector (Greene, 2018; Villarejo, 1996). A Fourth Assessment study found that in the 2012-2016 drought, to access higher market prices and compensate for the higher cost of water, many farms switched to higher value crops, for which cultivation and harvesting could be largely automated— leaving agricultural workers with employment shortages beyond the drought (Greene, 2018). A report by the University of California found that in 2016, the drought resulted in a \$603 million loss to the economy and the loss of 4,700 jobs due to the impacts on agriculture (Medellín-Azuara et al., 2016).⁴⁰

Forest Impacts

A new paper published on October 18, 2018, estimates that “human-caused climate change caused over half of the documented increase in fuel aridity since the 1970s and doubled the cumulative forest fire area since 1984,” contributing an additional 4.2 million ha [hectares] of forest fire.⁴¹ As the paper notes, “[i]ncreased forest fire activity across the western United States in recent decades has contributed to widespread forest mortality, carbon emissions, periods of degraded air quality and substantial fire suppression expenditures.”⁴²

“A changing climate combined with anthropogenic factors has already contributed to more frequent and severe forest wildfires in the western U.S. as a whole (Abatzoglou & Williams, 2016; Mann et al., 2016; Westerling, 2016).”⁴³

“One Fourth Assessment model suggests large wildfires (greater than 25,000 acres) could become 50% more frequent by the end of century if emissions are not reduced. The model produces more years with extremely high areas burned, even compared to the historically destructive wildfires of 2017 and 2018.”⁴⁴

“By the end of the century, California could experience wildfires that burn up to a maximum of 178% more acres per year than current averages.”⁴⁵ Increased wildfire smoke will also lead to more respiratory illness.⁴⁶

In addition, the changes in climate make trees more vulnerable to pest infestations.

⁴⁰ California Statewide Summary at 59.

⁴¹ John T. Abatzoglou and A. Park Williams, Impact of Anthropogenic Climate Change on Wildfire Across the Western U.S. Forests, *Proceedings of the National Academy of Science*, vol. 113, no. 42 (Oct. 18, 2018), available at <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5081637/pdf/pnas.201607171.pdf>.

⁴² *Id.*

⁴³ California Statewide Summary at 28.

⁴⁴ California Key Findings at 6.

⁴⁵ *Id.*

⁴⁶ *Id.* at 8.

“Moisture stress in conifer forests enhances tree vulnerability to insect infestation, particularly by bark beetles (Anderegg et al., 2015; Bentz et al., 2010; Berryman, 1976; Gaylord et al., 2013; Hart et al., 2014; Kolb et al., 2016; Raffa et al., 2008). Between 2010 and 2017, an estimated 129 million trees have died (Young et al., 2017). Bark beetle outbreaks may be promoted by warming for multiple reasons (Bentz et al., 2010). Warming may promote successful beetle overwintering (Weed et al., 2015) and may also promote earlier timing of adult emergence and flight in spring/early summer, which may enable beetles to increase the frequency at which they can mate, lay eggs, and emerge as adults (Bentz et al., 2016).”⁴⁷

Drought and Land Subsidence Impacts

“The recent 2012-2016 drought was exacerbated by unusual warmth (Williams, Seager, et al., 2015), and disproportionately low Sierra Nevada snowpack levels (Dettinger & Anderson, 2015). This drought has been described as a harbinger of projected dry spells in future decades, whose impacts will likely be worsened by increased heat (Mann & Gleick, 2015). A very wet winter in 2016-2017 followed this drought, a further indication of potential continued climate volatility in the future (Berg & Hall, 2015; Polade, et al., 2017; Swain et al., 2018).”⁴⁸

“Warming air temperatures throughout the 21st century will increase moisture loss from soils, which will lead to drier seasonal conditions even if precipitation increases (Thorne et al., 2015). Warming air temperatures also amplify dryness caused by decreases in precipitation (Ault et al., 2016; Cayan et al., 2010; Diffenbaugh et al., 2015). These changes affect both seasonal dryness and drought events. Climate projections from the previous and present generation of GCMs (e.g. Pierce et al., 2014; Swain et al., 2018) show that seasonal summer dryness in California may become prolonged due to earlier spring soil drying that lasts longer into the fall and winter rainy season. The extreme warmth during the drought years of 2014 and 2015 intensified some aspects of the 2012-2016 drought (Griffin & Anchukaitis, 2014; Mao et al., 2015; Stephenson et al., 2018; Williams, Seager, et al., 2015) and may be analogous for future drought events (Diffenbaugh et al., 2015; Mann & Gleick, 2015; Williams, Seager, et al., 2015).”⁴⁹

In addition, a “secondary, but large, effect of droughts is the increased extraction of groundwater from aquifers in the Central Valley, primarily for agricultural uses. The pumping can lead to subsidence of ground levels, which around the San Joaquin-Sacramento Delta has been measured at over three-quarters of an inch per year.”⁵⁰

“This subsidence compounds the risk that sea-level rise and storms could cause overtopping or failure of the levees, exposing natural gas pipelines and other infrastructure to damage or structural failure. At this rate of subsidence, the levees may fail to meet the federal levee

⁴⁷ California Statewide Summary at 64.

⁴⁸ *Id.* at 13.

⁴⁹ *Id.* at 26.

⁵⁰ *Id.* at 14.

height standard (1.5 ft. freeboard above 100-year flood level) between 2050-2080, depending on the rate of sea-level rise.”⁵¹

Sea-Level Rise, Coastal Erosion and Infrastructure Impacts

“Along the California coast, sea levels have generally risen. Since 1900, mean sea level has increased by about 180 millimeters (7 inches) at San Francisco and by about 150 millimeters (6 inches) since 1924 at La Jolla. In contrast, sea level at Crescent City has declined by about 70 millimeters (3 inches) since 1933 due to an uplift of the land surface from the movement of the Earth’s plates. Sea level rise threatens existing or planned infrastructure, development, and ecosystems along California’s coast.”⁵²

“If emissions continue at current rates, Fourth Assessment model results indicate that total sea-level rise by 2100 is expected to be 54 inches, almost twice the rise that would occur if greenhouse gas emissions are lowered to reduce risk.”⁵³

“31 to 67% of Southern California beaches may completely erode by 2100 without large-scale human interventions.”⁵⁴

“Flooding from sea-level rise and coastal wave events leads to bluff, cliff, and beach erosion, which could affect large geographic areas (hundreds of kilometers). In research conducted for the Fourth Assessment, Erikson et al. (2018) found that if a 100-year storm occurs under a future with 2m (6.6 feet) of SLR, resultant flooding in Southern California could affect 250,000 people and lead to damages of \$50 billion worth of property and \$39 billion worth of buildings.”⁵⁵

In addition, airports in major urban areas will be susceptible to major flooding from sea-level rise and storm surge by 2040-2080, and 370 miles of coastal highway will be susceptible to coastal flooding by 2100.⁵⁶

Ocean Acidity and Health Impacts

“Increasing evidence shows that climate change is degrading California’s coastal and marine environment. In recent years, several unusual events have occurred along the California coast and ocean, including a historic marine heat wave, record harmful algal bloom, fishery closures, and a significant loss of northern kelp forests.”⁵⁷

⁵¹ California Statewide Summary at 12.

⁵² California Climate Indicators at S-7.

⁵³ California Key Findings, at 6.

⁵⁴ *Id.* at 15.

⁵⁵ California Statewide Summary at 31.

⁵⁶ *Id.* at 54-55.

⁵⁷ *Id.* at 12.

In addition:

“[o]cean acidification ... is predicted to occur especially rapidly along the West Coast (e.g., Gruber et al., 2012). Ocean acidification presents a clear threat to coastal communities through its significant impacts on commercial fisheries and farmed shellfish (Ekstrom et al., 2015) as well as to ocean ecosystems on a broader scale. Ocean acidification affects many shell-forming species, including oysters, mussels, abalone, crabs, and the microscopic plankton that form the base of the oceanic food chain (Kroeker et al., 2013; Kroeker et al., 2010). Significant changes in behavior and physiology of fish and invertebrates due to rising CO₂ and increased acidity have already been documented (e.g., Hamilton et al., 2017; Jellison et al., 2017; Kroeker et al., 2013; Munday et al., 2009). Species vulnerable to ocean acidification account for approximately half of total fisheries revenue on the West Coast (Marshall et al., 2017).”⁵⁸

Connecticut

In April 2010, the Governor’s Steering Committee on Climate Change produced a report that predicted the impact of climate change on Connecticut’s agriculture, infrastructure, natural resources and public health.⁵⁹ In general the report concluded that the impact of climate change on these four areas would be largely negative; Connecticut crops such as maple syrup, apple and pear production, and shellfish will suffer; infrastructure to control coastal flooding and storm water could be substantially damaged; rare habitats and critical species face elimination; and Connecticut’s public health, particularly of the most vulnerable communities, is threatened by a decrease in air quality, extreme heat and the favorable conditions for increased disease.

The Connecticut Institute for Resilience and Climate Adaptation or CIRCA, an institute housed at the University of Connecticut, has projected a rise in sea level of approximately twenty inches by 2050. In response to this latest analysis, Governor Malloy signed Public Act 18-82, *An Act Concerning Climate Change Planning and Resiliency*, into law which requires state and federally funded projects to plan for a scenario of 50 centimeters of sea level rise by 2050, ensuring the success of future projects undertaken in the state, the prudence of state investments, and the safety of those residing on or near the shoreline. In addition to preparations for the imminent rise in sea level, Public Act 18-82 sets an interim target of a 45% reduction in greenhouse gas emissions from a 2001 baseline by 2030, ensuring Connecticut remains on a path to achieve an 80% reduction in emissions by 2050 as mandated under the state’s Global Warming Solutions Act.

Observed Change

Connecticut has already begun to experience the severe consequences of climate change induced by unchecked, increasing GHG emissions. Between 1895 and 2011, temperatures in the

⁵⁸ *Id.* at 66-67.

⁵⁹ Adaptation Subcommittee to the Governor’s Steering Committee on Climate Change, *The Impacts of Climate Change on Connecticut Agriculture, Infrastructure, Natural Resources and Public Health* (2010), available at <http://www.ct.gov/deep/lib/deep/climatechange/impactsofclimatechange.pdf>.

Connecticut increased by almost 2 °F (0.16 °F per decade), and precipitation increased by approximately five inches, or more than 10% (0.4 inches per decade).⁶⁰ Between 1980 and 2018, average annual temperature in Connecticut has risen by over 2° F. Over the same period, winter temperatures have warmed by 3° F.

The Northeast has experienced a greater recent increase in extreme precipitation than any other region in the United States; between 1958 and 2010, Connecticut saw more than a 70% increase in the amount of precipitation falling in very heavy events. In 2011 Hurricane Irene caused power outages affecting 754,000 customers and over \$1 billion in damage, and in 2012 Hurricane Sandy caused power outages affecting more than 600,000 customers and over \$360 million in damage. The latter forced thousands of Connecticut residents evacuate, saw thousands apply for FEMA assistance, damaged roads and infrastructure, and took nine days for utilities to restore power.⁶¹ Many of Connecticut's coastal communities and assets remain at risk to more frequent future storm events exacerbated by climate change.

Projections

Connecticut is highly vulnerable to changes in mean and extreme climate due to regional characteristics like a dense population and aging infrastructure. In conservative estimates, climate projections for Connecticut robustly indicate that annual mean temperature will rise by 5-10°F by the end of the 21st Century.

Mean annual precipitation is also likely to increase, particularly in winter and spring seasons, contributing to increased flooding risk through the region. Additionally, weather and climate extremes are projected to be more frequent and intense which will impact both natural and socioeconomic sectors. As temperatures increase along the coast, humidity will also rise, resulting in amplified heat stress during summer months. For inland areas, drought events will become more severe and longer-lived, causing increased competition for limited water resources, agricultural crop damage, ecosystem stress, and risk of wildfire. Communities in Connecticut should expect that coastal flooding intensity and frequency to increase in coming decades due to accelerating trends in coastal erosion, extreme precipitation, and storms.

Sea Level

Direct and remotely sensed measurements of sea level have shown that the annual mean level of the ocean surface is rising. In the Northeast, coastal flooding has increased due to approximate one foot rise in sea level since 1900. This rate of sea level rise exceeds the global

⁶⁰ Horton, R., Yohe, G., Easterling, W., Kates, R., Matthias, R., Sussman, E., Whelchel, A., Wolfe, D., and Lipschultz, F. (2014). Ch. 16: Northeast. *Climate Change Impacts in the United States: The Third National Climate Assessment*, J. M. Melillo, Terese (T.C.) Richmond, and G. W. Yohe, Eds., U.S. Global Change Research Program, 16-1-nn.

⁶¹ Burgeson, John, *Rising Above the Tide: 5 Years Since Sandy*, CTPost, (Oct. 28, 2017), <https://www.ctpost.com/local/article/Rising-above-the-tide-5-years-since-Sandy-12313727.php>

average of approximately eight inches, due primarily to land subsidence and thermal expansion (of ocean water) along the Northeastern coast. In moderately conservative estimates, sea level rise along the Connecticut coast is projected to be ~0.76 ft (0.23 meters) higher than 2000 levels by 2050.⁶² However, the upper range of projected sea level rise by 2050 is over 1.5 feet. This will strongly impact the many coastal communities and businesses in Connecticut.

Delaware

As a low-lying state with 381 miles of coastline, Delaware is vulnerable to coastal storms, sea level rise, and flooding exacerbated by climate change. Sea levels around Delaware have already risen 13 inches this century.⁶³ This means that storm surges come further inland and coastal towns flood more frequently, jeopardizing infrastructure, and leading to costly repairs. Towns like Slaughter Beach are partnering with the state to build climate adaption plans, recognizing that these events will only get worse and more expensive. As climate change exacerbates sea level rise, over 17,000 homes and almost 500 miles of roadway in Delaware are at risk of permanent inundation from sea level rise by the end of the century.⁶⁴

In addition, rising temperatures and extreme heat events as a result of climate change threaten public health and especially Delaware's most vulnerable citizens – young children, the elderly, outdoor workers, and individuals with underlying health conditions. Extreme heat days and extended heat waves can exacerbate poor air quality and unhealthy outdoor conditions, especially in urban areas like Wilmington. Extreme heat, saltwater intrusion from sea level rise, and changes in precipitation also threaten Delaware's \$8 billion agricultural industry, which is strongly ingrained in both the state's economy and culture.

Hawaii

Hawaiians have experienced numerous climate change-related harms over the past decade. For example, during one July weekend in 2017, large surf from [Tropical Cyclone Fernanda](#) swept across Hawaii's eastern shores. At the same time, Hawaii also saw, for the third time in just a few months, another round of record-level high tides. These "king tides" over the summer sent water washing over seawalls, coming dangerously close to homes and making some

⁶² O'Donnell, J., *Sea Level Rise in Connecticut*. Draft Report, Connecticut Institute for Resilience and Climate Adaptation (March 27, 2018), available at https://circa.uconn.edu/wp-content/uploads/sites/1618/2017/10/SeaLevelRiseConnecticutFinalDraft-Posted-3_27_18.pdf.

⁶³ Callahan, John A., Benjamin P. Horton, Daria L. Nikitina, Christopher K. Sommerfield, Thomas E. McKenna, and Danielle Swallow, *Recommendation of Sea-Level Rise Planning Scenarios for Delaware: Technical Report*, prepared for Delaware Department of Natural Resources and Environmental Control (DNREC) Delaware Coastal Programs (2017), available at <http://www.dgs.udel.edu/sites/default/files/projects-docs/de%20slr%202017%20technical%20report%20final.pdf>

⁶⁴ DNREC, *Preparing for Tomorrow's High Tide: Sea-Level Rise Vulnerability Assessment for the State of Delaware. Technical Report*, Prepared for the Delaware Sea Level Rise Advisory Committee by the Delaware Department of Environmental Control (2012), available at <http://www.dnrec.delaware.gov/coastal/Documents/SeaLevelRise/AssesmentForWeb.pdf>.

roads virtually impassable. The king tides and climate change's effects on Hawaii's beaches are well-documented.⁶⁵

The State of Hawaii has conducted studies on the effects of Climate Change, and the conclusions of these reports show that Hawaii will be severely impacted.⁶⁶ Over the next 50 to 100 years, Hawaii could see tides that could make Hawaii's main roads, like Ala Moana Boulevard, un-drivable; many areas, including world famous Waikiki Beach, will become inundated from the rise of the ocean level, oceans so warm that coral, which serves as a habitat for marine life, die off in vast stretches; and an alarming rise in frequency and intensity of destructive tropical cyclones.

More specifically, scientific research has determined that:

- Sea level has been rising in Hawaii for the past century or more. Rates of rise vary amongst the islands due to differing rates of subsidence based on distance from actively-growing Hawaii Island. Rates of sea-level rise in Hawaii ranged from 0.6 inches (1.5 cm) on Oahu and Kauai, to 1.3 inches (3.3 cm) on Hawaii Island per decade over the last century.⁶⁷
- Over the past century, 70% of the beaches in Hawaii have eroded and over 13 miles of beach have been completely lost to erosion.⁶⁸
- This dominant trend of beach erosion could be driven by local sea-level rise.⁶⁹
- Shoreline retreat, averaging 1 ft per year (0.3 m/yr) statewide, wetland migration and cliff collapse due to erosion are occurring now on many of Hawaii's coastlines.⁷⁰

⁶⁵ See, e.g., *Climate Change Will Ruin Hawaii, New Study Suggests*, Huffpost, (Aug. 8, 2015; updated Dec. 6, 2017), available at https://www.huffingtonpost.com/2014/08/28/climate-change-study-hawaii_n_5731956.html (last visited Oct. 24, 2018); Lafrance, Adreienne, *The Ghost of Climate-Change Future*, The Atlantic (May 30, 2017), available at <https://www.theatlantic.com/science/archive/2017/05/the-ghost-of-climate-change-future/528471/>

⁶⁶ Ocean Resources Management Plan Working Group, *A Framework for Climate Change Adaptation in Hawaii* (Nov. 2009), available at http://files.hawaii.gov/dbedt/op/czm/ormp/reports/climate_change_adaptation_framework_final.pdf.

⁶⁷ NOAA Center for Operational Oceanographic Products and Services (CO-OPS)), *Mean Sea Level Trends for Global Network Stations*, fig. 9 (Nov. 22, 2013), available at http://tidesandcurrents.noaa.gov/sltrends/sltrends_global.shtml.

⁶⁸ Fletcher, C.H., et al. 2012. National Assessment of Shoreline Change: Historical Shoreline Change in the Hawaiian Islands. U.S. Geological Survey Open-File Report 2011–1051, 55 p. Also available at: <http://pubs.usgs.gov/of/2011/1051>

⁶⁹ Romine, B.M., C.H. Fletcher, M.M. Barbee, T.R. Anderson, and L.N. Frazer., *Are beach erosion rates and sea-level rise related in Hawaii?* Global and Planetary Change 108:149-157 (2013).

⁷⁰ University of Hawaii (UH) Coastal Geology Group. Hawaii Coastal Erosion website. <http://www.soest.hawaii.edu/asp/coasts/maui/index.asp>; Fletcher, C.H., Hawaii's Changing Climate,

- Elevated groundwater tables, due in part to sea-level rise, are contributing to flooding in low coastal areas during higher tides and heavy rainfall events.⁷¹
- Antarctic and Greenland ice sheets are melting faster than previously predicted, which is contributing to the acceleration of global sea-level rise.⁷²
- More tropical cyclones have developed from storms in the Pacific between 1991 and 2010 than previously recorded from the last century.⁷³
- Hawaii and the central western Pacific Ocean has been modeled to experience about 1 ft-2.5 ft (0.3 m-0.8 m) higher than global average sea-level rise by the year 2100.⁷⁴

Because of the urgent need to take action to address these threats to Hawaii's health and natural resources, Hawaii has taken steps to regulate and reduce the local emission of greenhouse gas emissions. For example, [Act 234 of the 2007 Legislature](#) established the foundation for Hawaii to regulate greenhouse gas emissions throughout the state to combat the threat of climate change and sea level rise. Act 234 declared a policy to reduce greenhouse gas emissions statewide to 1990 levels by 2020. To implement Act 234, [Hawaii's Clean Air Rules](#) were amended to incorporate greenhouse gas rules regulating major sources of greenhouse gases in Hawaii. These rules utilize the Air Pollution Control Permit process to regulate these sources.

Illinois

Climate change is affecting Illinois in a number of ways—both by fundamentally altering the state's environment in ways never seen before and by intensifying well-recognized weather hazards. The fundamental changes can be seen in Illinois' farming industry and in the state's greatest environmental asset, Lake Michigan.

The farming sector is particularly vulnerable to extreme precipitation caused by climate change. 2012 was Illinois' third driest summer on record. The very next year, heavy rainfall caused flooding in parts of the state that, together with the wettest January-to-June period ever

Briefing Sheet, Honolulu: Center for Island Climate Adaptation and Policy. University of Hawaii Sea Grant College Program (2010).

⁷¹ Guidry, M.W. and F.T Mackenzie, *Climate Change, Water Resources, and Sustainability in the Pacific Basin: Emphasis on Oahu, Hawaii and Majuro Atoll, Republic of the Marshall Islands*; Honolulu, HI: University of Hawaii Sea Grant College Program. 100 p. (2006); Fletcher, 2010; Rotzoll, K. and C.H. Fletcher, *Assessment of groundwater inundation as a consequence of sea-level rise*, *Nature Climate Change* 3:477-481.(2013).

⁷² Fletcher, C.H., *Sea level by the end of the 21st century: A review*, *Shore and Beach* 77(4):1-9 (2009).

⁷³ Webster, P.J, G.J. Holland, J.A. Curry, and H.-R. Chang. *Changes in Tropical Cyclone Number, Duration, and Intensity in a Warming Environment*. *Science* 309:1844-1846 (2005).

⁷⁴ Spada, G., J.L. Bamber, R.T.W.L. Hurkmans, The gravitationally consistent sea-level fingerprint of future terrestrial ice loss. *Geophysical Research Letters* 40(3):482-486 (2013).

recorded in Illinois, forced farmers to delay planting and lose revenue.⁷⁵ Heat waves during the crop pollination season may reduce future yield: hotter weather and altered rain patterns could cause 15% loss in the next 5 to 25 years and up to a 73% average loss by the end of the next century.⁷⁶ Milder winters will lead to more weeds, insects, and diseases surviving throughout winter, also hurting yield and quality.⁷⁷

Climate disruption also contributes to whipsawing water levels on Lake Michigan. In January 2013, the lake fell to an all-time low water level. In 2015, it climbed to its highest level since 1998, the second-largest recorded gain over a 24-month span.⁷⁸ Rapidly swinging water levels hurt the commercial shipping industry, recreational boaters, wildlife, and beach-goers. For example, for every inch the lake loses, a freighter must forgo 270 tons of cargo. High water erodes beaches and damages property.⁷⁹

Climate change has already turned up the volume on well-recognized catastrophic extreme weather events, causing stronger storms, increased precipitation, and higher average temperatures. In recent years, the state has been struck by deadly tornadoes in November 2013 and the 2014 polar vortex.⁸⁰

Illinois also suffers from frequent flooding, and climate change has and will cause the frequency and strength of these floods to increase. For instance, flooding caused by increased precipitation causes dramatic damage to the lives and property of Illinois residents; this toll will increase as climate change intensifies. For example, in 2009, a freight train carrying ethanol derailed in Cherry Valley, Illinois due to washout of train tracks following heavy rains.⁸¹ Fourteen of the tanker cars carrying ethanol caught fire, killing a woman in her car waiting for the train to pass. Seven other people were injured and about 600 nearby homes were evacuated.⁸²

⁷⁵ University of Illinois–Institute of Government & Public Affairs, *Preparing for Climate Change in Illinois: An Overview of Anticipated Impacts*, <https://igpa.uillinois.edu/sites/igpa.uillinois.edu/files/reports/Preparing-for-Climate-Change-in-Illinois.pdf> (last visited Oct. 11, 2018).

⁷⁶ *Id.*

⁷⁷ *Id.*

⁷⁸ Tony Briscoe, *Lake Michigan Water Levels Rising at Near Record Rate*, CHICAGO TRIBUNE (July 12, 2015), available at <http://www.chicagotribune.com/news/local/breaking/ct-lake-michigan-water-levels-met-20150710-story.html>.

⁷⁹ *Id.*

⁸⁰ National Weather Service, *Historic Tornado Outbreak of November 17, 2013*, <https://www.weather.gov/ilx/17nov13> (last visited Oct. 11, 2018); National Weather Service, *The Bitterly Cold Air of January 27-28, 2014*, <https://www.weather.gov/lot/2014jan28> (last visited Oct. 11, 2018).

⁸¹ National Transportation Safety Board, *Derailment of CN Freight Train U70691-18 with Subsequent Hazardous Materials Release and Fire*, <https://www.nts.gov/investigations/AccidentReports/Pages/RAR1201.aspx> (last visited Oct. 11, 2018).

⁸² CBC.ca, *CN Blamed for Fatal Train Derailment in Illinois*, <https://www.cbc.ca/news/canada/cn-blamed-for-fatal-train-derailment-in-illinois-1.1139430> (last visited Oct. 12, 2018).

A few days later, a 54-mile-long fish kill occurred on the Rock River when ethanol that was not consumed by the fire flowed downstream, killing over 70,000 fish.⁸³

CHERRY VALLEY TRAIN DERAILMENT



Image from Rockford Register Star

In another instance, a major flood struck Jo Daviess County in northwestern Illinois in 2011 after 15 inches of rain fell during a 12-hour time period. The flood waters caused extensive damage to roads and train tracks and at least one fatality.⁸⁴ Illinois has also struggled with urban flooding caused by heavy rains falling on impervious surfaces.⁸⁵

⁸³ Illinois Attorney General, *Attorney General Madigan Reaches Settlement to Recover Costs of Rockford Train Derailment, Ethanol Leak*, http://www.illinoisattorneygeneral.gov/pressroom/2015_03/20150305.html (last visited Oct. 12, 2018).

⁸⁴ *Crews Find Body of Woman Swept Away by Flood in Galena*, ROCKFORD REGISTER STAR (July 30, 2011), available at www.rrstar.com/x555032097/Crews-find-body-of-woman-swept-away-by-flood-in-Galena

⁸⁵ NOAA National Centers for Environmental Information, *State Climate Summaries: Illinois*, <https://statesummaries.ncics.org/il> (last visited Oct. 11, 2018).

2011 JO DAVIESS COUNTY FLOOD



Images from Rockford Register Star

Furthermore, rising average temperatures injures Illinois residents. Hotter weather will inevitably harm public health and lead to heat-related deaths. For instance, over 700 Illinois residents died due to the historically intense heat wave in July 1995.⁸⁶ Intensified drought conditions strengthen these impacts—the inverse of heavy precipitation.

Though catastrophes such as these have occurred from time to time throughout Illinois' history, climate change will cause them to happen more frequently and with more ferocity than ever before, at the cost of the lives and health of Illinois residents.

Iowa

Climate change increases Iowa's propensity for flooding and droughts, creates challenges for the state's agricultural economy, and poses risks to public health. While already experiencing some of climate change's adverse effects, Iowa will likely only become more susceptible to climate change-related harms as average temperatures continue to increase.

Climate change influences the frequency and duration of precipitation events, and Iowa is feeling the effects.⁸⁷ Over the past half century, Iowa has seen an increase in annual precipitation and a greater frequency of extreme rain events.⁸⁸ The latest science suggests that the increase in precipitation will continue, while Iowa will also continue experiencing more significant drought

⁸⁶ Jan C. Semenza, *et al.*, *Heat Related Deaths During the 1995 Heat Wave in Chicago*, THE NEW ENGLAND JOURNAL OF MEDICINE (July 11, 1996), *available at* <https://www.nejm.org/doi/full/10.1056/NEJM199607113350203>.

⁸⁷ *Iowa Climate Statement 2017*, CTR. FOR GLOBAL & REGIONAL ENVTL. RES., 1 (2017), https://cgrer.uiowa.edu/sites/cgrer.uiowa.edu/files/wysiwyg_uploads/Iowa%20Climate%20Statement%202017%20It's%20not%20just%20the%20heat,%20it's%20the%20humidity!%20FINAL%20August%2010%202017.pdf.

⁸⁸ Iman Mallakpour & Gabriele Villarini, *The Changing Nature of Flooding Across the Central United States*, 5 NATURE CLIMATE CHANGE, 250, 250–54 (2015).

in some areas.⁸⁹ The increased rain events are due to higher surface evaporation from a warmer world, while dry spells are due to reduced evaporation stemming from a lack of moisture.⁹⁰ In other words, changes in Iowa's climate will likely continue to make wet seasons wetter and dry seasons dryer.

Extreme rain events have caused significant flooding throughout Iowa, and with Iowa's over 70 interior rivers,⁹¹ the flooding has adversely affected much of Iowa's population. Since 1990, Iowa has had over 30 presidentially declared flood-related disaster declarations.⁹² The flooding has caused an estimated 13.5 billion dollars worth of property-related damage.⁹³ In 2016, a presidential declaration identified 19 counties affected by severe flooding, many of which were also hit hard by flooding in 2008.⁹⁴ In 2018 alone, 30 counties have already been identified in presidential disaster declarations due to severe storms and flooding.⁹⁵

Heavy rainfall and melting snow have also led to significant flooding in Iowa's bordering Mississippi and Missouri Rivers. In 2011, the high level of the Mississippi River forced navigation closures and caused billions of dollars in damage downstream.⁹⁶ That same year, flooding along the Missouri River led to hundreds of millions of dollars in damages⁹⁷ and also closed the river to navigation.⁹⁸ Iowa's Sioux City and Council Bluffs were two of the cities affected most by the flood, experiencing extensive property damage and crop loss.⁹⁹

⁸⁹ *What Climate Change Means for Iowa*, EPA 1 (Aug. 2016), <https://19january2017snapshot.epa.gov/sites/production/files/2016-09/documents/climate-change-ia.pdf>.

⁹⁰ Chia Chou et al., *Increase in the Range Between Wet and Dry Season Precipitation*, 6 NATURE GEOSCIENCE, 263, 263–67 (2013).

⁹¹ *Interior Rivers*, IOWA DEP'T OF NAT. RESOURCES, <http://www.iowadnr.gov/Fishing/Where-to-Fish/Interior-Rivers> (last visited Oct. 2, 2018).

⁹² *Iowa Disaster History*, IOWA HOMELAND SECURITY & EMERGENCY MGMT., https://www.homelandsecurity.iowa.gov/disasters/iowa_disaster_history.html (last visited Oct. 2, 2018).

⁹³ *Iowa Flood Center: For Legislators*, U. IOWA, <https://iowafloodcenter.org/resources/for-legislators/> (last visited Oct. 2, 2018).

⁹⁴ *Iowa Disaster History*, IOWA HOMELAND SECURITY & EMERGENCY MGMT., *supra*.

⁹⁵ *Id.*

⁹⁶ HENRY DEHAAN ET AL., USACE, MISS. VALLEY DIV., MISSISSIPPI RIVER AND TRIBUTARIES SYSTEM 2011 POST-FLOOD REPORT V-12 (2012).

⁹⁷ DEP'T OF HOMELAND SEC., MISSOURI RIVER FLOOD COORDINATION TASK FORCE REPORT, 12, 39 (2011).

⁹⁸ David Bailey & David Hendee, *The Mighty Missouri River: The Flooding and the Damage Done*, (Sep. 3, 2011, 8:45 AM), <http://www.reuters.com/article/us-missouri-flooding/the-mighty-missouri-river-the-flooding-and-the-damage-done-idUSTRE78213720110903>.

⁹⁹ DEP'T OF HOMELAND SEC., MISSOURI RIVER FLOOD COORDINATION TASK FORCE REPORT, *supra*, at 39.

Iowa also has felt the impacts of climate change in its dry seasons. As recently as 2017, drought conditions throughout the state left locations with rainfall at less than 50 percent of normal precipitation.¹⁰⁰ In 2012, a prolonged drought cost the region more than \$250 million when the scarcity of water led to narrowed navigation channels, forced lock closures, and dozens of barges running aground on the Mississippi River.¹⁰¹

Iowa has warmed between one-half to one degree in the last century, and a continued increase in temperature may lead to more challenges for Iowa's agricultural economy.¹⁰² Iowa leads the nation in egg production, harvested acreage of principal crops, corn export value, corn for grain production, and hog and pig inventory.¹⁰³ Climate change may put additional heat stress on farmers' crops and livestock, posing a greater risk of substantial decreases in crop yields and livestock productivity.¹⁰⁴ Under some estimates, absent significant adaptation by Iowa farmers, the state could face declines in its corn crop of 18-77 percent—a significant blow to a corn industry currently worth nearly \$10 billion.¹⁰⁵ Crop production can be inhibited by changing rain patterns such as wetter springs—which delay planting and increase flood risk—and less rain during the increasingly hot summers.¹⁰⁶ Farmers may also face the survival and spread of more unwanted pests because of warmer winters and a longer growing season.¹⁰⁷

Climate change also puts Iowans' public health at risk. The higher temperatures can increase air pollutants such as ozone and fine particulates, which increase the risk of heart and lung-related illness.¹⁰⁸ Allergic diseases and asthma are expected to become more widespread

¹⁰⁰ Craig Cogil, *Extreme Drought Expands in Southern Iowa*, NAT'L WEATHER SERV. 1 (Sep. 18, 2017), <https://www.weather.gov/media/dmx/Climate/Drought.pdf>.

¹⁰¹ U.S. ARMY CORPS OF ENG'RS, EVENT STUDY: 2012 LOW-WATER AND MISSISSIPPI RIVER LOCK 27 CLOSURES, 6–7, 37 (2013), http://www.lrd.usace.army.mil/Portals/73/docs/Navigation/PCXIN/Drought_2012_Report_-_FINAL_2013-08-30.pdf; See Harry J. Hillaker, *The Drought of 2012 in Iowa*, IOWA DEP'T OF AGRIC. AND LAND STEWARDSHIP, <http://www.iowaagriculture.gov/climatology/weatherSummaries/2012/DroughtIowa2012Revised.pdf> (last visited Oct. 2, 2018).

¹⁰² *What Climate Change Means for Iowa*, *supra*, at 1.

¹⁰³ *Iowa's Rank in United States Agriculture*, USDA (May 2018), https://www.nass.usda.gov/Statistics_by_State/Iowa/Publications/Rankings/IA-2018-Rankings.pdf.

¹⁰⁴ *What Climate Change Means for Iowa*, *supra*, at 2.; J. L. Hatfield et al., *Vulnerability of Grain Crops and Croplands in the Midwest to Climatic Variability and Adaptation Strategies*, 146 CLIMATIC CHANGE, 263, 263–64 (2018).

¹⁰⁵ Kate Gordon et al., *Heat in the Heartland: Climate Change and Economic Risk in the Midwest*, RISKY BUSINESS 33 (2015); <http://riskybusiness.org/site/assets/uploads/2015/09/RBP-Midwest-Report-WEB-1-26-15.pdf>

¹⁰⁶ *What Climate Change Means for Iowa*, *supra*, at 1.

¹⁰⁷ Sara C. Pryor et al., *Midwest*, in CLIMATE CHANGE IMPACTS IN THE UNITED STATES: THE THIRD NATIONAL CLIMATE ASSESSMENT 418, 435 (J. M. Melillo et al. eds., 2014).

¹⁰⁸ *What Climate Change Means for Iowa*, *supra*, at 2.

and more severe due to exposure to new plants and increases in pollen counts.¹⁰⁹ The warmer, wetter climate can even increase the risk of infectious diseases transmitted by insects that will be better able to live in a more humid and warm Iowa environment.¹¹⁰ Iowans' health risks will only likely increase as average temperatures continue to increase.

Maine

Maine is experiencing significant, negative effects of climate change through rising sea levels, ocean acidification, and invasive species that are expanding their range northward as the environment warms. By way of example, The Gulf of Maine is warming faster than 99% of the world's ocean waters.¹¹¹ These warmer waters have brought with them an invasion of non-native green crabs that are devastating soft-shell clam flats throughout southern and mid-coast Maine.¹¹² At the same time, ocean waters globally have become approximately 30% more acidic over the last century, and features of the Gulf of Maine, including its extensive freshwater inputs, make it particularly vulnerable to acidification.¹¹³ The increasing acidity inhibits shell formation in all shellfish, including lobsters, which just five years ago were the basis of an industry estimated to be worth \$1.7 billion in Maine.¹¹⁴ These symptoms of climate change threaten both the health of the State's marine ecosystem and a coastal economy that depends on it.

Similar changes are occurring in Maine's interior. Iconic species that drive the State's tourist economy are suffering from the effects of global warming. Longer, hotter summers and more frequent droughts are shrinking brook trout habitat¹¹⁵ and undermining efforts to restore sea-run salmon in Maine's downeast rivers.¹¹⁶ A plague of winter ticks brought on by decreased

¹⁰⁹ *Climate Change*, IOWA DEP'T OF NAT. RESOURCES , <http://www.iowadnr.gov/Conservation/Climate-Change> (last visited Oct. 2, 2018).

¹¹⁰ *Id.*

¹¹¹ Woodard, C., *Mayday: Gulf of Maine in Distress*, Portland Press Herald, October 25, 2015, <http://www.pressherald.com/2015/10/25/climate-change-imperils-gulf-maine-people-plants-species-rely/>

¹¹² *Id.*

¹¹³ Gledhill, D.K., et al., Ocean and Coastal Acidification off New England and Nova Scotia. *Oceanography* 28(2):182–197, 2015, <http://dx.doi.org/10.5670/oceanog.2015.41>.<https://climate.nasa.gov/evidence/>; <http://tos.org/oceanography/article/ocean-and-coastal-acidification-off-newengland-and-nova-scotia>.

¹¹⁴ *Id.*; Dahlman, L, *Climate Change, Ocean Heat Content*, National Oceanic and Atmospheric Administration, <https://www.climate.gov/news-features/climate-and/climate-lobsters>; Hall, J., *From Bought to Caught, Lobsters all about Economics*, Portland Press Herald, August 11, 2012, http://www.pressherald.com/2012/08/11/market-forces-make-everyone-feel-the-pinch_2012-08-12/.

¹¹⁵ Pennsylvania State University, *For Trout Fishermen, Climate Change Will Mean More Driving Time, Less Angling*. ScienceDaily, August 20, 2015. www.sciencedaily.com/releases/2015/08/150820123648.htm.

¹¹⁶ The National Academies Press, *Atlantic Salmon in Maine*, 2004, at 50-53, <https://www.nap.edu/read/10892/chapter/5>.

snowpack has taken a significant toll on Maine's moose population.¹¹⁷ Milder winters have also hurt the ski industry,¹¹⁸ while shorter and earlier springs are interfering with maple sugaring operations.¹¹⁹

Maryland

With more than 3,000 miles of coastline, Maryland's coast is particularly vulnerable to rising sea levels and the more extreme weather events associated with climate change: shoreline erosion, coastal flooding, storm surges, inundation, and saltwater intrusion into groundwater supplies.

In 2007, the Maryland Commission on Climate Change (MCCC) was established by Executive Order 01.01.2007.07 and was charged with evaluating and recommending state goals to reduce Maryland's greenhouse gas emissions to 1990 levels by 2020 and to reduce those emissions to 80 percent of their 2006 levels by 2050. The MCCC was also tasked with developing a plan of action that addressed the causes and impacts of climate change and included firm benchmarks and timetables for policy implementation. As a result of the work of more than 100 stakeholders and subject matter experts, the MCCC produced a climate action plan. That plan was the impetus for Maryland's Greenhouse Gas Emissions Reduction Act of 2009, an enhanced version of which became law in 2016.¹²⁰

As emphasized by the MCCC's Science and Technical Working Group, estimates show that "Maryland is projected to experience between 2.1 and 5.7 feet of sea level rise over the next century. In fact, sea level could be as much as 2.1 feet higher in 2050 along Maryland's shorelines than it was in 2000."¹²¹

Sea level rise could inundate some facilities of the Port of Baltimore, placing one of the most important ports along the East Coast at risk. In 2016, for instance, the Port generated nearly

¹¹⁷ Fleming, D., *Winter Ticks Raise Concerns about the Future of Maine's Moose Herd*, Portland Press Herald, June 14, 2014, <http://www.pressherald.com/2014/06/14/winter-ticks-raise-concerns-about-future-of-maines-moose-herd/>.

¹¹⁸ Seelye, K., *Rising Temperatures Threaten Fundamental Change for Ski Slopes*, The New York Times, December 12, 2012, <http://www.nytimes.com/2012/12/13/us/climate-change-threatens-ski-industrys-livelihood.html>.

¹¹⁹ Taylor, C., *How Climate Change Threatens Your Breakfast*, Science Friday, March 17, 2017, <https://www.sciencefriday.com/segments/how-climate-change-threatens-your-breakfast/>.

¹²⁰ Maryland Commission on Climate Change, 2016 Annual Report 7, http://mde.maryland.gov/programs/Air/ClimateChange/MCCC/Documents/MCCC_2016_final.pdf ("MCCC 2016 Annual Report").

¹²¹ Maryland Commission on Climate Change, 2015 Annual Report 13, <http://mde.maryland.gov/programs/Air/ClimateChange/MCCC/Publications/MCCC2015Report.pdf> ("MCCC 2015 Annual Report").

\$3 billion in wages and salaries, supported over 13,000 direct jobs, and moved 31.8 million tons of international cargo.¹²²

The state's tourism sector is also likely to feel the impact of climate change.¹²³ In 2015, for instance, tourism resulted in \$2.3 billion in tax revenue, which directly supported more than 140,000 jobs with a payroll of \$5.7 billion.¹²⁴ Rising sea levels, flooding, and heightened storm surges will place further strain on Maryland's low-lying urban and coastal lands, making tourism less feasible and increasing the costs of maintaining bridges, roads, boardwalks, and other tourism infrastructure.¹²⁵ Beaches, moreover, "will move inland at a rate 50 to 100 times faster than the rate of sea level elevation" and "the cost of replenishing the coastline after a 20-inch rise in sea level would be between \$35 million and \$200 million."¹²⁶

Further, skiing and other snow sports "are at obvious risk from rising temperatures, with lower-elevation resorts facing progressively less reliable snowfalls and shorter seasons."¹²⁷ Wisp Mountain Park, for example, is a popular skiing destination in Western Maryland, and the only ski resort in the State. Even in late December of 2015, only one of the resort's 35 trails was open because of the difficulty keeping snow on the ground in above-freezing temperatures.¹²⁸

Climate change may also adversely impact Maryland's agricultural industry, which employs some 350,000 people.¹²⁹ In 2015, the market value of agricultural products produced in Maryland was \$2.2 billion, with net farm income exceeding \$500 million.¹³⁰ By 2050, absent additional action, rising summer temperatures could result in nearly \$150 million in median annual losses for corn, soy, and wheat.¹³¹ Increased flooding could adversely affect the stability, salinity, drainage, and nutrient balance of soil in low-lying areas, causing declines in crop production and making farming less viable. Rising seas could lead salt water to flow into aquifers used for irrigation. Livestock could suffer from higher temperatures, too, and would

¹²² Maryland Commission on Climate Change, 2017 Annual Report 12, http://www.mde.state.md.us/programs/Air/ClimateChange/MCCC/Documents/MCCC_2017_final.pdf ("MCCC 2017 Annual Report").

¹²³ Center for Climate and Energy Solutions, Cost of Inaction Supplement, September 2015, <https://www.c2es.org/document/climate-change-the-cost-of-inaction-for-marylands-economy/>.

¹²⁴ Maryland Office of Tourism Development, Fiscal Year 2016 Tourism Development Annual Report, 2016, available at: <http://industry.visitmaryland.org/research/annual-reports/annual-reports-archive/>.

¹²⁵ MCCC 2015 Annual Report 14, *supra*.

¹²⁶ MCCC 2017 Annual Report 16, *supra*.

¹²⁷ MCCC 2016 Annual Report 18-19, *supra*.

¹²⁸ MCCC 2017 Annual Report 15, *supra*.

¹²⁹ *Id.* at 13.

¹³⁰ *Id.* at 14.

¹³¹ MCCC 2015 Annual Report 15, *supra*.

need more access to cooler areas. By causing soil erosion and nutrient runoff, moreover, increased rainfall could adversely affect water quality, including in the Chesapeake Bay.¹³²

Climate change will have significant effects on forests, which contribute some \$2.2 billion to the Maryland economy, as well as \$24 billion in ecological services.¹³³ Climate change will exacerbate species' existing stressors and alter their distribution, with some species likely to leave or decline and others likely to arrive or increase. Further, the services that forests provide—such as temperature regulation and water filtration—may be affected by climate change.¹³⁴

Climate change also threatens the Chesapeake Bay, the largest estuary in the United States. Development and pollution have made the Bay and its ecosystems more vulnerable to stressors, including those resulting from climate change. Already, the Bay has warmed by three degrees Fahrenheit. Further temperature increases could change the composition of commercial fisheries and deprive aquatic life of the oxygen needed to survive. Some species are likely to move north towards cooler waters and more suitable habitats. Other forms of aquatic life, including invasive pests and diseases, are likely to arrive or proliferate in the Bay's newly-warmed waters.¹³⁵

In terms of health impacts, Maryland is likely to experience increasing numbers of 90-degree days, markedly exacerbating heat-related illnesses and mortality, particularly among the elderly.¹³⁶ A two-week heat wave in 2012, for instance, led to 12 deaths in Maryland.¹³⁷ By mid-century, rising temperatures could cause 27 additional deaths each summer in Baltimore alone.¹³⁸

Massachusetts

Temperatures in Massachusetts have warmed by an average of 1.3 degrees Celsius since 1895, almost twice as much as the rest of the contiguous 48 states. According to recent research by the University of Massachusetts, the Northeast, including Massachusetts, will continue to see temperatures rise higher more quickly than the rest of the United States and the world.¹³⁹

¹³² *Id.*

¹³³ *Id.*

¹³⁴ *Id.* at 15-16.

¹³⁵ *Id.* at 16.

¹³⁶ MCCC 2017 Annual Report 9, 17, *supra*.

¹³⁷ MCCC 2016 Annual Report 18-19, *supra*.

¹³⁸ *Id.*

¹³⁹ Horton et al., *Northeast*, in CLIMATE CHANGE IMPACTS IN THE UNITED STATES: THE THIRD NATIONAL CLIMATE ASSESSMENT, 373 (2014), at <http://nca2014.globalchange.gov/report/regions/northeast>; see also EPA, Fact Sheet: What Climate Change Means for Massachusetts (Aug. 2016), at <https://ia801602.us.archive.org/9/items/climate-change-ma/climate-change-ma.pdf>.

Rising temperatures will result in milder winters with more freeze-thaw cycles and less precipitation falling as snow and instead as rain and freezing rain. Hotter summers will increase the number, intensity, and duration of heat waves and lead to poorer air quality.¹⁴⁰ Massachusetts already has the nation's highest incidence of pediatric asthma: among Massachusetts children in kindergarten to eighth grade, more than 12 percent suffer from pediatric asthma, and 12 percent of Massachusetts's adult population suffers from asthma.¹⁴¹ Warmer temperatures increase ground level ozone, which impairs lung function and can result in increased hospital admissions and emergency room visits for people suffering from asthma, particularly children. Higher temperatures and carbon dioxide levels also will cause plants to produce more pollen, which can exacerbate asthma and other respiratory illnesses. More extreme heat also presents health hazards for people, including increased cardiovascular disease, Type II diabetes, renal disease, nervous disorders, emphysema, epilepsy, cerebrovascular disease, pulmonary conditions, mental health conditions, and death—especially for our most vulnerable residents.

The Northeast has seen the country's largest increases in heavy precipitation events (more than a 70-percent increase in the heaviest 1 percent of all events since 1958).¹⁴² Some areas in Massachusetts have shown an increasing trend in the number of days with two inches of precipitation or more from 1970-2008. For example, over the last 60 years, the Connecticut River basin has experienced more than a doubling of heavy rainfall events. Regionally, the majority of heavy precipitation events have occurred during the summer months of May through September.¹⁴³ One hundred-year flood events are now occurring every 60 years, and 50-year floods are now occurring approximately every 30 years. Flooding has increased in association with extreme precipitation events, causing costly property damage and putting fish, wildlife, and their habitats at increased risk. Since 1990, Massachusetts has been affected by numerous major weather disasters, including Superstorm Sandy and Tropical Storm Irene.¹⁴⁴ Superstorm Sandy, a post-tropical storm in 2012, was the most extreme and destructive event to affect the northeastern United States in 40 years and the second costliest in the Nation's history. Storm impacts in Massachusetts included strong winds, record storm tide heights, flooding of some coastal areas and loss of power for 385,000 residents.¹⁴⁵ Massachusetts suffered an estimated \$375 million in property losses alone.¹⁴⁶ In January 2018, the storm surge from a powerful winter storm caused major coastal flooding and resulted in a high tide in Boston of 15.16 feet,

¹⁴⁰ Massachusetts Department of Public Health, *Capacity to Address the Health Impacts of Climate Change in Massachusetts*, 6 (April 2014), at <http://www.mass.gov/eohhs/docs/dph/environmental/exposure/climate-change-report-2014.pdf>.

¹⁴¹ *Id.*; Centers for Disease Control and Prevention, 2014 Adult Asthma Data: Prevalence Tables and Maps, at <https://www.cdc.gov/asthma/brfss/2014/tableC1.htm>; Massachusetts Department of Public Health, Pediatric Asthma, at <https://matracking.ehs.state.ma.us/Health-Data/Asthma/pediatric.html>.

¹⁴² Horton, *supra*, at 373.

¹⁴³ Massachusetts Climate Action Partnership, *Massachusetts Wildlife Climate Action Tool – Stressors: Storms and floods* (2015), at <https://climateactiontool.org/content/storms-and-floods>.

¹⁴⁴ Runkle et al., *Massachusetts State Summary*, NOAA TECHNICAL REPORT NESDIS 149-MA, 4 (2017), at <https://statesummaries.ncics.org/MA>.

¹⁴⁵ *Id.*

¹⁴⁶ *Id.*

the highest tide since records began in 1921, even surpassing the infamous Blizzard of 1978.¹⁴⁷ And two months later, a March coastal storm resulted in a 14.67 foot Boston tide (the third-highest on record¹⁴⁸), damaged 2,113 homes, including 147 that were destroyed, and caused more than \$24 million in flooding damage across six Massachusetts coastal counties.¹⁴⁹

Beyond the damage that more intense storms can cause homes, businesses, and private and public infrastructure generally, such events also threaten the aging combined sewer and stormwater systems serving many Massachusetts cities such as Boston and Lowell. Heavy precipitation and coastal flooding can overwhelm these systems and release untreated sewage to our rivers and coastal waters, threatening public health and water quality.¹⁵⁰

Massachusetts is a coastal state especially vulnerable to sea level rise caused by climate change, which is already exacerbating coastal flooding and erosion from storm events and will eventually inundate low-lying communities, including the City of Boston. Roughly 5 million Massachusetts residents—75% of the state’s population—live near the coast.¹⁵¹ The total output of the Massachusetts coastal economy was \$249.2 billion in 2014, representing over 54% of the state’s annual gross domestic product, and coastal counties accounted for 53% of the state’s employment and wages.¹⁵² According to the National Climate Assessment, in Boston alone, cumulative damage to buildings, building contents, and associated emergency costs could potentially be as high as \$94 billion between 2000 and 2100, depending on the sea level rise scenario and which adaptive actions are taken.¹⁵³

Increased sea level, combined with increased erosion rates, is also predicted to threaten Massachusetts’ barrier beach and dune systems. Development on the beaches themselves, as in the case of Plum Island, will continue to face challenges associated with erosion and storm damage. Barrier beaches will be more susceptible to erosion and overwash, and in some cases

¹⁴⁷ Martin Finucane, *It’s official: Boston breaks tide record*, BOSTON GLOBE, Jan. 5, 2017, at <https://www.bostonglobe.com/metro/2018/01/05/official-boston-breaks-tide-record/UPbwDxgF0QXNOWvB9bcQ7L/story.html>.

¹⁴⁸ Christina Prignano, *The Noon High Tide Was Bad, but the Midnight High Tide Could Be Worse*, BOSTON GLOBE, March 2, 2018, at <https://www.bostonglobe.com/metro/2018/03/02/the-noon-high-tide-was-bad-but-midnight-high-tide-will-worse/m4O1PR8HRIoLsmx3mp2YvO/story.html>.

¹⁴⁹ Christian M. Wade, *Baker Seeks Federal Disaster Funds for Storm Damages*, LAWRENCE EAGLE-TRIBUNE, May 1, 2018, at https://www.eagletribune.com/news/merrimack_valley/baker-seeks-federal-disaster-funds-for-storm-damages/article_d2f0c7b4-bd75-5a8b-8a0c-4dedbe44a7b4.html.

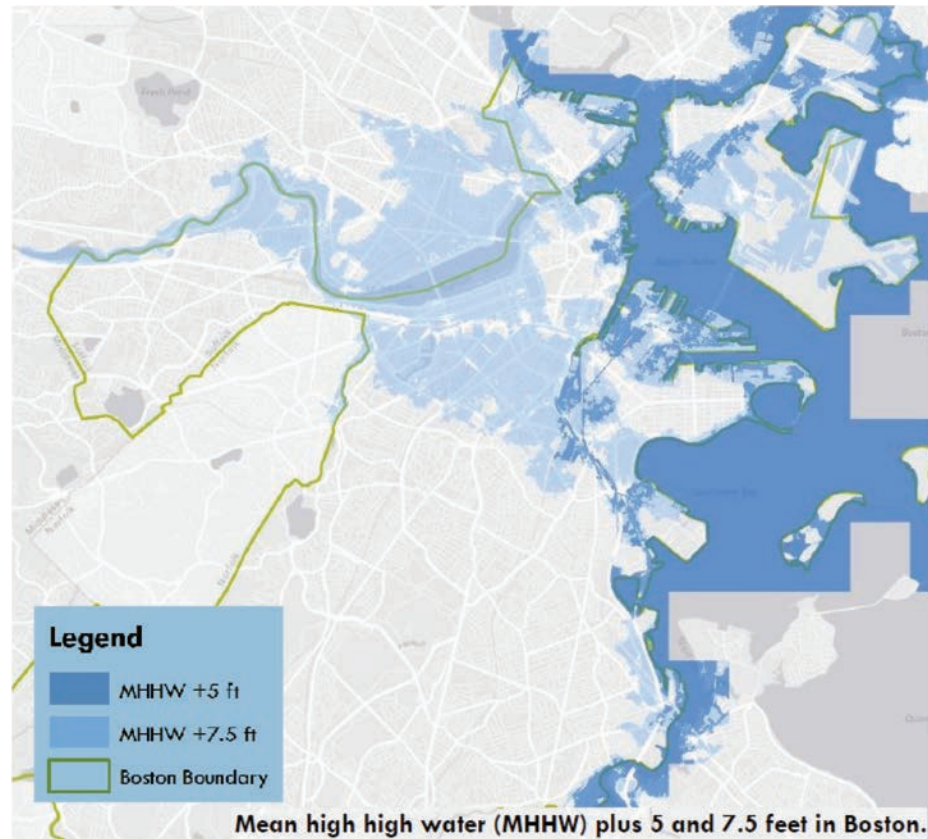
¹⁵⁰ City of Boston, *Climate Ready Boston, Final Report*, 290 (December 2016), at https://www.boston.gov/sites/default/files/20161207_climate_ready_boston_digital2.pdf.

¹⁵¹ NOAA, National Coastal Population Report, 9 (2013), at <https://aamboceanservice.blob.core.windows.net/oceanservice-prod/facts/coastal-population-report.pdf>.

¹⁵² NAT’L OCEAN ECONOMICS PROGRAM, STATE OF THE U.S. OCEAN AND COASTAL ECONOMIES: COASTAL STATES SUMMARIES – 2016 UPDATE 29 (2016), at http://midatlanticocean.org/wp-content/uploads/2016/03/CoastalStatesSummaryReports_2016.pdf

¹⁵³ Horton, *supra*, at 379.

breaching. Such breaching will put at risk extensive areas of developed shoreline located behind these barrier spits and islands, such as the shorelines of Plymouth, Duxbury, and Kingston. Engineered structures, such as seawalls designed to stabilize shorelines, could be overtopped. The cost of maintaining and upgrading these engineering structures and replenishing dunes and beaches damaged by erosion will increase as sea levels rise, requiring



investments of millions of dollars by local governments.¹⁵⁴ Large areas of critical coastal and estuarine habitat, including the North Shore's Great Marsh—the largest continuous stretch of salt marsh in New England, extending from Cape Ann to New Hampshire—are at risk as they will be unable to adapt and migrate as sea level rises and local land subsides.¹⁵⁵

Massachusetts already is seeing what climate change means for our natural resources. The signs of spring—including the arrival of migratory birds and the blooming of wildflowers and other plants—are arriving earlier. Warmer temperatures also are contributing to the rise in deer populations in Massachusetts, resulting in loss of underbrush habitat for forest species and the spread of tick-borne diseases such as Lyme disease. As the Gulf of Maine is warming much faster than other water bodies, key cold-water ocean fisheries, including cod and lobster, are in decline. The timing of the migration of anadromous fish species, such as Atlantic salmon and alewives, has advanced in the last few decades, and they are migrating earlier in the season.¹⁵⁶

¹⁵⁴ For one example, a recent, large-scale beach replenishment project in Winthrop, Massachusetts secured \$26 million in state funds for completion. See Beth Daley, *Sand Wars Come to New England*, BOSTON GLOBE, (Dec. 15, 2013), available at <https://www.bostonglobe.com/lifestyle/health-wellness/2013/12/15/sand-wars-come-new-england-coast/F2CIK6e20wtcZeCoUQC9AM/story.html>.

¹⁵⁵ City of Boston, *Climate Ready Boston*, *supra*, at 60.

¹⁵⁶ EPA, Fact Sheet: What Climate Change Means for Massachusetts, *supra*; Massachusetts Climate Action Partnership, *supra* note 99, *Ecology and Vulnerability: Alewife*, at <http://climateactiontool.org/species/alewife>.

Minnesota

Minnesota's climate is changing, and it's already affecting residents' health and the state's environment and economy. Rising temperatures may interfere with winter recreation, extend the growing season, change the composition of trees in the North Woods, and increase water pollution problems in lakes and rivers. The state will have more extremely hot days, which may harm public health in urban areas and corn harvests in rural areas.

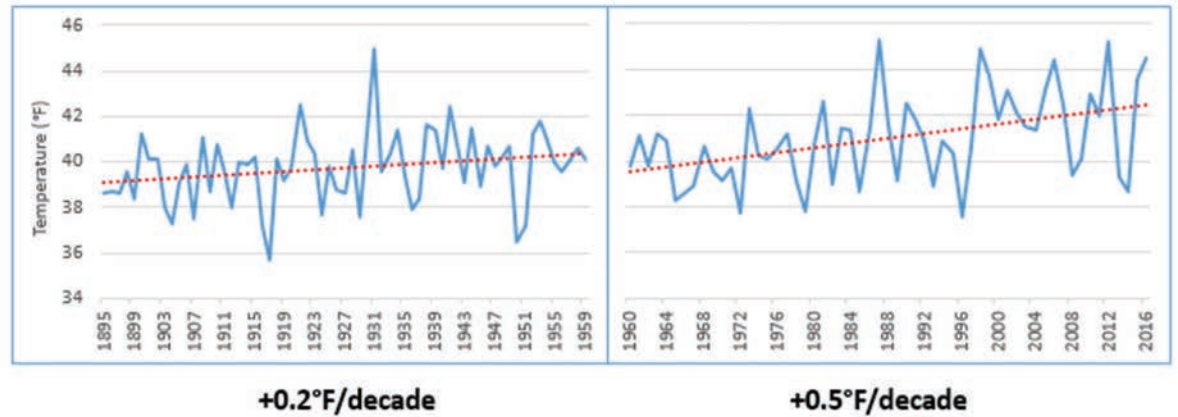
The Minnesota Pollution Control Agency (MPCA) is a member of Minnesota's Environmental Quality Board (EQB). EQB's 2015 "Minnesota and Climate Change: Our Tomorrow Starts Today" report, outlines many changes our state is already experiencing as a result of climate change.¹⁵⁷ Minnesota is getting warmer and increases in temperatures means ice cover on lakes is forming later and melting sooner, which impacts traditional winter sports and tourism; the ragweed pollen season is increasing; and Minnesota is seeing a rise in tick- and mosquito-borne illnesses; among other current and expected impacts.

Minnesota has gotten noticeably warmer, especially over the last few decades. The temperature in the state has increased 1°F to 2°F since the 1980s.¹⁵⁸ Since the beginning of the data record (1895) through 1959, Minnesota's annual average temperature increased by nearly 0.2°F per decade, which is equivalent to over 2°F per century. This is shown in the graph at the left (below). This warming effect has accelerated over the last 50 plus years. Data from 1960-2016 show that the recent rate of warming for Minnesota has sped up substantially to over 0.5°F per decade, which is equivalent to 5.0°F per century. This is shown in the graph to the right (below).

¹⁵⁷ Environmental Quality Board, "Minnesota and Climate Change: Our Tomorrow Starts Today" (2015), available at <https://www.eqb.state.mn.us/content/climate-change>

¹⁵⁸ *Minnesota and Climate Change: Our Tomorrow Starts Today*, at 6, available at: (<https://www.eqb.state.mn.us/content/climate-change>) (hereinafter "Minnesota and Climate Change,") citing *Climate at a Glance: Time Series* (n.d.) (retrieved July 2014, from National Climatic Data Center, available at: <http://www.ncdc.noaa.gov/cag/time-series>) and Zandlo, J. (2008, March 13), *Climate Change and the Minnesota State Climatology Office: Observing the Climate* (retrieved July 2, 2014, from Minnesota Climatology Working Group, available at <http://climate.umn.edu/climateChange/climateChangeObservedNu.htm>); see also Pryor, S. C. et al., 2014: *Ch. 18: Midwest. Climate Change Impacts in the United States: The Third National Climate Assessment*, J. M. Melillo, Terese (T.C.) Richmond, and G. W. Yohe, Eds., U.S. Global Change Research Program, 418-440. doi:10.7930/J0J1012N.

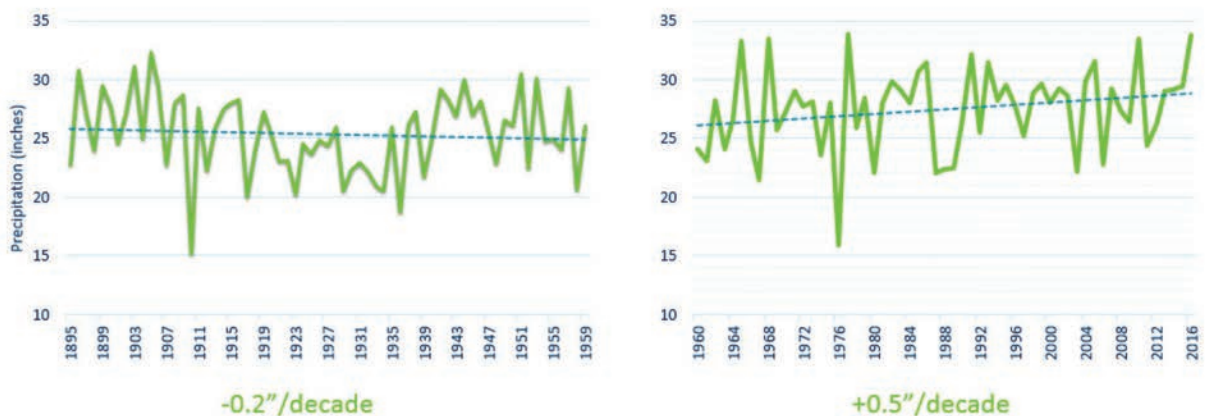
Minnesota Average Annual Temperature, 1895 -2016



Source: NOAA, 2017

With a warming atmosphere, more evaporation occurs. The graph on the left (below) highlights the trend for the early part of the last century, 1895-1959, while the graph on the right (below) highlights the trend for the most recent half century, 1960-2016. For most of the first half of the 20th century, the trend in precipitation was slightly downward, at a loss of 0.2 inches per decade or the equivalent of -2 inches per century. This downward trend was influenced by the Dust Bowl years of the 1930s. However, the rate of precipitation across the state has increased by nearly 0.5 inches per decade or the equivalent of 5 inches per century over the last 50+ years.¹⁵⁹

Minnesota Average Annual Precipitation, 1895-2016



Source: NOAA, 2017

¹⁵⁹ See Minnesota Dep't of Health, *Climate Change in Minnesota*, www.health.state.mn.us/divs/climatechange/climate101.html (last visited Oct. 24, 2018) (relying on NOAA data)

Floods are becoming more frequent. According to EPA, over the last half century, average annual precipitation in most of the Midwest has increased by 5 to 10 percent, with greater inter-annual variability.¹⁶⁰ But rainfall during the four wettest days of the year has increased about 35 percent.¹⁶¹ Yearly frequency of the largest storms – those with three inches or more of rainfall in a single day – have more than doubled in just over 50 years.¹⁶² In the past decade, such dramatic rains have increased by more than 70 percent. Since 2004, Minnesota has experienced three 1,000-year floods and an increase in intense weather events including hailstorms, tornadoes and droughts. In 2007, we saw several counties in the state receive drought designation, while others were declared flood disasters – an occurrence that repeated itself in 2012 when 11 counties declared flood emergencies while 55 received drought designations.

Climate change impacts outside of Minnesota have affected our air quality and our health. Since 2015, thirteen of seventeen air quality alerts issued by the Minnesota Pollution Control Agency are directly attributable to wildfires or forest fires in Canada or the western United States.

Climate change has caused financial impacts to Minnesota as well. In 2013, Minnesota had some of the highest weather-related disaster claims in the nation. Since 1997, 32 severe weather natural disasters have cost Minnesota nearly \$500 million in natural disaster recovery assistance to affected jurisdictions alone.¹⁶³ The impacts of climate change are expected to worsen in Minnesota, affecting our economy, our ecosystems and the health of all Minnesotans.

New Jersey

New Jersey's coastal geomorphology – its sandy beaches, flat coastal plain with a gradually sloping shoreline, low-lying barrier islands, and gradual subsidence – makes the risks of sea level rise from global warming particularly severe in the state. New Jersey's nearly 1,800 miles of tidally-flowed shoreline, its 239 coastal communities, and its 2 million coastal county residents, are especially vulnerable to flooding, inundation, and erosion from sea level rise and the effects of stronger, fiercer storms.¹⁶⁴ New Jersey has been ranked as one of the most

¹⁶⁰ U.S. EPA, *What Climate Change Means for Minnesota* (August 2016), available at: https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=0ahUKEwibxob414zXAhXs6YMKHcl0BnUQFggoMAA&url=https%3A%2F%2Fwww.epa.gov%2Fsites%2Fproduction%2Ffiles%2F2016-09%2Fdocuments%2Fclimate-change-mn.pdf&usg=AOvVaw13tl9K6gVwgwua3_nhSUzk

¹⁶¹ *Id.*

¹⁶² Minnesota and Climate Change, *supra*, at 6; see also Saunders, S. et al., *Doubled Trouble: More Midwestern Extreme Storms*. Rocky Mountain Climate Organization; Natural Resources Defense Council (2012).

¹⁶³ Minnesota and Climate Change, *supra*, at 6; see also Office of the Legislative Auditor, State of Minnesota (2012), *Helping Communities Recover from Natural Disasters: Evaluation Report Summary*

¹⁶⁴ Small-Lorenz, S., Shadel, B. and Glick, P., *Building Ecological Solutions to Coastal Community Hazards: A Guide for New Jersey Coastal Communities* (2017), at 10, available at <https://www.nj.gov/dep/oclupe/docs/bescch-final.pdf> (last accessed October 17, 2018); Union of Concerned Scientists (UCS), *New Jersey: Confronting Climate Change in the U.S. Northeast* (2007), at 2,

threatened states in terms of the value of coastal real estate at risk from sea level rise and chronic flooding in the coming decades.¹⁶⁵ Rising sea levels also endanger water supplies as saltwater intrusion of New Jersey's coastal and lower Delaware River aquifers increases water salinity above drinking standards.¹⁶⁶

Sea levels in New Jersey are already rising by an average of 1.6 inches per decade, almost double the global rate.¹⁶⁷ USEPA has projected that the global warming will cause sea levels to rise an additional 18 inches to 4 feet in New Jersey by 2100.¹⁶⁸ Further sea level rise of even 12 inches could cause shorelines to recede by as much as 120 feet.¹⁶⁹ Barrier islands on the state's Atlantic Coast from Bay Head to Cape May could be broken up by new inlets or lost to erosion if sea level rises three feet by 2100.¹⁷⁰ And up to 3 percent of New Jersey's land area could be inundated by four-foot sea level rise,¹⁷¹ which would affect countless homes, businesses, hospitals, schools, and critical infrastructure.

These effects of sea level rise are magnified during storm events, which increase the severity of coastal flooding and erosion. For example, in 2012, Superstorm Sandy wreaked havoc in the state when a storm surge reached 9-10 feet above normal in some coastal areas. The extensive damage the State experienced from severe winds and coastal flooding reached an estimated \$29.4 billion in repair, response and restoration costs.¹⁷² Sandy also cost the state an estimated \$11.7 billion in lost gross domestic product, including \$950 million in tourism

available at https://www.state.nj.us/dep/cleanair/hearings/pdf/09_confronting.pdf (last accessed October 21, 2018).

¹⁶⁵ Union of Concerned Scientists, *Underwater: Rising Seas, Chronic Floods, and the Implications for US Coastal Real Estate* (June 2018), at 5-7, 10-11, available at <https://www.ucsusa.org/sites/default/files/attach/2018/06/underwater-analysis-full-report.pdf> (last accessed October 23, 2018).

¹⁶⁶ NJ Climate Adaptation Alliance, *A Summary of Climate Change Impacts and Preparedness Opportunities for the Water Resources Sector in New Jersey* (March 2014), at 5, available at <https://njadapt.rutgers.edu/docman-lister/resource-pdfs/98-njcaa-water/file> (last accessed October 21, 2018).

¹⁶⁷ NOAA National Centers for Environmental Information, *State Climate Summaries: New Jersey*, available at <https://statesummaries.ncics.org/nj> (last accessed October 15, 2018).

¹⁶⁸ USEPA, *What Climate Change Means for New Jersey*, EPA 430-F-16-032 (August 2016), available at <https://www.epa.gov/sites/production/files/2016-09/documents/climate-change-nj.pdf> (last accessed October 17, 2018).

¹⁶⁹ Small-Lorenz et al., *Building Ecological Solutions*, *supra*, n.1, at 16.

¹⁷⁰ USEPA, *What Climate Change Means for New Jersey*, *supra*, n.5, at 1.

¹⁷¹ Small-Lorenz et al., *Building Ecological Solutions*, *supra*, n.1, at 12.

¹⁷² NOAA, *New Jersey Climate Summary*, *supra*, n.4.

losses.¹⁷³ Sandy had a catastrophic effect on regional electric and wastewater infrastructure: 73% of the state's electric customers experienced outages¹⁷⁴ and the state's largest treatment plant was inundated and dumped 240 million gallons of sewage into the Newark Bay.¹⁷⁵

Sea level rise and coastal flooding also threaten to obliterate New Jersey's extensive coastal wetlands. Its tidal marshes are one of the state's defining features, valuable as a buffer for back-bay communities against erosion and tidal flooding, and as wildlife habitat. The state's coastal wetlands are an important stopover point for about 1.5 million migratory birds, including rare and endangered species like the red knot, and the Delaware Bay's tidal shores are the breeding grounds for the world's largest population of horseshoe crabs.¹⁷⁶

With more frequent and intense storms and accelerated sea level rise, tidal flats and marshes could become open water, jeopardizing species that entirely depend on this ecosystem to feed and nest. In Barnegat Bay and Little Egg Harbor, the rising sea is already eroding and submerging small marsh islands, which are important nesting areas for many seabirds. USEPA found that the salt marshes all along the Atlantic Coast between Cape May and the Meadowlands could be entirely displaced by sea level rise of three feet. Coastal wetlands along Delaware Bay in Cumberland County are more vulnerable still and could be lost if the sea rises by only two feet.¹⁷⁷

New Mexico

The Southwest and New Mexico are experiencing the effects of climate change at a rate much faster than the majority of U.S. states. Warming trends in the southwestern U.S. have exceeded global averages by nearly 50 percent since the 1970s, and average temperatures in New

¹⁷³ NJ Climate Adaptation Alliance, *Summary of Climate Change Impacts and Preparedness Opportunities for the Coastal Communities* (April 2014), at 5, available at <https://njadapt.rutgers.edu/docman-lister/working-briefs/108-njcaa-coastal-communities/file> (last accessed October 21, 2018).

¹⁷⁴ NJ Climate Adaptation Alliance, *Summary of Climate Change Impacts and Preparedness Opportunities for Telecommunications and Energy Utilities* (March 2014), at 5-6, available at <https://njadapt.rutgers.edu/docman-lister/resource-pdfs/97-njcaa-utilities/file> (last accessed October 21, 2018).

¹⁷⁵ NJ Climate Adaptation Alliance, *Summary of Climate Change Impacts and Preparedness Opportunities for the Water Resources Sector* (March 2014), at 5, available at <https://njadapt.rutgers.edu/docman-lister/resource-pdfs/98-njcaa-water/file> (last accessed October 21, 2018).

¹⁷⁶ NJ Climate Adaptation Alliance, *Summary of Climate Change Impacts and Preparedness Opportunities Affecting Natural Resources* (March 2014), at 1, available at <https://njadapt.rutgers.edu/docman-lister/working-briefs/106-njcaa-natural-resources/file><https://njadapt.rutgers.edu/docman-lister/resource-pdfs/97-njcaa-utilities/file> (last accessed October 21, 2018).

¹⁷⁷ USEPA, *What Climate Change Means for New Jersey*, *supra*, n.5, at 2.

Mexico have been increasing 50 percent faster than the global average over the past century.¹⁷⁸ Temperatures in the Upper Rio Grande River basin are increasing at a rate of roughly 0.7° F per decade, contributing to an average warming of 2.7° F since 1970.¹⁷⁹ Mountains have shown a higher rate of temperature rise when compared to lower elevations.¹⁸⁰ Both minimum and maximum monthly temperatures also show rising trends. The number of very hot days and nights -- defined as temperatures above the warmest 10 percent of days on record -- has increased since 1950. Heat waves lasting longer than four days have also significantly increased since 1960.¹⁸¹ These occurrences do not only affect a specific part of the state; over 95 percent of New Mexico has experienced mean temperature increases.¹⁸²

Key findings from the Third U.S. National Climate Assessment (Assessment) for the Southwest include:

- Snowpack and streamflow amounts are projected to decline in parts of the Southwest, decreasing surface water supply reliability for cities, agriculture, and ecosystems.¹⁸³ (This is a critical issue for New Mexico because the state's social, economic and environmental systems are already water-scarce and thus vulnerable to the supply disruptions which are likely to accompany future climate changes.¹⁸⁴).
- Increased warming, drought, and insect outbreaks caused by or linked to climate change have increased the frequency of catastrophic wildfires impacting people and ecosystems in the Southwest. Fire models project more wildfire and increased risks to communities across extensive areas.¹⁸⁵
- The Southwest's 182 federally recognized tribes and communities share particularly high vulnerabilities to climate changes such as high temperatures, drought, forest fires, and

¹⁷⁸ Nature Conservancy, *Implications of Recent Climate Change*, at iii; Robert Repetto, *New Mexico's Rising Economic Risks from Climate Change*, DEMOS, at 1 (2012).

¹⁷⁹ Jason Funk et al., *Confronting Climate Change in New Mexico* at 6-7, 9 (Union of Concerned Scientists, April 2016); www.ucsusa.org/NewMexicoClimateChange (last visited Oct. 18, 2018).

¹⁸⁰ Dagmar Llewellyn & Seshu Vaddey, *West-Wide Climate Risk Assessment: Upper Rio Grande Impact Assessment*, at 1, 37-38, 117 (U.S. Department of Interior, Bureau of Reclamation, Dec. 2013); <https://www.usbr.gov/watersmart/baseline/docs/urg/URGIAMainReport.pdf> (last visited Oct. 19, 2018).

¹⁸¹ Repetto, Robert, *New Mexico's Rising Economic Risks from Climate Change*, at 1, available at <https://www.demos.org/sites/default/files/publications/UpdatedNMFullReport.pdf> (last visited Oct. 24, 2018); see also Nature Conservancy, *Implications of Recent Climate Change*, *supra*, at 4.

¹⁸² Nature Conservancy, *Implications of Recent Climate Change*, *supra*, at iii.

¹⁸³ U.S. Global Change Research Program, *2014 National Climate Assessment*, at 463 (2014), available at <https://nca2014.globalchange.gov/report/regions/southwest%0D> (last visited Jan. 8, 2018).

¹⁸⁴ Brian H. Hurd & Julie Coonrod, *Climate Change and Its Implications for New Mexico's Water Resources and Economic Opportunities*, NM State University, Technical Report 45, at 1, 24 (2008); <https://aces.nmsu.edu/pubs/research/economics/TR45.pdf> (last visited Oct. 18, 2018).

¹⁸⁵ *Id.*

severe storms. Tribes may face loss of traditional foods, medicines, and water supplies due to declining snowpack, increasing temperatures, increasing drought, forest fires, and subsequent flooding. Historic land settlements and high rates of poverty – more than double that of the general United States population – constrain tribes’ abilities to respond effectively to climate challenges.¹⁸⁶

- The Southwest produces more than half of the nation’s high-value specialty crops, which are irrigation-dependent and particularly vulnerable to extremes of moisture, cold, and heat. Reduced yields from increasing temperatures and increasing competition for scarce water supplies will displace jobs in some rural communities.¹⁸⁷
- Increased frost-free season length, especially in already hot and moisture-stressed regions like the Southwest, is projected to lead to further heat stress on plants and increased water demands for crops. Higher temperatures and more frost-free days during winter can lead to early bud burst or bloom of some perennial plants, resulting in frost damage when cold conditions occur in late spring; in addition, with higher winter temperatures, some agricultural pests can persist year-round, and new pests and diseases may become established.¹⁸⁸

Key findings from the Assessment for New Mexico include:

- Streamflow totals in the Rio Grande and other rivers in the Southwest were 5 percent to 37 percent lower between 2001 and 2010 than average flows during the 20th century. Projections of further reduction of late-winter and spring snowpack and subsequent reductions in runoff and soil moisture pose increased risks to water supplies needed to maintain cities, agriculture, and ecosystems.¹⁸⁹
- Drought and increased temperatures due to climate change have caused extensive tree death across the Southwest. Winter warming due to climate change has exacerbated bark beetle outbreaks by allowing more beetles, which normally die in cold weather, to survive and reproduce.¹⁹⁰ Wildfire and bark beetles killed trees across one fifth of New Mexico

¹⁸⁶ The White House, Office of the Press Secretary, *FACT SHEET: What Climate Change Means for New Mexico and the Southwest*, at 3 (2014), available at https://obamawhitehouse.archives.gov/sites/default/files/docs/state-reports/NEWMEXICO_NCA_2014.pdf (last visited Oct. 18, 2018); see also *Confronting Climate Change in New Mexico*, *supra*, at 6-7, 9.

¹⁸⁷ U.S. Global Change Research Program, *2014 National Climate Assessment*, *supra*, at 463.

¹⁸⁸ *Id.*

¹⁸⁹ *Id.*

¹⁹⁰ *Id.*

and Arizona forests from 1984 to 2008.¹⁹¹ Climate changes caused extensive piñon pine mortality in New Mexico between 1989 and 2003.¹⁹²

- Exposure to excessive heat can aggravate existing human health conditions, such as respiratory and heart disease. Increased temperatures can reduce air quality because atmospheric chemical reactions proceed faster in warmer conditions. As a result, heat waves are often accompanied by increased ground level ozone, which can cause respiratory distress. Increased temperatures and longer warm seasons will lead to shifts in the distribution of disease-transmitting mosquitoes.¹⁹³

Additionally, a recent study led by Los Alamos National Laboratories found that greenhouse gas-driven warming may lead to the death of 72 percent of the Southwest's evergreen forests by 2050, and nearly 100 percent mortality of these forests by 2100.¹⁹⁴

If action is not taken to reduce greenhouse gas emissions, climate models project substantial changes in New Mexico's climate over the next 50 to 100 years. Barring reduction efforts, projected climate changes by mid- to late 21st century include: air temperatures warming by 6-12 degrees Fahrenheit on average, but more so in winter, at night, and at high elevations; more episodes of extreme heat, fewer episodes of extreme cold; more intense storm events and flash floods; and winter precipitation falling more often as rain and less often as snow.¹⁹⁵ Severe and sustained drought will stress water sources, already over-utilized in many areas, forcing increasing water-allocation competition among farmers, energy producers, urban dwellers, and ecosystems.¹⁹⁶

New York

New York has begun to experience adverse effects from climate change. In 2014, the New York Attorney General's Office released a report, *Current and Future Trends in Extreme Rainfall Across New York State*, which highlights dramatic increases in the frequency and intensity of extreme rain storms across New York.¹⁹⁷ As but one example, devastating rainfall

¹⁹¹ *Id.* at 468.

¹⁹² *Id.* at 484.

¹⁹³ *What Climate Change Means for New Mexico and the Southwest*, *supra*, at 2-3.

¹⁹⁴ Chris Mooney, *Scientists say climate change could cause a 'massive' tree die-off in the U.S. Southwest*, WASH. POST, Dec. 21, 2015, available at <https://www.washingtonpost.com/news/energy-environment/wp/2015/12/21/scientists-say-climate-change-could-cause-a-massive-tree-die-off-in-the-southwest/> (last visited Oct. 18, 2018).

¹⁹⁵ *Confronting Climate Change in New Mexico*, *supra*, at 3.

¹⁹⁶ *What Climate Change Means for New Mexico and the Southwest*, *supra*, at 1-2.

¹⁹⁷ *Current & Future Trends in Extreme Rainfall Across New York State, A Report from the Environmental Protection Bureau of the New York State Attorney General* (Sept. 2014) (based on data from the 2014 National Climate Assessment and the National Oceanographic and Atmospheric Administration's Northeast Regional Climate Center), available at: https://ag.ny.gov/pdfs/Extreme_Precipitation_Report%209%202%2014.pdf

from Hurricane Irene in 2011 dropped more than 11 inches of rain in just 24 hours, causing catastrophic flooding in the Hudson Valley, eastern Adirondacks, Catskills and Champlain Valley. Thirty-one counties were declared disaster areas. Over 1 million people were left without power, more than 33,000 had to seek disaster assistance, and 10 were killed. Damage estimates totaled \$1.3 billion. While no individual storm can be tied to climate change, the trends in extreme rainfall already being felt across New York State are consistent with scientists' predictions of new weather patterns attributable to climate change.

Hurricane Irene Flooding



Image from ABC 7 Eyewitness News

Similarly, in August 2014, a weather front stalled over Long Island, dumping more than 13½ inches of rain—nearly an entire summer's worth—in a matter of hours and breaking the state's rainfall record. That deluge flooded out over 1,000 homes and businesses, opened massive sinkholes on area roadways, and forced hundreds to evacuate to safer ground. Initial damage estimates exceeded \$30 million.

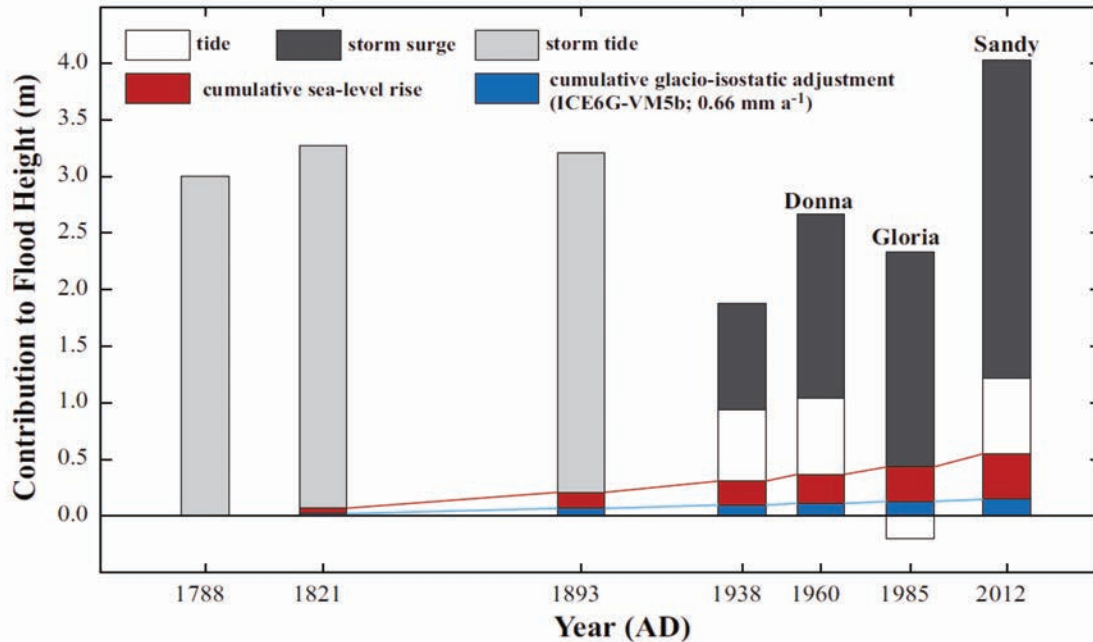
Historic Long Island Flash Flooding



Image from NYTimes (Andrew Theodorakis/Getty Images)

Also, New York's rate of sea level rise is much higher than the national average and could account for up to 6 feet of additional rise by 2100 if greenhouse gas emissions are not abated. Storm surge on top of high tide on top of sea level rise is a recipe for disaster for coastal New York. The approximately 12 inches of sea level rise New York City has experienced since 1900 may have expanded Hurricane Sandy's flood area by about 25 square miles, flooding the homes of an additional 80,000 people in the New York City area alone.¹⁹⁸ That flooding devastated areas of New York City, including the Brooklyn-Queens Waterfront, the East and South Shores of Staten Island, South Queens, Southern Manhattan, and Southern Brooklyn, which in some areas lost power and other critical services for extended periods of time.

¹⁹⁸ New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms. Ann. N.Y. Acad. Sci. ISSN 0077-8923, available at: <http://onlinelibrary.wiley.com/doi/10.1111/nyas.12593/full>



**Estimated Contribution to Flood Heights in New York City
for Notable Historical Hurricanes¹⁹⁹**

Hurricane Sandy exposed critical weaknesses in the resilience of New York's utility infrastructure, the danger that this weakness poses to New Yorkers, and the collateral damage to the economy:

- Almost 2 million utility customers suffered from electricity outages;
- Tens of thousands of utility customers were left without power for weeks;
- Hospitals were shut down and patients displaced;
- Many drinking water utilities lost power, which disrupted their ability to provide safe water; and sewage treatment plants could not operate, resulting in billions of gallons of untreated or partially treated sewage flowing into local waterways.

The costs of Hurricane Sandy to New York alone will likely top \$40 billion, including \$32.8 billion to repair and restore damaged housing, parks and infrastructure and to cover economic losses and other expenses. That figure includes \$9.1 billion to help mitigate and prevent potential damages from future severe weather events.²⁰⁰

Of course, sea level rise will not stop in 2100, nor in 2200 especially if a high GHG emission scenario continues, resulting in locked-in or "committed" sea level rise over hundreds or thousands of years, drastically altering New York's coastline and disrupting our

¹⁹⁹ Kemp et al., Contribution of relative sea-level rise to historical hurricane flooding in New York City, *Journal of Quaternary Science* 28(6), at 537-541 (2013).

²⁰⁰ See State of New York, *Governor Cuomo Holds Meeting with New York's Congressional Delegation, Mayor Bloomberg and Regional County Executives to Review Damage Assessment for the State in the Wake of Hurricane Sandy*, available at: <https://www.governor.ny.gov/news/governor-cuomo-holds-meeting-new-yorks-congressional-delegation-mayor-bloomberg-and-regional>

communities.²⁰¹ The figure below²⁰² illustrates the inundation in portions of New York City resulting from the committed sea level rise expected from 4°C (7.2°F) of warming.²⁰³ Note that in the ongoing rulemaking for the Safe Vehicles Rule, the National Highway Traffic Safety Administration has determined that taking no policy actions to reduce CO2 emissions will cause global surface temperature in 2100 to increase to 3.48°C²⁰⁴, close to the 4°C warming represented in the figure.



Although New York has taken a number of actions to reduce pollutants such as nitrogen oxides and volatile organic compounds that contribute to ground level ozone (smog) formation, ozone pollution remains a persistent problem. Much of New York City and Long Island have not attained the 2008 ozone standards, much less the more protective 2015 standards. A significant amount of the pollutants that contribute to smog is generated in upwind states and carried by prevailing winds into New York and other northeastern states. As the climate warms, increased temperatures create more favorable conditions for the formation of smog. According to the Third National Assessment on Climate Change, for example, under a scenario in which greenhouse

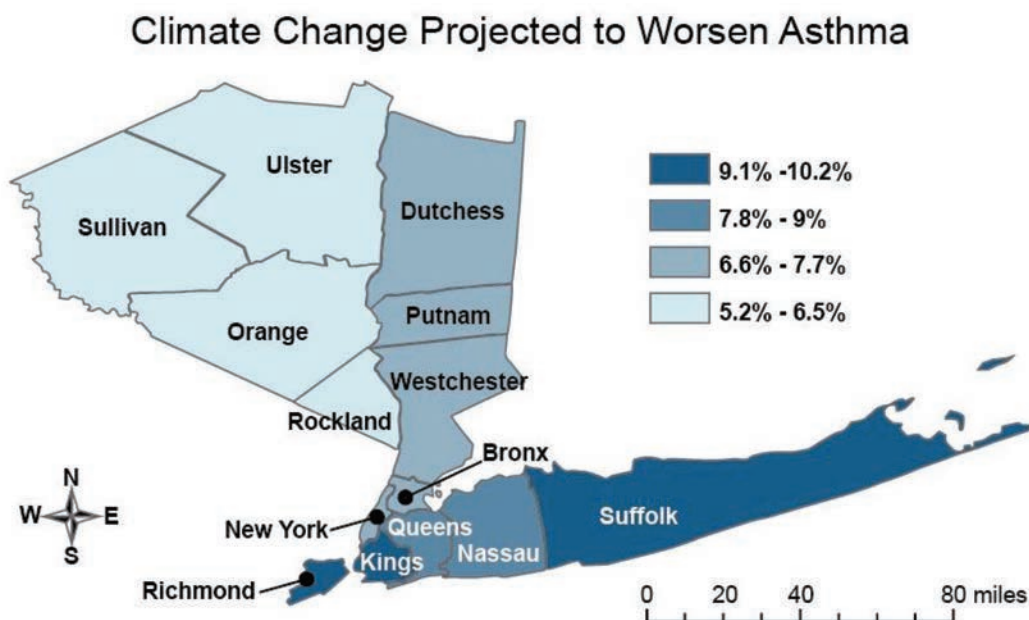
²⁰¹ U.S. Global Change Research Program, 2014 National Climate Assessment, at 345.

²⁰² Data file available at <http://sealevel.climatecentral.org/maps/google-earth-video-global-cities-at-risk-from-sea-level-rise>

²⁰³ Carbon choices determine US cities committed to futures below sea level. Strauss, B.H., S. Kulp, and A. Levermann. PNAS November 3, 2015 112 (44) 13508-13513, *available at* <https://doi.org/10.1073/pnas.1511186112>

²⁰⁴ Draft Environmental Impact Statement for the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Year 2021–2026 Passenger Cars and Light Trucks. NHTSA. July 2018. Docket No. NHTSA-2017-0069. 500 pp.

gases continue to increase, this would lead to higher ozone concentrations in the New York metropolitan region, driving up the number of ozone-related emergency room visits for asthma in the area by 7.3 percent--more than 50 additional ozone-related emergency room visits per year in the 2020s, compared to the 1990s.²⁰⁵ The figure below, included in that report, shows that projected worsening in asthma cases in the New York City area.



North Carolina

The effects of climate change have been felt and will continue to be felt from the mountains to the sea and across every sector of North Carolina's economy.

With approximately 3,375 miles of shoreline,²⁰⁶ North Carolina is particularly vulnerable to the effects of sea-level rise. In its 2010 Sea Level Rise Assessment Report, the North Carolina Coastal Resource Commission's Science Panel on Coastal Hazards concluded that a 39-inch rise in sea levels was likely to occur on the North Carolina coast in the next century.²⁰⁷ The Panel's

²⁰⁵ U.S. Global Change Research Program, *2014 Third National Assessment on Climate Change*, at 222 (citing Sheffield, P. E., J. L. Carr, P. L. Kinney, and K. Knowlton, Modeling of regional climate change effects on ground level ozone and childhood asthma. *American Journal of Preventive Medicine*, 41, 251-257 (2011), available at <http://download.journals.elsevierhealth.com/pdfs/journals/0749-3797/PIIS0749379711003461.pdf>)

²⁰⁶ NOAA Office for Coastal Management, *Shoreline Mileage of the United States*, <https://coast.noaa.gov/data/docs/states/shorelines.pdf>.

²⁰⁷ N.C. Coastal Resource Commission Science Panel, *North Carolina Sea-Level Rise Assessment Report* (March 2010), available at https://files.nc.gov/ncdeq/Coastal%20Management/documents/PDF/Coastal%20Hazards%20Storm%20In formation/NC_Sea_Level_Rise_Assessment_Report_2010_CRC_Science_Panel.pdf.

2015 update predicted that sea levels would rise by 1.9 to 10.6 inches at different locations along North Carolina's coast by 2045.²⁰⁸

Because of eastern North Carolina's low-lying topography, North Carolina faces extensive loss of land to inundation from sea-level rise.²⁰⁹ In 2014, the North Carolina Division of Emergency Management concluded that over the century, North Carolina could see the inundation of 800 square miles of North Carolina's coastal plain, representing 9% of the land area in North Carolina's 20 coastal counties.²¹⁰ Another study predicted that 13 North Carolina communities will face chronic inundation from sea level rise by 2035 and that a further 36 communities will experience chronic inundation by 2100.²¹¹

North Carolina sits within a frequent hurricane path, making its coastal region especially vulnerable to hurricanes and inland flooding. This year, Hurricane Florence claimed the lives of 39 people in North Carolina²¹² and caused an estimated \$13 billion in damage.²¹³ The storm shattered the previous rainfall record set by Hurricane Floyd in 1999 of 24.06 inches. During the hurricane, Elizabethtown, North Carolina saw 35.93 inches of rainfall and Swansboro, North Carolina saw more than 33 inches of rainfall.²¹⁴ A rainfall meteorologist at North Carolina State University calculated that Hurricane Florence, compared to all storms in the United States over the last 70 years, produced the second highest amount of rain in a concentrated (14,000 square mile) land area.²¹⁵ On the meteorologist's list, four of the top seven storms occurred in the last

²⁰⁸ N.C. Coastal Resource Commission Science Panel, North Carolina Sea-Level Rise Assessment Report: 2015 Update to 2010 Report and 2012 Addendum (March 31, 2015), available at <https://files.nc.gov/ncdeq/Coastal%20Management/documents/PDF/Science%20Panel/2015%20NC%20SLR%20Assessment-FINAL%20REPORT%20Jan%2028%202016.pdf>.

²⁰⁹ North Carolina Department of Public Safety, North Carolina Emergency Management Geospatial and Technology Management, North Carolina Sea Level Rise Impact Study: Final Study Report (June 2014).

²¹⁰ *Id.*

²¹¹ Union of Concerned Scientists, When Rising Seas Hit Home: Fact Sheet: North Carolina Faces Chronic Inundation (July 2017), available at <https://www.ucsusa.org/sites/default/files/attach/2017/07/when-rising-seas-hit-home-northcarolina-fact-sheet.pdf>.

²¹² North Carolina Governor's Office, As Recovery Moves Ahead, North Carolina Mourns Lives Lost, Works to Connect Storm Survivors with Housing (Oct. 2, 2018), available at <https://governor.nc.gov/news/recovery-moves-ahead-north-carolina-mourns-lives-lost-works-connect-storm-survivors-housing>.

²¹³ North Carolina Governor's Office, Governor Cooper Recommends Robust State Funding Package for Hurricane Florence Recovery and Resiliency (Oct. 10, 2018), available at <https://governor.nc.gov/news/governor-cooper-recommends-robust-state-funding-package-hurricane-florence-recovery-and>.

²¹⁴ WRAL-TV, Record Rainfall: Some Saw Almost 3 Feet from Florence (Sept. 17, 2018), available at <https://www.wral.com/florence-causes-record-rainfall-/17850750/>.

²¹⁵ Borenstein, S., Florence Is Nation's Second Wettest Storm, Behind Harvey, WFTV (Sep. 27, 2018), available at <https://www.wftv.com/weather/eye-on-the-tropics/florence-is-nation-s-second-wettest-storm-behind-harvey/842701535>.

three years.²¹⁶ In 2016, Hurricane Matthew had devastating impacts on many of the same areas of eastern North Carolina, killing at least 27 people and causing some \$1.5 billion in damage, from which the state is still recovering.²¹⁷

The amount of rainfall and flooding these hurricanes have brought used to be extremely rare in North Carolina, but it is not rare anymore. Based on pre-climate change weather patterns, Hurricane Florence's rainfall was described as an event that eastern North Carolina could expect to occur only once every 1000 years.²¹⁸ Hurricane Matthew, a 500-year flood event,²¹⁹ hit eastern North Carolina just two years before Florence. As Governor Cooper of North Carolina said, "We have to understand that when you have two so-called 500-year floods within 22 months of each other, [we're] not sure you're talking about [a] 500-year flood anymore. We've got something else on our hands."²²⁰ A third 500-year flood event, caused by Hurricane Floyd, struck eastern North Carolina in 1999.²²¹ That makes three 500-year (or longer) flood events to hit eastern North Carolina in the past 19 years.

Climate change presents severe health risks for North Carolina's citizens, especially vulnerable populations such as the elderly and children. The North Carolina Department of Health and Human Services has evaluated health risks associated with climate change impacts such as increased drought, increased precipitation, heat waves, hurricanes, and sea-level rise.²²² The health risks associated with these impacts include:

- Waterborne disease outbreaks, increased foodborne illnesses, and compromised drinking water quality.
- Increases in mosquito populations after hurricanes and high rain events.
- Physical injuries caused by hurricanes, flooding, high winds, droughts, and heat waves.
- Respiratory illness caused by prolonged drought periods.

²¹⁶ *Id.*

²¹⁷ Federal Emergency Management Agency, Six Months Following Hurricane Matthew, Volunteers Work for North Carolina Progress (April 6, 2017), *available at* <https://www.fema.gov/news-release/2017/04/06/six-months-following-hurricane-matthew-government-partners-volunteers-work>.

²¹⁸ Risk Management Solutions, Hurricane Florence: Rainfall up to a 1,000-Year Return Period (Sep. 14, 2018), *available at* <https://www.rms.com/blog/2018/09/14/hurricane-florence-rainfall-up-to-a-1000-year-return-period/>.

²¹⁹ Office of Water Prediction, National Weather Service, Hurricane Matthew, 6-10 October 2016 Annual Exceedance Probabilities (AEPs) for the Worst Case 24-Hour Rainfall (prepared Oct. 18, 2016), *available at* http://www.nws.noaa.gov/ohd/hdsc/aep_storm_analysis/AEP_HurricaneMatthew_October2016.pdf.

²²⁰ Perchick, M., Florence Flooding: Gov. Cooper Continues Survey of Flood Damage, Announces Housing Assistance Program, WTVD-TV (Sept. 22, 2018), *available at* <https://abc11.com/florence-flooding-gov-cooper-continues-survey-of-flood-damage/4314903/>.

²²¹ Millner, M., University of North Carolina, Remembering Hurricane Floyd (Oct. 2009), *available at* <https://docsouth.unc.edu/highlights/floyd.html>.

²²² N.C. Department of Health and Human Services, Division of Public Health, North Carolina Climate and Health Profile (March 2015), *available at* <http://epi.publichealth.nc.gov/oeec/climate/ClimateAndHealthProfile.pdf>.

- Lung disease and premature death from heart or lung disease from increased ground-level ozone formed by rising temperatures.²²³

Droughts caused by climate change can make a forest more prone to wildfires,²²⁴ creating another major risk to North Carolinians' health. Between October and November of 2016, thirty fires scorched 80,000 acres in drought-stricken western North Carolina counties. State air quality officials detected 24 instances of code orange conditions during the fires, 11 instances of code red, two in code purple and two in code maroon. Fine particulate matter from wildfires is an existing threat to North Carolinians' health, causing increases in respiratory and cardiovascular emergencies in downwind communities.²²⁵

Climate change also harms North Carolina's agriculture and agribusiness sector, which is largely based in the eastern part of the state and contributed \$84 billion to North Carolina's economy in 2016.²²⁶ Major crops include corn, cotton, tobacco, sweet potatoes, pork, turkey, and chicken. Increasingly severe droughts cause crop failures, and higher temperatures reduce livestock productivity.²²⁷ Saltwater intrusion from sea level rise can make soils too salty for native plants to grow, impacting crop yields.²²⁸ North Carolina's forestry industry would suffer similar impacts from saltwater intrusion, and increasingly severe and frequent hurricanes would damage North Carolina's forestlands. One study in North Carolina predicted that forest damages rise by \$500 million for every increase in category level of hurricane.²²⁹

²²³ *Id.*

²²⁴ *Id.*

²²⁵ N.C. Department of Health and Human Services, Division of Public Health, North Carolina Climate and Health Adaptation Plan Update (2016), *available at* <http://epi.publichealth.nc.gov/oe/climate/ClimateAndHealthAdaptationPlan.pdf>.

²²⁶ Brian Long, Today's Topic: Economic impact of NC agriculture, agribusiness increases to \$84 billion, In the Field, N.C. Dep't of Agriculture and Consumer Services (June 7, 2016), *available at* <http://info.ncagr.gov/blog/2016/06/07/todays-topic-economic-impact-of-nc-agriculture-agribusiness-increases-to-84-billion/>

²²⁷ EPA, What Climate Change Means for North Carolina (August 2016), *available at* <https://19january2017snapshot.epa.gov/sites/production/files/2016-09/documents/climate-change-nc.pdf>

²²⁸ N.C. Department of Environmental Quality, Division of Coastal Management, Sea Level Rise, <https://deq.nc.gov/about/divisions/coastal-management/coastal-management-hot-topics/sea-level-rise> (last visited Jan. 4, 2018)

²²⁹ University of Maryland, Center for Integrative Environmental Research, Economic Impacts of Climate Change on North Carolina (Sept. 2008), *available at* <http://cier.umd.edu/climateadaptation/North%20Carolina%20Economic%20Impacts%20of%20Climate%20Change%20Full%20Report.pdf>.

North Carolina's tourism industry, which generated \$22.9 billion in visitor spending in 2016, is also at risk.²³⁰ Tourism is threatened by loss of beach areas due to sea level rise and decrease in demand for coastal travel due to unpredictable weather patterns.²³¹

North Carolina is already incurring significant transportation and infrastructure costs due to climate change impacts. Large numbers of North Carolina's coastal railways, ports, airports, and water and energy supply systems are at low elevations and are therefore vulnerable to the effects of sea level rise and more frequent hurricanes.²³² The North Carolina Department of Transportation is raising the roadbed of U.S. Highway 64 across the Albemarle-Pamlico Peninsula by four feet, which includes 18 inches to account for sea level rise.²³³

Finally, climate change harms North Carolina's tremendous ecological resources, such as its coastal estuaries. North Carolina's coastal estuaries perform essential functions, including filtering pollutants and supporting fisheries.²³⁴ Disruption of these important resources from storm damage and salt water intrusion negatively impacts fisheries and depletes water quality.

Oregon

Oregon is already experiencing adverse impacts of climate change and these impacts are expected to become more pronounced in the future, significantly affecting Oregon's economy and environment:

Loss of Snowpack and Drought

The seasonal flow cycles of rivers and streams are changing due to warmer winters and decreased mountain snowpack accumulation, as more precipitation falls as rain, not snow.²³⁵ The Third Oregon Climate Assessment Report²³⁶ explained that events in 2015 demonstrated the kind of impacts this is has already had, and will have in the future:

In 2015, Oregon was the warmest it has ever been since record keeping began in 1895 (NOAA, 2017). Precipitation during the winter of that year was near normal, but winter temperatures that were 5–6°F above average caused the precipitation that did fall to fall

²³⁰ North Carolina Tourism Generates Record Employment and Visitor Spending in 2016, Economic Development Partnership of North Carolina (May 8, 2017), *available at* <https://edpnc.com/north-carolina-tourism-generates-record-employment-visitor-spending-2016/>

²³¹ University of Maryland, Economic Impacts of Climate Change on North Carolina, *supra*.

²³² EPA, What Climate Change Means for North Carolina, *supra*.

²³³ U.S. Global Change Research Program, National Climate Assessment (2014), <https://nca2014.globalchange.gov/report/regions/southeast>.

²³⁴ N.C. Department of Environmental Quality, Sea Level Rise, *supra*.

²³⁵ P. Zion Klos et al., *Extent of the Rain-Snow Transition Zone in the Western U.S. Under Historic and Projected Climate*, 41 Geophysical Res. Letters 4560, 4560–68 (2014).

²³⁶ *The Third Oregon Climate Assessment Report*, Oregon Climate Change Research Institute, January 2017.

as rain instead of snow, reducing mountain snowpack accumulation (Mote et al., 2016). This resulted in record low snowpack across the state, earning official drought declarations for 25 of Oregon's 36 counties. Drought impacts across Oregon were widespread and diverse:

Farmers in eastern Oregon's Treasure Valley received a third of their normal irrigation water because the Owyhee reservoir received inadequate supply for the third year in a row (Stevenson, 2016) ...

People near the Upper Klamath Lake were warned not to touch the water as algal blooms that thrived in the low flows and warm waters produced extremely high toxin levels (Marris, 2015) ...

More than half of the spring spawning salmon in the Columbia River perished, likely due to a disease that thrived in the unusually warm waters (Fears, 2015) ...

The West Coast-wide drought developed alongside a naturally-driven large, persistent high-pressure ridge (Wise, 2016). However, anthropogenic warming exacerbated the drought, particularly in Oregon and Washington (Mote et al., 2016; Williams et al., 2015) ...

Oregon's temperatures, precipitation, and snowpack in 2015 are illustrative of conditions that, according to climate model projections, may be considered "normal" by mid-century.²³⁷

And there has been more bad news since 2015. In 2018, researcher John Abatzoglou reported that:

Drought impacts are being felt most notably in Oregon, which endured a period of substandard snowpack followed by unusually dry and warm conditions since May. The impacts cover the gamut from fire to farms to fish ...

Fishing restrictions have been enacted in the Umpqua River in western Oregon due to critically warm stream temperatures for steelhead and salmon. The combination of very low flows—including recent daily record low flows—due to subpar precipitation and warm temperatures have allowed water temperatures to warm faster than usual.²³⁸

²³⁷ *Id.* at 12-13, citing: P. W. Mote et al., *Perspectives on the causes of exceptionally low 2015 snowpack in the western United States*, (2016).; D. Fears, *As salmon vanish in the dry Pacific Northwest, so does Native heritage*, Washington Post (2015); J. Stevenson, *Documenting the Drought*, The Climate CIRCulator (2016); E. Marris, *In the Dry West, Waiting for Congress*, The Klamath Tribes Tribal News and Events (2015); A.P. Williams et al., *Contribution of anthropogenic warming to California drought during 2012-14*, Geophysical Research Letter, 2015.

²³⁸ Abatzoglou, "Drought Returns to the Pacific Northwest," OCCRI Climate Circulator (August 2018).

Sea Level Rise

Ocean sea levels will rise between four inches and four-and-a-half feet on the Oregon coast by the year 2100, and coastal residents, cities and towns along Oregon's 300 miles of coastline and 1400 miles of tidal shoreline will be threatened by increased flooding and erosion as a result. Residential development, state highways, and municipal infrastructure are all at risk to such threats.²³⁹

Ocean Acidification and Hypoxia

As a result of climate change, ocean waters are now more acidified, hypoxic (low oxygen), and warmer, and such impacts are projected to increase, with a particular detrimental impact on some marine organisms like oysters and other shellfish, which will threaten marine ecosystems, fisheries and seafood businesses that play a vital role in Oregon's economy and culture.²⁴⁰ As the Third Oregon Climate Assessment Report observed, "[T]he West Coast has already reached a threshold and negative impacts are already evident, such as dissolved shells in pteropod populations ... and impaired oyster hatchery operations ..."²⁴¹

The Oregon Coordinating Council on Ocean Acidification and Hypoxia recently reported that "[n]ew research points to an ever-growing list of marine organisms that are now known to be vulnerable to the threats of ocean acidification and hypoxia (OAH). The list includes species such as Dungeness crabs, rockfishes and salmon that underpin livelihoods and connections to the sea for many Oregonians."²⁴²

In March of 2017, KVAL TV in Eugene, Oregon chronicled the experience of the Whiskey Creek Hatchery off Netarts Bay in Tillamook, Oregon. Manager Alan Barton said that "[w]e probably produce about a third of all oyster larvae on the West Coast." But in 2007 and 2008, hatchery output collapsed by 75%. Working with scientists from Oregon State University, Whiskey Creek identified ocean acidification as the problem. They developed a way to treat the water at the hatchery, which has been successful. But Barton does not believe that treatment is a long-term solution:

²³⁹ See W. Spencer Reeder et al., *Coasts: Complex Changes Affecting the Northwest's Diverse Shorelines*, in *Climate Change in the Northwest: Implications for Our Landscapes, Waters, and Communities* 67–109 (Meghan M. Dalton et al. eds., 2013); Ben Strauss et al., Climate Cent., *California, Oregon, Washington and the Surging Sea: A Vulnerability Assessment with Projections for Sea Level Rise and Coastal Flood Risk* 29 (2014).

²⁴⁰ See Francis Chan et al., Cal. Ocean Sci. Tr., *The West Coast Ocean Acidification and Hypoxia Science Panel: Major Findings, Recommendations, and Actions* (2015); Julia A. Ekstrom et al., *Vulnerability and Adaptation of U.S. Shellfisheries to Ocean Acidification*, 5 *Nature Climate Change* 207, 207–14 (2015).

²⁴¹ *Third Oregon Climate Assessment Report*, *supra*, at 36.

²⁴² Oregon Coordinating Council on Ocean Acidification and Hypoxia, 1st Biennial Report, at 8, September 15, 2018.

“The short term prospects are pretty good. But within the next couple of decades we’re going to cross a line I don’t think we’re going to be able to come back from,” he says. “A lot of people have the luxury of being skeptics about climate change and ocean acidification. But we don’t have that choice. If we don’t change the chemistry of the water going into our tanks, we’ll be out of business. It’s that simple for us.”²⁴³

Forests, Pests and Fires

Oregon is largely defined by its iconic forests, which climate change threatens in a myriad of ways, as the Third Oregon Climate Assessment Report detailed:

Future warming and changes in precipitation may considerably alter the spatial distribution of suitable climate for many important tree species and vegetation types in Oregon by the end of the 21st century. Changing climatic suitability and forest disturbances from wildfires, insects, diseases, and drought will drive changes to the forest landscape in the future. Conifer forests west of the Cascade Range may shift to mixed forests and subalpine forests would likely contract. Human-caused increases in greenhouse gases are partially responsible for recent increases in wildfire activity. Mountain pine beetle, western spruce budworm, and Swiss needle cast remain major disturbance agents in Oregon’s forests and are expected to expand under climate change. More frequent drought conditions projected for the future will likely increase forest susceptibility to other disturbance agents such as wildfires and insect outbreaks.

Future warming and changes in precipitation may considerably alter the spatial distribution of suitable climate for many important tree species and vegetation types in Oregon by the end of the 21st century (Littell et al., 2013). Furthermore, the cumulative effects of changes due to wildfire, insect infestation, tree diseases, and the interactions between them, will likely dominate changes in forest landscapes over the coming decades (Littell et al., 2013). ..

Over the last several decades, warmer and drier conditions during the summer months have contributed to an increase in fuel aridity and enabled more frequent large fires, an increase in the total area burned, and a longer fire season across the western United States, particularly in forested ecosystems (Dennison et al., 2014; Jolly et al., 2015; Westerling, 2016; Williams and Abatzoglou, 2016). The lengthening of the fire season is largely due to declining mountain snowpack and earlier spring snowmelt (Westerling, 2016). In the Pacific Northwest, the fire season length increased over each of the last four decades, from 23 days in the 1970s, to 43 days in the 1980s, 84 days in the 1990s, and 116 days in the 2000s (Westerling, 2016). Recent wildfire activity in forested ecosystems is partially attributed to human-caused climate change: during the period 1984–2015, about half of the observed increase in fuel aridity and 4.2 million hectares (or more than

²⁴³ KVAI-TV, ‘*One morning we came in and everything was dead*’: Climate Change and Oregon oysters, March 1, 2017.

16,000 square miles) of burned area in the western United States were due to human-caused climate change (Abatzoglou and Williams, 2016).²⁴⁴

Health Effects

An increase in forest fire activity is one of the various ways in which climate change threatens human health. As the Third Oregon Climate Assessment noted, “Climate change threatens the health of Oregonians. More frequent heat waves are expected to increase heat-related illnesses and death. More frequent wildfires and poor air quality are expected to increase respiratory illnesses.”²⁴⁵ For example:

Climate change is expected to worsen outdoor air quality. Warmer temperatures may increase ground level ozone pollution, more wildfires may increase smoke and particulate matter, and longer, more potent pollen seasons may increase aeroallergens (Fann et al., 2016). Such poor air quality is expected to exacerbate allergy and asthma conditions and increase respiratory and cardiovascular illnesses and death (Fann et al., 2016).²⁴⁶

Oregon has already experienced a dramatic increase in “unhealthy air days” due to forest fires. The Medford metro region experienced 20 air quality alert days due to fire from 1985 through 2001, 19 of those in one year. From 2002 through 2012, Medford had 22 such days. But since 2013, Medford has had 74 such days, including 20 in 2017 and 35 in 2018.²⁴⁷ Portland, meanwhile, had a total of two such days from 1985 through 2014 – but 13 such days from 2015 through 2018.²⁴⁸

²⁴⁴ *The Third Oregon Climate Assessment Report*, citing J.T. Abatzoglou and A.P. Williams, *Impact of anthropogenic climate change on wildfire across western US forests.*, Proceedings of the National Academy of Sciences 113 (2016); P.E. Dennison et al, *Large wildfire trends in the western United States, 1984–2011*, Geophysical Research Letters 41 (2014); J.S.D. Littell et al., *Forest ecosystems: Vegetation, disturbance, and economics*, Chapter 5. In: Dalton, Mot, and Snover(eds) *Climate Change in the Northwest: Implications for Our Landscapes, Waters, and Communities*, Island Press, Washington, DC (2013); A. L. Westerling, *Increasing western US forest wildfire activity: sensitivity to changes in the timing of spring*. Phil. Trans. R. Soc. B 371 (2016).

²⁴⁵ *Third Oregon Climate Assessment Report*, *supra*, at 74.

²⁴⁶ *Id.*, citing N. Fann et al., Ch. 3: *Air Quality Impacts. The Impacts of Climate Change on Human Health in the United States: A Scientific Assessment. US Global Change Research Program*, Washington, DC (2016).

²⁴⁷ In addition to the impact on human health, fires in the Medford area have punished a beloved Oregon institution, the Oregon Shakespeare Festival in Ashland. In 2018 alone, the Festival had to cancel – or move indoors, to smaller venues – 20 performances, costing the Festival money and ruining many theater-goers’ plans. *Wildfire Smoke Disrupts Oregon Shakespeare Festival*, New York Times, August 24, 2018.

²⁴⁸ Oregon DEQ, *Forest Fire Smoke Impact on Air Quality Health Trends in Bend, Klamath Falls, Medford, and Portland (1985 to 2018)*, DEQ18-NWR-0066-TR (October 2018). It is worth noting that although air quality alerts are often limited to especially vulnerable populations – “unhealthy for

During the 2017 Eagle Creek fire, the Oregon Health Authority (OHA) reported a 29% increase in emergency room visits for respiratory symptoms in the Portland metro region.²⁴⁹

In its 2014 Oregon Climate and Health Profile Report, OHA elaborated on the health effects of wildfire smoke:

Particulate matter (PM) in smoke from wildfires is associated with cancer, cardiopulmonary disease and respiratory illness ... As a result of projected increases in wildfire, Spracklen et al. (2009) anticipate an increase in aerosol organic carbon of up to 40% and an increase in elemental carbon in the western U.S. of up to 20% in 2046–2055 compared to 1996–2005 ... PM associated with wildfires in California has been shown to be more toxic to the lungs than normal ambient PM ... PM exposure from wildfire smoke is a risk beyond the immediate area of the fire, since high winds can carry the PM long distances ... Increases in smoke are associated with hospital admissions for respiratory complaints, and long-term exposure worsens existing cardiopulmonary disease ... bronchitis and pneumonia.²⁵⁰

Impact on American Indian Tribes

As the Legislative Summary of the Third Oregon Climate Assessment Report observed:

Changes in terrestrial and aquatic ecosystems will affect resources and habitats that are important for the sovereignty, culture, economy, and community health of many American Indian tribes. Tribes that depend upon these ecosystems, both on and off reservation, are among the first to experience the impacts of climate change. Of particular concern are changes in the availability and timing of traditional foods such as salmon,

sensitive groups” – Medford in 2017-18 has experienced 38 days in which the air was unhealthy for all populations, including five “very unhealthy” days and one “hazardous” day.

²⁴⁹ Statewide Fire Activation Surveillance Report (090517-090617), Oregon Health Authority.

²⁵⁰ Oregon Climate and Health Profile Report at 39 (Oregon Health Authority, Public Health Division, 2014), citing C.A. Pope et al., *Cardiovascular mortality and long-term exposure to particulate air pollution: Epidemiological evidence of general pathophysiological pathways of disease*, *Circulation*. 2004;109:71–7.; C.A. Pope and D.Q. Dockery, Dockery, *Health effects of fine particulate air pollution: lines that connect.*, *Journal of the Air & Waste Management Association* (1995). 2006;56:709–42; World Health Organization. *Review of Evidence on Health Aspects of Air Pollution–REVIHAAP Project* (2013.) J.L. Mauderly and J.C. Chow, *Health effects of organic aerosols. Inhalation toxicology*. 2008;20:257–88; T.C. Wegesser and K.E. Pinkerton KE, J.A. Last, *California wildfires of 2008: coarse and fine particulate matter toxicity*, *Environmental Health Perspectives*. 2009;117:893–7.; M. Ginsberg et al. *Monitoring Health Effects of Wildfires Using the BioSense System--San Diego County, California*, October 2007. *Morbidity and Mortality Weekly Report*. 2008;57(27):741–4; R.J. Delfino et al., *The relationship of respiratory and cardiovascular hospital admissions to the southern California wildfires of 2003*, *Occupational and Environmental Medicine*. 2009;66:189–97.

shellfish, and berries, and other plant and animal species important to tribes' traditional way of life.²⁵¹

The threat that climate change poses to salmon populations is a particular source of concern for the tribes:

A 2015 study of Columbia River Basin tribes, including the Confederated Tribes of Warm Springs (CTWS) and the Confederated Tribes of the Umatilla Indian Reservation (CTUIR), found that the primary concerns regarding climate change impacts included the quantity and quality of water resources, snowpack, water temperatures for spawning conditions, and fishing rights (Sampson, 2015). Pacific salmon have great cultural, subsistence, and commercial value to tribes in the Pacific Northwest, and are central to tribal cultural identity, longhouse religious services, sense of place, livelihood, and the transfer of traditional values to the next generation (Dittmer, 2013). During the last 150 years, culturally important salmon populations have declined (Dittmer, 2013). Continuation of past trends of earlier spring peak, more extreme high flows and more frequent low flows in the low elevation basins of northeast Oregon, home to the CTWS and CTUIR, may force earlier migration of juvenile salmon, challenge returning adults in low flow conditions, and increase scour risk for emerging young salmon (Dittmer, 2013).²⁵²

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The threat that climate change poses to forests is likewise a major concern for tribes:

Changes in forest ecosystems and disturbances will affect resources and habitats that are important for the cultural, medicinal, economic, and community health of tribes (Lynn et al., 2013). In Oregon, 62% of tribal reservation land is forested, and the US government has a trust responsibility toward such forests (Indian Forest Management Assessment Team, 2013). American Indian and Alaska Native tribes that depend on forest ecosystems, whether on or off reservations, are among the first to experience the impacts that climate change is having on forests, such as the expansion of invasive species, insects, diseases, and wildfires (Norton-Smith et al., 2016). Invasive species that displace native species can negatively affect tribal subsistence and ceremonial practices, although there is little knowledge about on how climate change will interact with invasive species (Norton-Smith et al., 2016). Increasing wildfire, insects, and diseases have jeopardized the economic and ecological sustainability of tribally managed forests and important tribal resources (Indian Forest Management Assessment Team, 2013; Norton-Smith et al., 2016). Collaborative adaptive forest management that integrates tribal traditional

²⁵¹ *The Third Oregon Climate Assessment Report, supra*, (Legislative Summary).

²⁵² K. Dittmer, *Changing streamflow on Columbia basin tribal lands—climate change and salmon*, Climatic Change 120(3) (2013); D. Sampson, *Columbia River Basin Tribes Climate Change Capacity Assessment*, Institute for Tribal Government, Hatfield School of Government, Portland State University: Portland, OR (2015)

ecological knowledge can support socio-ecological resilience to climate change (Armatas et al., 2016).²⁵³

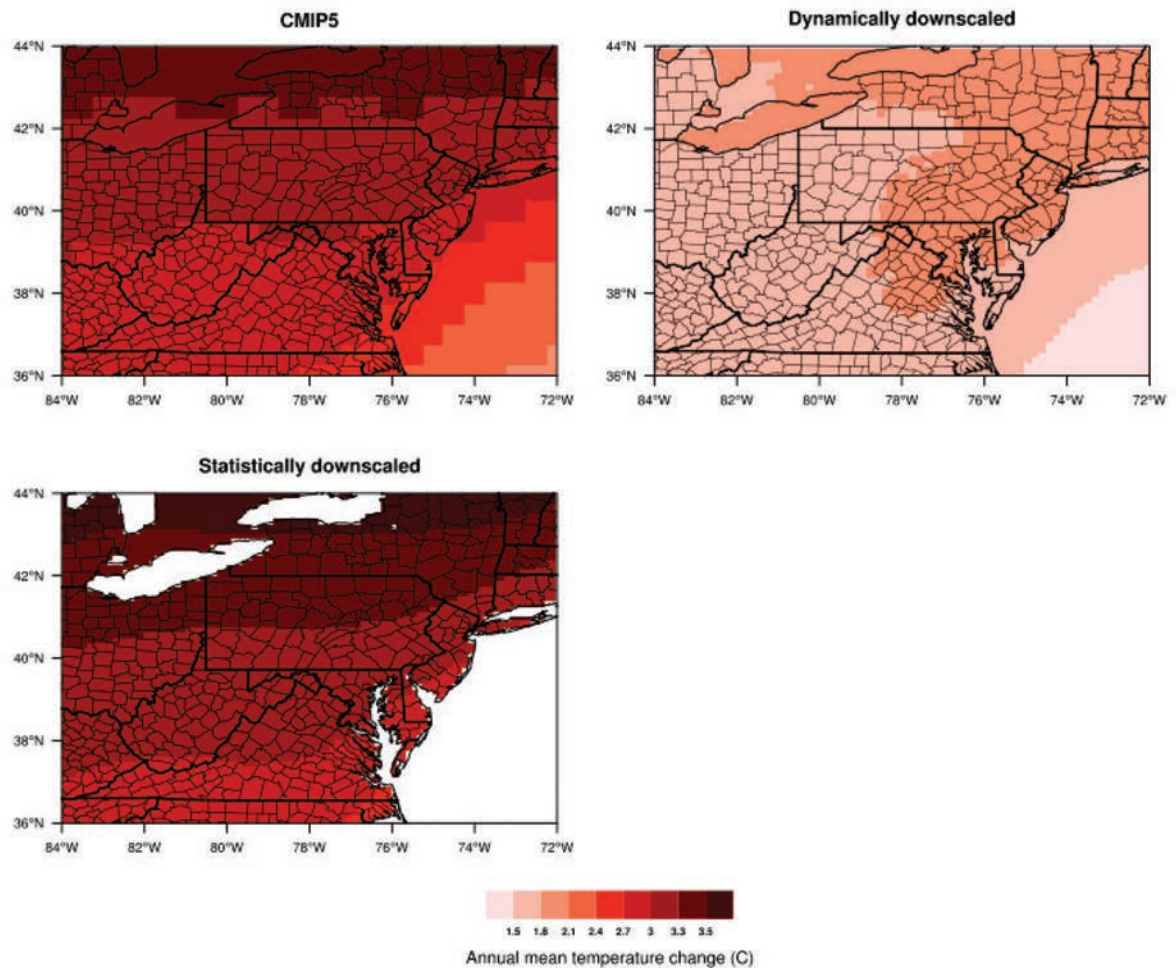
Pennsylvania

The Commonwealth of Pennsylvania faces two fundamental threats related to climate: (1) sea level rise and its impact on communities and cities in the Delaware River Basin, including the city of Philadelphia; and (2) more frequent extreme weather events, including large storms, periods of drought, heat waves, heavier snowfalls, and an increase in overall precipitation variability. Based on studies commissioned by the Pennsylvania Department of Environmental Protection, as part of its mandate under the Pennsylvania Climate Change Act, 71 P.S. §§ 1361.1 – 1361.8, Pennsylvania has undergone a long-term warming of more than 1°C over the past 110 years.²⁵⁴ The models used in the 2015 Climate Impacts Assessment Update suggest this warming is a result of anthropogenic influence, and that this trend is accelerating. Projections in the 2015 Update show that by the middle of the 21st century, Pennsylvania will be about 3°C warmer than it was at the end of the 20th century.

²⁵³ Citing C. Armatas et al., *Opportunities to utilize traditional phenological knowledge to support adaptive management of social-ecological systems vulnerable to changes in climate and fire regimes*, Ecology and Society 21 (2016) ; *Assessment of Indian Forests and Forest Management in the United States*, Indian Forest Management Assessment Team (2013) ; K. Lynn et al., *Northwest Tribes: Cultural Impacts and Adaptation Resources*: Chapter 8. In: M. M. Dalton et al., *Climate Change in the Northwest: Implications for Our Landscapes, Waters, and Communities*, Island Press: Washington, DC (2013).; K. Norton-Smith et al., *Climate change and indigenous peoples: a synthesis of current impacts and experiences* (2016). .

²⁵⁴ See “Pennsylvania Climate Impacts Assessment Update,” May 2015, available at <http://www.elibrary.dep.state.pa.us/dsweb/Get/Document-108470/2700-BK-DEP4494.pdf>. See also “Pennsylvania Climate Impacts Assessment Update,” October 2013, available at <http://www.elibrary.dep.state.pa.us/dsweb/Get/Document-97037/PA%20DEP%20Climate%20Impact%20Assessment%20Update.pdf>; “Pennsylvania Climate Assessment,” June 2009, available at <http://www.elibrary.dep.state.pa.us/dsweb/Get/Document-75375/7000-BK-DEP4252.pdf>.

Model mean temperature change



Modeling charts from the 2015 Update show that in both the CMIP5 and statistically downscaled CMIP5 datasets, mid-century temperatures in the Philadelphia region are projected to be similar to historical temperatures in the Richmond, VA area. Similarly, Pittsburgh's temperatures are projected to resemble the historically observed temperatures in the Baltimore-Washington area. The mean warming across the state simulated by these models is generally 3.0-3.5 °C (5.4-6.3°F). The CMIP5 model mean change is 3.0-3.3 °C (5.4-6.0 °F) across nearly the entire state. The statistically downscaled CMIP5 model mean change is 3.3-3.5 °C (5.9-6.3°F) in the northern half of the state and 3.0-3.3 °C (5.4-6.0°F) in the southern half. Finally, the dynamically downscaled dataset model mean change is only 1.5-1.8 °C (2.7-3.2°F) across the western half of the state and 1.8-2.1 °C (3.2-3.8 °F) across the eastern half. The reduced warming is likely at least partially because these models rely on a different emissions scenario, in which the buildup of greenhouse gases in the atmosphere occurs at a slower rate than in the than in the scenarios that the CMIP5 models use.

The 2015 Climate Impacts Assessment Update also finds that this warming trend will threaten Pennsylvania in other ways:

- Pennsylvania agriculture will have to adapt to by greater extremes in temperature and precipitation.²⁵⁵ Pennsylvania dairy production is likely to be negatively affected by climate change due to losses in milk yields caused by heat stress, additional energy and capital expenditures to mitigate heat stress, and lower levels of forage quality.
- Pennsylvania's forests will be subject to multiple stressors.²⁵⁶ The warming climate will cause tree species inhabiting decreasingly suitable habitat to become stressed. Mortality rates are likely to increase and regeneration success is expected to decline for these tree species, resulting in declining importance of those species in the state.
- Suitable habitat for plant and wildlife species is expected to shift to higher latitudes and elevations.²⁵⁷ This will reduce the amount of suitable habitat in Pennsylvania for species that are at the southern extent of their range in Pennsylvania or that are found primarily at high latitudes; the amount of habitat in the state that is suitable for species that are at the northern extent of their range in Pennsylvania will increase. The Canada lynx, which is already rare in Pennsylvania, will likely be extirpated from the state.
- The public health of Pennsylvanians is threatened because climate change will worsen air quality relative to what it would otherwise be, causing increased respiratory and cardiac illness.²⁵⁸ The linkage between climate change and air quality is most strongly established for ground-level ozone creation during summer, but there is some evidence that higher temperatures and higher precipitation will result in increased allergen (pollen and mold) levels as well.
- West Nile disease is endemic in Pennsylvania.²⁵⁹ It is currently most prevalent in Southeastern and Central parts of the state, and less prevalent in the Laurel Highlands and the Allegheny Plateau. However, climate change is expected to increase the prevalence of West Nile disease in the higher-elevation areas, due to higher temperatures. In addition to its range, the duration of the transmission season for West Nile disease is sensitive to climate. Warmer temperatures result in a longer transmission season, and therefore greater infection risk.
- Climate change will have a severe, negative impact on winter recreation in Pennsylvania.²⁶⁰ Downhill ski and snowboard resorts are not expected to remain

²⁵⁵ 2015 Climate Impacts Assessment Update, *supra*, at 63.

²⁵⁶ *Id.* at 114.

²⁵⁷ *Id.*

²⁵⁸ *Id.* at 321.

²⁵⁹ *Id.* at 135.

²⁶⁰ *Id.* at 141.

economically viable past mid-century. Snow cover to support cross country skiing and snowmobiling has been declining in Pennsylvania, and is expected to further decline by 20-60%, with greater percentage decreases in southeastern Pennsylvania, and smaller decreases in northern Pennsylvania.

- Climate change poses a threat to the fauna of the tidal freshwater portion of the Delaware estuary in Pennsylvania.²⁶¹ One reason is that increased water temperatures with climate change decrease the solubility of oxygen in water and will increase respiration rates, both of which will result in declines in dissolved oxygen concentration. Thus, climate change will worsen the currently substandard water quality in the tidal freshwater region of the Delaware Estuary.
- The freshwater tidal wetlands along Pennsylvania's southeastern coast are a rare, diverse, and ecologically important resource.²⁶² Climate change poses a threat to these wetlands because of salinity intrusion and sea-level rise. Sea-level rise, however, has the potential to drown wetlands if their accretion rates are less than rates of sea-level rise.

Rhode Island

Climate change is adversely impacting Rhode Island in many diverse ways, including warming air temperatures, warming ocean temperatures, rising sea level, increased acidity of ocean waters, increased rainfall amounts, and increased intensity of rainfall events.

Rhode Island has experienced a significant trend over the past 80 years toward a warmer and wetter climate. Trends are evident in annual temperatures, annual precipitation, and the frequency of intense rainfall events. Temperatures have been steadily climbing in the Ocean State since the early 1930s. The average annual temperature for the state is currently increasing at a rate of 1 degree Fahrenheit every 33 years. The frequency of days with high temperatures at or above 90 degrees has increased while the frequency of days with minimum temperatures at or below freezing has decreased.²⁶³

There has also been a pronounced increase in precipitation from 1930 to 2013. Increased precipitation has occurred as a result of large, slow moving storm systems, multiple events in the span of a few weeks (such as the 2010 spring floods), as well as an increase in the frequency of intense rain events. The average annual precipitation for Rhode Island is increasing at a rate of

²⁶¹ *Id.* at 152.

²⁶² *Id.*

²⁶³ *Overview of a Changing Climate in Rhode Island*, David Vallee (Hydrologist-in-Charge, National Weather Service Northeast River Forecast Center, NOAA) and Lenny Giuliano (Air Quality Specialist, Rhode Island Department of Environmental Management, State Climatologist, State of Rhode Island), August 2014 at 2-3, available at http://research3.fit.edu/sealevelriselibrary/documents/doc_mgr/444/Valee%20&%20Giuliano.%202014.%20CC%20in%20Rhode%20Island%20Overview.pdf.

more than 1 inch every 10 years. The frequency of days having one inch of rainfall has nearly doubled. Intense rainfall events (heaviest 1 percent of all daily events from 1901 to 2012 in New England) have increased 71 percent since 1958. The increased amounts of precipitation since 1970 has resulted in a much wetter state in terms of soil moisture and the ground's ability to absorb rainfall.²⁶⁴

In addition, the water in Narragansett Bay is getting warmer. Over the past 50 years, the surface temperature of the Bay has increased 1.4° to 1.6° C (2.5° to 2.9° F). Winter water temperatures in the Bay have increased even more, from 1.6° to 2.0° C (2.9° to 3.6° F). Ocean temperatures are increasing world-wide, but temperature increases in the northwestern Atlantic Ocean are expected to be 2-3 times larger than the global average.²⁶⁵ Warmer water temperatures in Narragansett Bay are causing many changes in ecosystem dynamics, fish, invertebrates, and plankton. Cold-water iconic fishery species (cod, winter flounder, hake, lobster) are moving north out of RI waters and warm-water southern species are becoming more prevalent (scup, butterfish, squid). Rhode Island's marine waters are also becoming more acidic due to increasing CO₂. This may cause severe impacts to shellfish, especially in their larval life stages.²⁶⁶

Sea levels have risen over 9 inches in Rhode Island since 1930 as measured at the Newport tide gauge. The historic rate of sea level rise at the Newport tide gauge from 1930 to 2015 is presently 2.72 mm/year, or more than an inch per decade.²⁶⁷ At present rates, sea levels will likely increase 1 inch between every 5 or 6 years in Rhode Island. NOAA is projecting as much as 6.6 feet of sea level rise by the end of this century in Rhode Island. In the shorter-term, NOAA predicts upwards of 1 foot by 2035 and 1.9 feet by 2050.²⁶⁸ This has critical implications for Rhode Island, as thousands of acres of Rhode Island's coast will be affected.

Climate change is also altering the ecology and distribution of plants and animals in Rhode Island. In southern New England, spring is arriving sooner and plants are flowering earlier (one week earlier now when compared to the 1850s). For every degree of temperature rise in the spring and winter, plants flower 3.3 days earlier. For woody plants, leaf-out is occurring 18 days earlier now than in the 1850s. Changes in the timing of leaf-out, flowering, and fruiting in plants can be very disruptive to plant pollinators and seed dispersers.²⁶⁹

Changes in the timing of annual cycles has been observed in Rhode Island birds. Based on a 45-year near-continuous record of monitoring fall migration times for passerine birds in

²⁶⁴ *Id.* at 4.

²⁶⁵ Rhode Island Executive Climate Change Coordinating Council (EC4) Science and Technical Advisory Board (STAB) Annual Report to the Full Council of the EC4 (May 2016), appendix to Rhode Island Executive Climate Change Coordinating Council Annual Report, June 2016, at 33-35, available at <http://climatechange.ri.gov/documents/ar0616.pdf>.

²⁶⁶ *Id.*

²⁶⁷ *Id.* at 28-30.

²⁶⁸ *Id.*

²⁶⁹ *Id.* at 38-40

Kingston, RI, Smith and Paton (2011) found a 3.0 days/decade delay in the departure time of 14 species of migratory birds.²⁷⁰

Vermont

Climate change is causing an increase in temperatures and precipitation in Vermont. Average annual temperature has increased by 1.3° F since 1960, and is projected to rise by an additional 2-3.6 ° F by 2050.²⁷¹ Since 1960, average annual precipitation has increased by 5.9 inches.²⁷²

Heavy rainfall events are becoming more common.²⁷³ Increasingly frequent heavy rains threaten to flood communities located in Vermont's many narrow river valleys. In 2011 Tropical Storm Irene dumped up to 11 inches of rain on Vermont, impacting 225 municipalities and causing \$733 million in damage.²⁷⁴ More than 1,500 residences sustained significant damage, temporarily or permanently displacing more than 1400 households.²⁷⁵ More than 500 miles of state highway, 2000 municipal road segments, and 480 bridges were damaged.²⁷⁶ Farms, water supply and wastewater treatment facilities were also damaged, and the channels of many streams were enlarged and/or relocated.²⁷⁷

In addition to threatening human lives and property, increasingly frequent heavy rains present challenges for state and local land use planning. Further, storm water runoff carries pollutants to the state's streams and lakes, and hinders the state's efforts to address phosphorous pollution and resulting algal blooms in Lake Champlain.

Climate change also threatens Vermont's environment and economy by affecting activities dependent on seasonal climate patterns, such as maple sugaring and winter sports.²⁷⁸ Vermont is the nation's leading maple-syrup producing state²⁷⁹. Warmer temperatures are likely

²⁷⁰ *Id.*

²⁷¹ *Vermont Climate Change Assessment*, <http://vtclimate.org/vts-changing-climate/> (last visited Oct. 24, 2018).

²⁷² *Id.*

²⁷³ *Id.*

²⁷⁴ Pierre-Louis, Kendra, *Five Years After Hurricane Irene, Vermont Still Striving for Resilience*, Inside Climate News (Sept. 1, 2016), available at <https://insideclimatenews.org/news/31082016/five-years-after-hurricane-irene-2011-effects-flooding-vermont-damage-resilience-climate-change>.

²⁷⁵ *Tropical Storm Irene by the Numbers* (Aug. 28, 2013), <http://www.vermontbiz.com/news/august/tropical-storm-irene-numbers> (last visited Oct. 24, 2018).

²⁷⁶ *Id.*

²⁷⁷ *Id.*

²⁷⁸ U.S. EPA, *What Climate Change Means for Vermont* (August 2006), available at <https://19january2017snapshot.epa.gov/sites/production/files/2016-09/documents/climate-change-vt.pdf>.

²⁷⁹ Vermont Agency of Agriculture Food & Markets, *Vermont Leads Nation in 2018 Maple Season Production* (June 13, 2018),

to shift the suitable habitat for sugar maples farther north into Canada.²⁸⁰ Warmer winters may bring more rain and less snow to Vermont, harming the skiing, snowboarding, and snowmobiling industries and local economies that depend on them. *Id.* During the winter of 2016-17, Vermont recorded more than 3.9 million skier visits, second only to Colorado among the states.²⁸¹

Climate change is also contributing to increased distribution and abundance of ticks and increased tickborne diseases, including Lyme disease and Anaplasmosis, in Vermont.²⁸² Vermont has the nation's highest per-capita incidence of Lyme Disease.²⁸³

Virginia

It's not a question of if or when; Virginia is currently experiencing the effects of climate change. Virginia's low-lying coastline is especially vulnerable to this threat. Virginia has experienced the highest rates of sea level rise along the East Coast: in Virginia Beach, the sea has risen by almost a foot since the 1960s²⁸⁴ and more than 14 inches since 1930.²⁸⁵ Ordinary rain events now cause flooding in the streets of Norfolk, including large connector streets going underwater.²⁸⁶ Norfolk naval base, the largest navy base in the world, is currently replacing 14 piers due to sea level rise, at a cost of \$35-40 million per pier.²⁸⁷ According to Old Dominion University's Center for Sea Level Rise, the city of Norfolk alone will need at least \$1 billion in the coming decades to replace current infrastructure and keep water out of city homes and businesses. According to a recent study by the Hampton Roads Planning District Commission,

<http://agriculture.vermont.gov/Vermont%20Leads%20Nation%20in%202018%20Maple%20Season%20Production> (last visited Oct. 24, 2018).

²⁸⁰ U.S. EPA, *What Climate Change Means for Vermont*, *supra*.

²⁸¹ *Vermont ski industry rebounds to nearly 4 million visits*, Vermontbiz (June 15, 2017), <https://vermontbiz.com/news/june/vermont-ski-industry-rebounds-nearly-4-million-visits> (last visited Oct. 24, 2018).

²⁸² Vermont Department of Health, *Climate Change and Tickborne Diseases*, <http://www.healthvermont.gov/health-environment/climate-health/tickborne-diseases> (last visited Oct. 24, 2018).

²⁸³ DeSmet, Nicole, *Tick-borne diseases: Getting worse, CDC study finds*, Burlington Free Press (May 9, 2018), available at <https://www.burlingtonfreepress.com/story/news/local/vermont/2018/05/09/tick-spreading-lyme-diseases-getting-worse-cdc-study-finds/589714002/>.

²⁸⁴ City of Virginia Beach, *Comprehensive Sea Level Rise*, <https://www.vbgov.com/government/departments/public-works/comp-sea-level-rise/Pages/default.aspx> (last visited Oct. 24, 2018).

²⁸⁵ Chesapeake Bay Foundation, *Sea Level Rise: Finding Nature-Based Solutions to Sea Level Rise*, <http://www.cbf.org/issues/climate-change/sea-level-rise.html> (last visited Oct. 24, 2018).

²⁸⁶ Gregory, Matt, *Rain causes Norfolk streets and neighborhoods to flood*, WAVY-TV (Sept. 21, 2016), available at <http://wavy.com/2016/09/21/rain-causes-norfolk-streets-and-neighborhoods-to-flood/>

²⁸⁷ Center for Sea Level Rise, Old Dominion University, "Center For Sea Level Rise" (2017). *Hampton Roads Intergovernmental Pilot Project: Website. 1*, available at http://digitalcommons.odu.edu/cgi/viewcontent.cgi?article=1000&context=hripp_website.

costs from three feet of sea-level rise in the Hampton Roads region are expected to range between \$12 billion and \$87 billion.²⁸⁸ Climate change has lengthened Virginia’s allergy season and facilitated the spread of tick and mosquito borne illnesses—the ticks carrying Lyme disease are now reported in at least 72 counties, up from 12 counties in 1996.²⁸⁹ These direct results of climate change generate negative impacts on Virginians, their quality of living, and their pocketbooks. Environmental impacts have direct and immediate negative economic results.

Washington

Washington is a coastal state, a mountain state, and a forest state. Reports prepared by the University of Washington Climate Impacts Group show that climate change will significantly adversely affect each of these signature features of Washington. In addition to these impacts, climate change will cause significant harm to public health.

Approximately 4 million of Washington’s 6.5 million people live in the area around Puget Sound. Climate change will cause the sea level to rise and permanently inundate low-lying areas in the Puget Sound region.²⁹⁰ Under a business as usual greenhouse gas scenario, sea level is predicted to rise in Seattle relative to 2000 levels by 2 feet by 2050 and 5 feet by 2100.²⁹¹ Sea level rise will also increase the frequency of coastal flood events. For example, with 2 feet of sea level rise (predicted for Seattle), a 1-in-100 year flood event will become an annual event. Sea level rise will also cause coastal bluffs (the location of many family homes in Puget Sound) to recede by as much as 75-100 feet by 2100 relative to 2000.²⁹² This would be a doubling, on average, of the current rate of recession. Sea level rise will also result in reduced harvest for commercial fishing and shellfish operations.²⁹³

Climate change is also causing ocean acidification, through the absorption in the ocean of excess carbon dioxide from the atmosphere. Ocean waters on the outer coast of Washington and the Puget Sound have become about 10-40 percent more acidic since 1800.²⁹⁴ This increased

²⁸⁸ *Id.*

²⁸⁹ National Resources Defense Council, *Climate Change and Health in Virginia* (April 2018) available at <https://assets.nrdc.org/sites/default/files/climate-change-health-impacts-virginia-ib.pdf>

²⁹⁰ U.S. Census Bureau, *Annual Estimates of the Population of Combined Statistical Areas: April 2010 to July 2011*, U.S. Census Bureau, https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_10_5YR_B01003&prodType=table (last visited Oct. 24, 2018).

²⁹¹ State of Knowledge: Climate Change in Puget Sound (November 2015), Climate Impacts Group, University of Washington, (hereinafter “State of Knowledge, Puget Sound”) at 4-7; available at <https://cig.uw.edu/resources/special-reports/ps-sok/>

²⁹² *Id.*

²⁹³ *Id.*

²⁹⁴ State of Knowledge Report, Climate Change Impacts and Adaptation in Washington State: Technical Summaries for Decision Makers, (December 2013), Climate Impacts Group, University of Washington (hereinafter “State of Knowledge Report”), at 2-6; available at <https://cig.uw.edu/resources/special-reports/wa-sok/>

acidity is already affecting some shellfish species.²⁹⁵ Washington has the largest shellfish industry on the west coast, contributing \$184 million to Washington's economy in 2010 and employing 2710 workers.²⁹⁶ Under a business as usual greenhouse gas scenario, ocean waters are expected to become at least 100 percent more acidic by 2100 relative to 1986-2005.²⁹⁷ The predicted level of ocean acidification is expected to cause a 34 percent decline in shellfish survival by 2100.²⁹⁸

Washington depends on yearly winter mountain snow pack for drinking water, as well as water for irrigation, hydropower, and salmon. Washington's winter mountain snowpack is decreasing because climate change is causing more precipitation to fall as rain rather than snow. Snowpack decreased in Washington's Cascade Mountains by about 25 percent between the mid-20th century and 2006.²⁹⁹ By the 2040s, snowpack is predicted to decrease 38-46 percent relative to 1916-2006,³⁰⁰ and by the 2080s, snow pack is expected to decline 56-70 percent.³⁰¹ This loss of snowpack will cause a 50 percent increase in the number of years in which water is not available for irrigation, as well as a 20 percent decrease in summer hydropower production.³⁰² In addition, the decrease in summer stream flows combined with higher stream temperatures will result in stream temperatures too high to support adult salmon.³⁰³

Climate change is also impacting Washington's forests. Of Washington's total area (42.5 million acres), a little more than half (22 million acres) is forested.³⁰⁴ Washington's forest products industry generates a gross income of about \$48 billion per year, provides more than 100,000 jobs, and contributes approximately \$4.9 billion in annual wages.³⁰⁵ Climate change is threatening this industry in a number of ways. For example, Douglas fir accounts for almost half the timber harvested in Washington.³⁰⁶ Under a moderate greenhouse gas scenario, Douglas fir

²⁹⁵ *Id* at 2-3.

²⁹⁶ Washington: A Shellfish State, Washington Shellfish Initiative, at <http://www.governor.wa.gov/sites/default/files/WSI%20factsheet.pdf>

²⁹⁷ State of Knowledge Report at ES-2.

²⁹⁸ *Id* at 8-4.

²⁹⁹ *Id* at 2-5

³⁰⁰ *Id* at ES-2.

³⁰¹ *Id* at 6-10.

³⁰² *Id* at 6-5.

³⁰³ *Id* at ES-4, 6-6, 6-11, 6-12.

³⁰⁴ Washington Forest Protection Association, Sustainable Forestry, <http://www.wfpa.org/sustainable-forestry/> (last visited Oct. 24, 2018).

³⁰⁵ Washington Department of Commerce, Forest Products Sector, at <http://www.commerce.wa.gov/growing-the-economy/key-sectors/forest-products/> (last visited Oct. 24, 2018).

³⁰⁶ Washington Department of Natural Resources, 2015 Washington Timber Harvest Report, (Sept. 2016), *available at* https://www.dnr.wa.gov/publications/em_obc_wa_timber_harvest_2015_final2.pdf

habitat is expected to decline 32 percent by the 2060s relative to 1961-1990.³⁰⁷ In addition, the area of Washington forest where tree growth is severely limited by water availability is projected to increase (relative to 1970-1999) by about 32 percent in the 2020s, with an additional 12 percent increase in the 2040s and another 12 percent increase in the 2080s.³⁰⁸ Wildland fires pose another threat to Washington's forests. Under a business as usual greenhouse gas scenario, decreases in summer precipitation, increases in summer temperatures and earlier snow melt are predicted to result in up to a 300 percent increase in the area in eastern Washington burned annually by forest fires³⁰⁹ and up to a 1000 percent increase in area burned annually on the west side of the state (typically, the wet side).³¹⁰

By far the highest costs to the state, however, are expected to come from harm to public health. More frequent heat waves and more frequent and intense flooding may harm human health directly. Warming may also exacerbate health risks from poor air quality and allergens. Climate change can indirectly affect human health through its impacts on water supplies, wildfire risks, and the ways in which diseases are spread. Risks are often greatest for the elderly, children, those with existing chronic health conditions, individuals with greater exposure to outside conditions, and those with limited access to health resources.³¹¹

District of Columbia

The District of Columbia is a densely populated area located at the confluence of two tidal rivers and accordingly is particularly vulnerable to the impacts of climate change including dangerous heat waves, flooding caused by rising tides and heavy rains, and increasingly severe weather.

Water levels along the Potomac and Anacostia Rivers have increased 11 inches in the past 90 years due to a combination of sea level rise and subsidence. As a result, nuisance flooding has increased by more than 300% according to the National Oceanic and Atmospheric Administration.³¹² By 2080, the U.S. Corps of Engineers predicts up to 3.4 feet of additional sea level rise in the District.³¹³ At the same time, heavy rain events are projected to grow more frequent and intense according to local climate change projections completed by the District. As

³⁰⁷ State of Knowledge Report, *supra*, at 7-1.

³⁰⁸ *Id* at 7-3.

³⁰⁹ *Id.*

³¹⁰ *Id* at 7-4.

³¹¹ State of Knowledge, Puget Sound, *supra*, at ES-7.

³¹² National Oceanic and Atmospheric Administration (2014), *Sea Level Rise and Nuisance Flood Frequency Changes around the United States*, NOAA Technical Report NOS CO-OPS 073 available at http://www.noaanews.noaa.gov/stories2014/20140728_nuisanceflooding.html.

³¹³ District of Columbia Department of Energy & Environment (2015), *Climate Projections & Scenario Development*, p. 46, available at https://doee.dc.gov/sites/default/files/dc/sites/ddoe/publication/attachments/150828_AREA_Research_Report_Small.pdf

a result, today's 100-year rain event could become a one in 25-year event by mid-century.³¹⁴ The combined impact of rising tides and heavier rains pose significant threats to the District's infrastructure, community resources, cultural assets, government and military facilities, and residents. For example, during the second half of the century, Joint Base Anacostia-Bolling and Washington Navy Yard can expect more frequent and extensive tidal flooding, loss of currently utilized land, and substantial increases in the extent and severity of storm-driven flooding. With an intermediate rate of sea level rise, Naval Support Facility Anacostia could lose roughly 50 percent of its land area, and the Washington Navy Yard about 30 percent of its current land area, by end of century.³¹⁵

The District is also vulnerable to rising temperatures and a corresponding increase in extreme heat events. Local climate change projections indicate that the number of heat emergency days, defined as days when the heat index exceeds 95 degrees Fahrenheit, could more than double from the current 29 days per year to 80 days per year by the 2050s under a high emission scenario.³¹⁶ As temperatures rise, and dangerously hot days grow more frequent, heat-related illnesses are also likely to increase. Hotter temperatures can also stress infrastructure like roads, rail lines, and our power grid, causing disruptions.

The City of Los Angeles

As EPA's August 2016 bulletin entitled "What Climate Change Means for California" recognized, California's climate is changing, and Southern California in particular has already warmed about three degrees (F) in the last century.³¹⁷ Like California as a whole, in Los Angeles, climate change will result in more common heat waves, less rainfall, increased stress on water supplies, increased risk of wildfires, and increased threats to coastal development and infrastructure.

As for heat waves, a recent UCLA study concluded that under a business as usual scenario, the annual number of days when temperatures exceed 95 degrees (F) in Los Angeles will increase from 6 days (1981-2000) to 22 days (2041-2060), and ultimately to 54 days (2081-2100).³¹⁸ EPA's August 2016 bulletin recognizes that hot days "can be unhealthy—even dangerous." Indeed, high air temperatures, which are amplified in urban settings like Los Angeles, can cause heat stroke and dehydration and affect people's cardiovascular, respiratory, and nervous systems. Furthermore, as EPA's bulletin recognizes, warming can also increase the

³¹⁴ *Id.* at 36.

³¹⁵ Union of Concerned Scientists, *On the Front Lines of Rising Seas: Joint Base Anacostia-Bolling and Washington Navy Yard* (2016), available at <https://www.ucsusa.org/global-warming/global-warming-impacts/sea-level-rise-flooding-joint-base-anacostia-bolling-and-washington-navy-yard#.WIPQVrynHRY>

³¹⁶ Climate Projections & Scenario Development, *supra*, at 27.

³¹⁷ See EPA, *What Climate Change Means for California* (Aug. 2016), available at <https://www.epa.gov/sites/production/files/2016-09/documents/climate-change-ca.pdf>.

³¹⁸ See *The Climate Change in the Los Angeles Region Project*, http://research.atmos.ucla.edu/csrl/LA_project_summary.html (last visited Oct. 24, 2018).

formation of ground-level ozone, a component of smog that can contribute to respiratory problems. Los Angeles already has the worst smog in the nation, and as the climate changes, progress toward clean air will become even more difficult and expensive. Extreme heat and poor air quality not only negatively impact Los Angeles residents and City employees, but also the City's ability to retain Los Angeles's status as a desirable business and tourist destination.

EPA's bulletin also recognized that the changing climate "is likely to increase the need for water but reduce the supply."³¹⁹ Studies cited in the Los Angeles Department of Water and Power (LADWP) 2015 Urban Water Management Plan reach the same conclusion. On the demand side, forecasted warming is projected to result in as much as a 7 percent increase in water demand.³²⁰ Additionally, climate change would put stress on existing water supply infrastructure. The Los Angeles Aqueduct (LAA), which is one of the major imported water sources delivering a reliable water supply to the City, serves as just one example. The LAA originates approximately 340 miles away from Los Angeles, gathering snowmelt runoff in the Eastern Sierra Nevada. Projected changes in temperature (warmer winters) are anticipated to change precipitation patterns in the Eastern Sierra Nevada with less snow and more rain than historically encountered. This could strain the LAA's capacity to store runoff in surface reservoirs, as runoff would come earlier in the season than if the snowpack gradually melted in spring and summer, as has historically been the case. If climate change occurs as predicted, the City may have to expend substantial resources for operational and infrastructure changes to the LAA to ensure Los Angeles' continued reliance on this water source.³²¹

EPA's bulletin also recognizes that "higher temperatures and drought are likely to increase the severity, frequency, and extent of wildfires," which already pose a substantial problem in Los Angeles. Indeed, 2017 was one of the worst wild fire seasons on record. As of December 12, 2017, it was reported that more than 405 square miles in Southern California had burned, 1160 structures had been destroyed, 90,000 people had been displaced, and more than 10,000 fire fighters from California ten other states had been employed to save lives and homes.³²² Researchers project that fires driven by Santa Ana winds, and the fires that occur earlier in the year in Southern California, will burn larger areas by midcentury in part due to rising temperatures.

Finally, the City of Los Angeles has substantial public and private coastal development. Sea level rise caused by climate change may threaten both private property and public

³¹⁹ EPA, *What Climate Change Means for California*, *supra*.

³²⁰ LADWP 2015 Urban Water Management Plan, Chapter 12, at 5 (2015), *available at* https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-sourcesofsupply/a-w-sos-uwmp?_adf.ctrl-state=ty6h0ptsh_29&_afLoop=280191713614151

³²¹ *Id.* at 6-9.

³²² See Fonseca, Ryan, *The Thomas fire and Southern California's other major wildfires by the numbers*, Los Angeles Daily News (Dec. 7, 2017; updated Dec. 12, 2017), *available at* <https://www.dailynews.com/2017/12/07/by-the-numbers-the-southern-california-wildfire-battles-in-la-ventura-counties/>.

infrastructure along the Los Angeles coast, including at the Port of Los Angeles, which ranks as the #1 container port in the United States and North America.

New York City

Changing climate hazards in the New York metropolitan region are increasing the risks for the people, economy, and infrastructure of New York City in numerous and dramatic ways, as documented in the New York City Panel on Climate Change's January 2015 report, *Building the Knowledge Base for Climate Resiliency*.³²³ Annual temperatures are hotter, heavy downpours are increasingly frequent, and the sea is rising. These trends are projected to continue and even worsen in the coming decades due to higher concentrations of greenhouse gases in the atmosphere.

Sea level rise in New York City has averaged 1.2 inches per decade since 1900, nearly twice the observed global rate, with a total increase of more than a foot; approximately 60 percent of that rise is driven by climate-related factors.³²⁴ As discussed above in the New York State section, this increase in sea level exacerbated the destruction of homes and businesses from flooding during Hurricane Sandy.³²⁵

Climate change also risks New Yorkers' health and safety. Extreme weather events can result in injury and loss of life resulting from exposure, interrupted utility service, or lack of access to emergency services.³²⁶ In addition, warming temperatures exacerbate or introduce a wide range of health problems, including cardiovascular and respiratory diseases, pollution and allergen-related health problems, and vector-borne diseases.³²⁷ The health consequences of climate change disproportionately affect our most vulnerable populations – the elderly, children, and low-income communities who already experience elevated instances of cardiovascular and respiratory diseases.³²⁸

Long-term changes in climate mean that when extreme weather events strike, they are likely to be increasingly severe and damaging. By the 2050s, New York City will likely experience sea levels that are up to thirty inches higher than today, the number of days with

³²³ New York City Panel on Climate Change, *Building the Knowledge Base for Climate Resiliency: New York City Panel on Climate Change 2015 Report*, Annals of the New York Academy of Science, Vol. 1336 (Jan. 2015), at 9, available at <http://onlinelibrary.wiley.com/doi/10.1111/nyas.2015.1336.issue-1/issuetoc> (hereinafter “New York City Panel on Climate Change 2015 Report”).

³²⁴ *New York City Panel on Climate Change 2015 Report*, *supra*, Chapter 2.

³²⁵ *Id.*

³²⁶ *Id.* at 70.

³²⁷ *Id.* at 78-82.

³²⁸ See DOHMH, *Air Pollution and the Health of New Yorkers: The Impact of Fine Particles and Ozone* at 4, at <https://www1.nyc.gov/assets/doh/downloads/pdf/eode/eode-air-quality-impact.pdf>; see also Globalchange.gov, *The Impacts of Climate Change on Human Health in the United States: A Scientific Assessment Ch. 9, Populations of Concern* (April 2016), at <https://health2016.globalchange.gov/populations-concern>.

rainfall at or above two inches is projected to increase by as much as 67% by the 2020s, and by the 2080s, what would today be considered a 100-year flood (*i.e.*, a flood that has a 1% chance of occurring in any given year) could have as high as a 12% chance of occurring in any given year, and this flooding could be as much as 4.8 feet higher than today's 100-year flood because of sea level rise.³²⁹ New York City is also likely to experience more frequent heavy downpours and many more days at or above 90 degrees Fahrenheit by that timeframe.³³⁰

Rising sea levels will expose the homes, businesses, streets, wastewater treatment plants, and power plants that line our 520 miles of coastline to increased hazards. More extreme weather will also leave the City and its essential infrastructure susceptible to more frequent violent storms and severe flooding; at other times, the new extremes could subject the City to prolonged periods of drought.³³¹

Heat waves, defined as three or more consecutive days of temperatures at or above 90 degrees, strain the City's power grid, cause deaths from heat stroke, and exacerbate chronic health conditions, particularly for vulnerable populations like the elderly.³³² Without mitigation of greenhouse gas emissions, the City can expect temperatures at or above 90°F for thirty-three days per year by the 2020s, for fifty-seven days by the 2050s, and for eighty-seven days by the 2080s.³³³

³²⁹ *New York City Panel on Climate Change 2015 Report, supra*, at 31-33, 40-42.

³³⁰ *Id.* at 27.

³³¹ *See generally id.* at 23-27. For a comprehensive discussion of the likely effects of climate change on New York City's watershed and water delivery systems, *see* New York City Department of Environmental Protection Climate Change Program, *Assessment and Action Plan* (May 2008), at http://www.nyc.gov/html/dep/pdf/climate/climate_complete.pdf. Details of climate change impacts on the City's wastewater treatment system are presented in DEP's *NYC Wastewater Resiliency Plan: Climate Risk Assessment and Adaptation Study* (Oct. 2013), at http://www.nyc.gov/html/dep/html/about_dep/wastewater_resiliency_plan.shtml.

³³² *New York City Panel on Climate Change 2015 Report, supra*, at 26.

³³³ *York City Panel on Climate Change 2015 Report* at 31.

Appendix B: ZEV Penetration and Infrastructure Beyond California

Submitted with Comments by:

the States of California, Connecticut, Delaware, Hawaii, Iowa, Illinois, Maine, Maryland, Minnesota, North Carolina, New Jersey, New Mexico, New York, Oregon, Rhode Island, Vermont, and Washington, the Commonwealths of Massachusetts, Pennsylvania, and Virginia, the District of Columbia, and the Cities of Oakland, Los Angeles, San Francisco, San Jose, and New York on

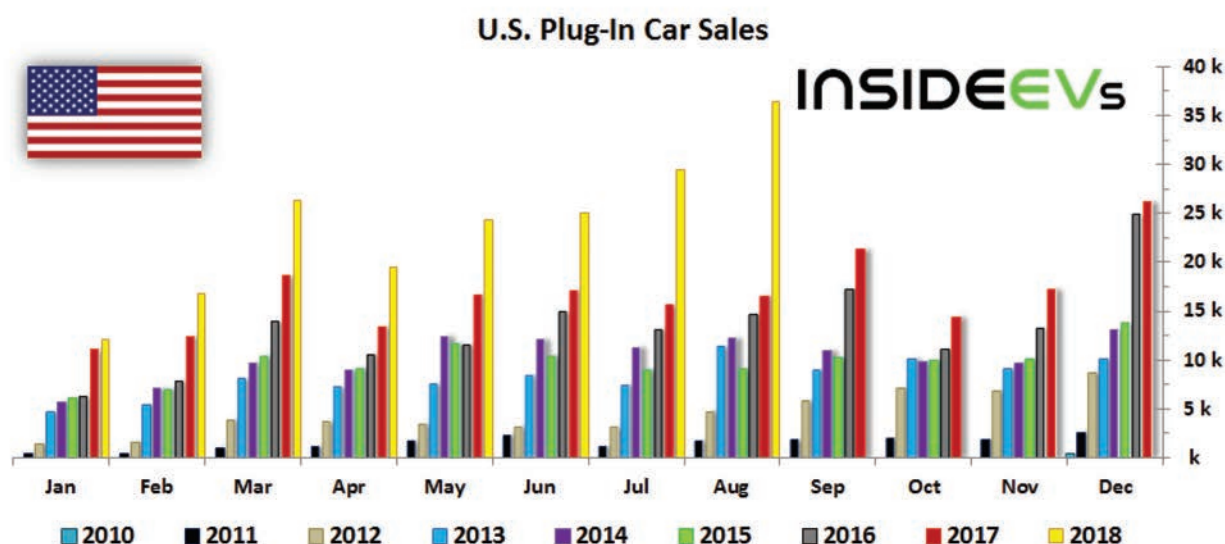
the Environmental Protection Agency's and the National Highway Traffic Safety Administration's Joint Proposed "SAFE" Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks; and the Draft Environmental Impact Statement

Docket IDs: EPA-HQ-OAR-2018-0283 / NHTSA-2018-0067 / NHTSA-2017-0069

Nationwide/Regional

Just as in California, ZEV penetration and charging infrastructure nationwide are well on track to meet targets through 2025 and beyond.¹ Electric vehicle sales nationwide have increased in the last eight years, with a steeper upward trend since 2015.² And the market share of electric vehicles nationwide has steadily increased since 2015.³ Indeed, sales in 2018 have been dramatically higher than in past years, as depicted in Figure 1.

Figure 1: U.S. Plug-In Electric Vehicle Car Sales, Monthly from 2010–2018⁴



Since January 2018, the increase in electric vehicle sales has been sustained and has grown to unprecedented levels in recent months. Although not yet reflected in this chart, domestic sales of plug-in electric vehicles for September 2018 totaled 44,589 vehicles, a 22 percent increase over the previous month's already impressive figure, and more than double the number sold in September 2017.⁵ If this trend continues, total sales of plug-in electric vehicles in 2018 will top 366,000, an 80 percent increase over 2017, and only slightly below the number projected for

¹ ZEVs include battery electric vehicles, plug-in hybrid electric vehicles, and hydrogen fuel cell vehicles. This Addendum focuses on battery and plug-in hybrid electric vehicles, which make up the vast majority of ZEV sales.

² States' Appx. C-122, Advanced Technology Vehicle Sales Dashboard, ALLIANCE OF AUTOMOBILE MANUFACTURERS, (hereinafter "Alliance Advanced Technology Vehicle Sales Dashboard"), <https://autoalliance.org/energy-environment/advanced-technology-vehicle-sales-dashboard/> (Data compiled by the Alliance of Automobile Manufacturers using information provided by IHS Markit; data last updated Aug. 23, 2018) (sales data of BEVs and PHEVs nationwide).

³ *Id.* (market share data for BEVs and PHEVs nationwide).

⁴ States' Appx. C-136, *Monthly Plug-in Sales Scorecard*, INSIDE EVs, <https://insideevs.com/monthly-plug-in-sales-scorecard/> (last visited Oct. 24, 2018).

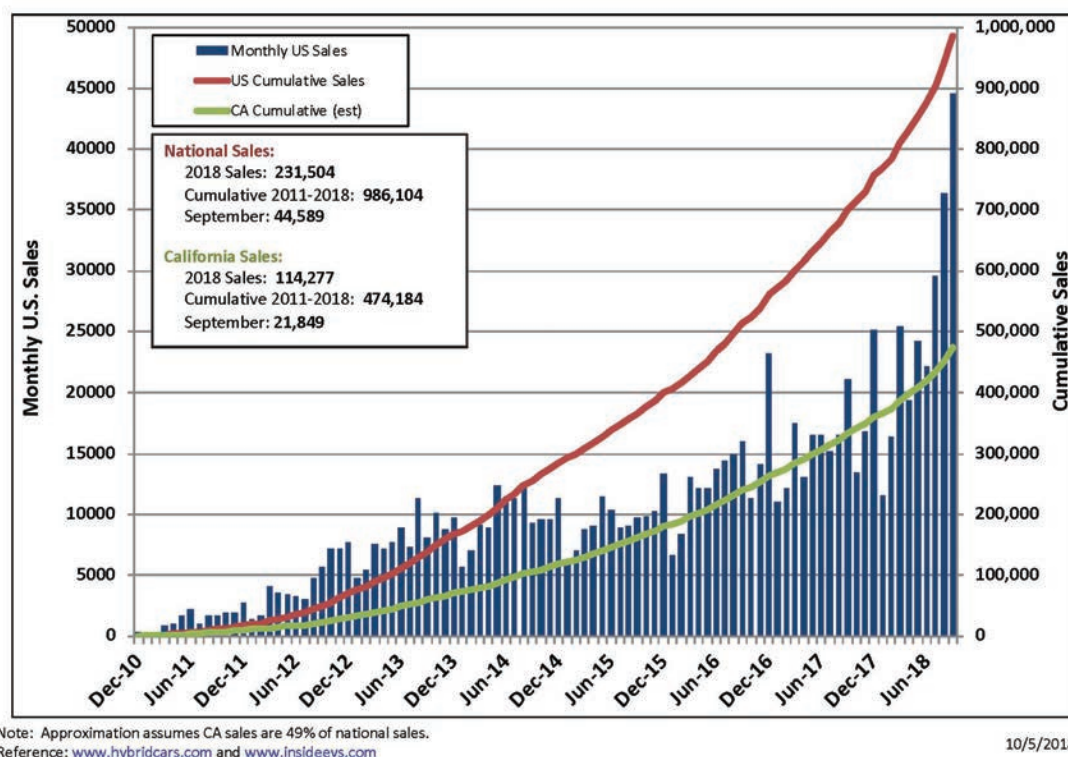
⁵ *Id.*

2021 (387,075) in the Draft Technical Assessment Review published by EPA, NHTSA and CARB in 2016 (“TAR”).⁶ Thus, based on the most recent data, manufacturers are well on their way to beating the level of fleet electrification previously projected by EPA and NHTSA.

As monthly sales increase, more and more electric vehicles are on the roads. Cumulatively, one million electric vehicles have been sold in the United States, approximately 49 percent of which were sold in California.⁷ And, globally, four million electric vehicles are on the road.⁸

Figure 2: Monthly and Cumulative Sales of Plug-In Electric Vehicles Nationwide and in California⁹

VELOZ



⁶ See States’ Appx. C-40, TAR at 4-38.

⁷ Monthly EV Sales, VELOZ (updated Sept. 2018) http://www.veloz.org/wp-content/uploads/2018/10/9_sept_2018_Dashboard_PEV_Sales_veloz-1.pdf.

⁸ States’ Appx. C-125, Cumulative Global EV Sales Hit 4 Million, BLOOMBERG NEW ENERGY FINANCE (Aug. 30, 2018), https://about.bnef.com/blog/cumulative-global-ev-sales-hit-4-million/?utm_source=newsletter&utm_medium=email&utm_campaign=newsletter_axiosgenerate&stream=top-stories.

⁹ Monthly EV Sales, VELOZ (updated Sept. 2018), http://www.veloz.org/wp-content/uploads/2018/10/9_sept_2018_Dashboard_PEV_Sales_veloz-1.pdf.

Expansion of electric vehicle charging infrastructure has accompanied the increasing numbers of ZEVs. In fact, while there were fewer than 5,000 electric charging stations across the country in 2011, there are now more than 60,000 public and private stations.¹⁰

These trends are projected to continue through 2025 and beyond. In fact, projections suggest that electric vehicles may make up 65 percent or more of new United States light-duty vehicles by 2050.¹¹ By 2025, annual United States sales of plug-in electric vehicles are expected to exceed 1.2 million vehicles, resulting in more than 7 million plug-in electric vehicles on the roads.¹² This projection represents about twice the fleet electrification projected for 2025 in the TAR.¹³

Across the country, many States have already taken steps to ensure that the ZEV and charging infrastructure projections are realized. In addition to California, nine Section 177 States have adopted the ZEV mandate.¹⁴ The Governors of nine States have also signed onto the State Zero-Emission Vehicle Programs Memorandum of Understanding, agreeing to “coordinate actions to support and ensure the successful implementation of our Zero-Emission Vehicle programs.”¹⁵ State signatories include California, Connecticut, Maryland, Massachusetts, New York, Oregon, Rhode Island, Vermont, and, most recently, New Jersey. Building on the October 2013 Multi-State Governors’ Memorandum of Understanding, participating states established the Multi-State ZEV Action Plan in 2014,¹⁶ and the ZEV Task Force Multi-State ZEV Action Plan 2018–2021 in 2018.¹⁷

The rest of this Appendix highlights existing ZEV penetration and charging infrastructure and plans to ensure increased penetration through 2025 and beyond in a number of States.

¹⁰ States’ Appx. C-168, *US Alternative Fueling Stations by Fuel Type*, U.S. DEPT. OF ENERGY ALTERNATIVE FUELS DATA CENTER (updated Sept. 2018), www.afdc.energy.gov/data/10332.

¹¹ States’ Appx. C-166, Jeffrey Rissman, *The Future of Electric Vehicles in the U.S., Part 1: 65-75% New Light-Duty Vehicles Sales by 2050*, FORBES (Sept. 14, 2017, 8:15 AM), <https://www.forbes.com/sites/energyinnovation/2017/09/14/the-future-of-electric-vehicles-in-the-u-s-part-1-65-75-new-light-duty-vehicle-sales-by-2050/#dd10df0e2892>.

¹² States’ Appx. C-131, EDISON ELECTRIC INSTITUTE, *Plug-in Electric Vehicle Sales Forecast Through 2025 and the Charging Infrastructure Required* (June 2017), [http://www.edisonfoundation.net/iei/publications/Documents/IEI_EEI%20PEV%20Sales%20and%20Infrastructure%20thru%202025_FINAL%20\(2\).pdf](http://www.edisonfoundation.net/iei/publications/Documents/IEI_EEI%20PEV%20Sales%20and%20Infrastructure%20thru%202025_FINAL%20(2).pdf).

¹³ States’ Appx. C-40, TAR at 4-39.

¹⁴ These Section 177 States are Connecticut, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Rhode Island, and Vermont.

¹⁵ See States’ Appx. C-145, *State Zero-Emission Vehicle Programs Memorandum of Understanding* (Oct. 2013).

¹⁶ States’ Appx. C-147, ZEV Program Implementation Task Force, *Multi-State ZEV Action Plan* (May 2014), <https://www.nescaum.org/documents/multi-state-zev-action-plan.pdf>.

¹⁷ States’ Appx. C-146, ZEV Task Force, *Multi-State ZEV Action Plan 2018-2021* (2018), <https://www.nescaum.org/documents/2018-zev-action-plan.pdf>.

Connecticut

As of September 24, 2018, there were 3,272 battery electric vehicles (BEVs) and 4,701 plug-in hybrid electric vehicles (PHEVs) registered in the state of Connecticut.¹⁸ In addition, 2,584 electric vehicles (EVs) have been sold from June 1, 2017 through June 30, 2018, which represents the last year of sales data made public.¹⁹ 378 electric charging stations (327 public, 51 private) in the State support these vehicles.²⁰ And Connecticut signed onto the October 2013 Multi-State Governors' Memorandum of Understanding, and thus committed to putting roughly 125,000 EVs on Connecticut roads by 2025.²¹

The Connecticut Hydrogen and Electric Automobile Purchase Rebate (CHEAPR) offers incentives of up to \$5,000 for Connecticut residents who purchase or lease a new eligible battery electric, plug-in hybrid electric or fuel cell electric vehicle. CHEAPR rebates can be redeemed for over 35 eligible vehicles, and this number is increasing as more manufacturers release new models.²²

Illinois

ZEV Sales and ZEV Infrastructure in Illinois

ZEV penetration is trending up in Illinois. According to the Auto Alliance, 2,380 BEVs and 1,432 PHEVs were sold in 2017, up from 1,522 BEVs and 1,166 PHEVs sold in 2016.²³ This continues the upward trend that began in 2014, and 2018 is on track to continue that trend. Through June 2018, 1,327 BEVs and 911 PHEVs had been sold in Illinois this year. ZEV market share is also trending up in Illinois and has been increasing every year since 2014.²⁴

Recent analysis projects this trend will continue in the future. 12,300 BEVs and PHEVs operate in Illinois today. An analysis commissioned by the Midcontinent Independent System Operator

¹⁸ Based on Connecticut DMV data.

¹⁹ See States' Appx. C-122, Alliance Advanced Technology Vehicle Sales Dashboard, <https://autoalliance.org/energy-environment/advanced-technology-vehicle-sales-dashboard/> (sales data of BEVs and PHEVs in Connecticut June 2017 to June 2018).

²⁰ States' Appx. C-129, *Connecticut Transportation Data for Alternative Fuels and Vehicles*, U.S. DEPT. OF ENERGY ALTERNATIVE FUELS DATA CENTER, <https://www.afdc.energy.gov/states/ct> (last visited Oct. 24, 2018).

²¹ States' Appx. C-145, *State Zero-Emission Vehicle Programs Memorandum of Understanding* (Oct. 2013).

²² States' Appx. C-127, *CHEAPR Eligible Vehicle List*, CONNECTICUT DEPT. OF ENERGY AND ENVIRONMENTAL PROTECTION, https://www.ct.gov/deep/cwp/view.asp?a=2684&q=561424&deepNav_GID=2183 (last visited Oct. 24, 2018).

²³ States' Appx. C-122, Alliance Advanced Technology Vehicle Sales Dashboard, <https://autoalliance.org/energy-environment/advanced-technology-vehicle-sales-dashboard/> (sales data of BEVs and PHEVs in Illinois).

²⁴ *Id.* (Illinois EV market share data output).

(MISO) projects this number to increase to 726,273 by 2030.²⁵ An analysis by Bloomberg New Energy Finance projects this number to increase to 1.2 million by 2030.²⁶

Charging infrastructure has also developed in Illinois. DOE's Alternative Fuels Data Center states that Illinois has 480 public EV charging stations with 1,179 charging outlets.²⁷ Including private charging stations, these numbers rise to 583 stations and 1,393 outlets.

Illinois Policies

Illinois recognizes EVs' environmental and financial benefits (*see* 20 ILCS 627/5 (2016)) and therefore has enacted several policies to support EV sales and develop EV charging infrastructure.

Illinois agencies have provided monetary support to EV projects. For instance, the Illinois Environmental Protection Agency plans to direct over \$10 million from the VW Environmental Mitigation Trust to fund EV supply equipment projects, which may include all-electric charging infrastructure.²⁸ Another state agency, the Chicago Metropolitan Agency for Planning, directs funds to projects that expand EV use, including a recent \$15 million grant to augment Chicago's EV fleet and install 100 charging stations at Chicago airports.²⁹

Illinois has also implemented incentives and updated regulations to encourage the use of EVs and development of charging infrastructure. State law specifically protects EVs' parking places (625 ILCS 5/11-1308 (2016)) and charges EVs a reduced registration fee (625 ILCS 5/3-805 (2016)). Furthermore, recent laws created a professional certification for proper installation of charging stations (220 ILCS 5/16-128A(d) (2016)), exempted charging stations from unnecessary regulatory requirements (220 ILCS 5/3-105(c) (2016)), and encouraged state transportation agencies to build charging stations at their facilities (605 ILCS 5/4-223 (2016); 605 ILCS 10/11(e) (2016)).

Maryland

In 2011, Maryland established an Electric Vehicle Infrastructure Council, tasked with assessing and recommending policies that promote adoption of EVs and their integration into the state's transportation fabric. Maryland also became a signatory to the October 2013 Multi-State

²⁵ States' Appx. C-143, M.J. Bradley & Associates, *Electric Vehicle Cost-Benefit Analysis: Plug-in Electric Vehicle Cost-Benefit Analysis Illinois* (Sept. 2017), https://www.nrdc.org/sites/default/files/electric-vehicle-cost-benefit-analysis_2017-09-27.pdf.

²⁶ *Id.*

²⁷ States' Appx. C-124, *Alternative Fueling Station Counts by State*, U.S. DEPT. OF ENERGY ALTERNATIVE FUELS DATA CENTER, https://www.afdc.energy.gov/fuels/stations_counts.html (last visited Oct. 17, 2018).

²⁸ States' Appx. C-135, Illinois Env'tl. Protection Agency, *State of Illinois Beneficiary Mitigation Plan* (Aug. 2018), <https://www2.illinois.gov/epa/Documents/iepa/air-quality/vw-settlement/Illinois%20Beneficiary%20Mitigation%20Plan.pdf>.

²⁹ *See* States' Appx. C-128, City of Chicago Press Release, *Mayor Emanuel's Drive Electric Chicago Effort Gets \$15 Million Grant for Electric Vehicles and Charging Stations*, Oct. 11, 2017, https://www.cityofchicago.org/content/dam/city/depts/mayor/Press%20Room/Press%20Releases/2017/October/101117_DriveElectric.pdf.

Governors' Memorandum of Understanding and participates in the Multi-State ZEV Task Force. Today, Maryland offers state excise tax credits (up to \$3,000) for purchases of BEVs and PHEVs, as well as partial rebates for residential and commercial installation of charging infrastructure. As of June 2017, there were more than 9,000 BEVs and PHEVs registered in Maryland—up from barely 600 five years earlier—and more than 1,100 public EV charging outlets.³⁰ And by June 2018, there were 13,676 BEV and PHEV sales in the State.³¹

Maryland aims to have 60,000 EVs by 2020 and 300,000 by 2025.³² Just last year, the Maryland Clean Cars Act of 2017 extended the state's EV charging equipment rebate program, as well as the BEV and PHEV excise tax credit program, through fiscal year 2020.

Massachusetts

The Commonwealth of Massachusetts has seen tremendous growth in the use and ownership of EVs and EV infrastructure over the past five years. According to the Massachusetts Department of Environmental Protection (MassDEP), EV registrations in Massachusetts increased 732 percent from 2014 through June 2018.³³

EV Sales and Infrastructure

As discussed below, Massachusetts is committed to putting 300,000 EVs on the road by 2025.

Steady progress has been made toward that goal. From January 2011 through June 2018, a total of 16,635 EVs, including BEVs and PHEVs, were sold in Massachusetts.³⁴ As demonstrated by the graphs below, EV sales trend lines in Massachusetts have been increasing sharply since 2015. Compared to total of 4,631 EVs sold in Massachusetts from 2011 through 2014, over 12,000 EVs were sold from January 2016 through June 2018. The BEV share of total EV sales has increased steadily since 2011.

³⁰ States' Appx. C-139, Maryland Electric Vehicle Infrastructure Council, *Annual Report* at 7 (Dec. 31, 2017),

http://www.mdot.maryland.gov/newMDOT/Planning/Electric_Vehicle/Documents/EVIC_2017_Annual_Report_Final_12-31-2017.pdf.

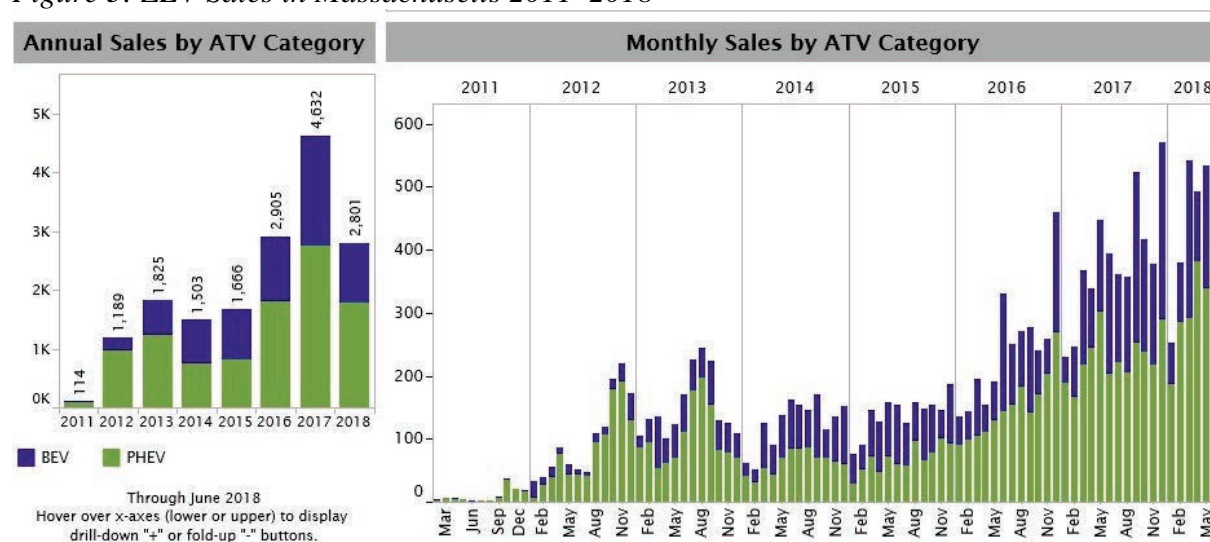
³¹ States' Appx. C-122, Alliance Advanced Technology Vehicle Sales Dashboard, <https://autoalliance.org/energy-environment/advanced-technology-vehicle-sales-dashboard/> (sales data of BEVs and PHEVs in Maryland).

³² States' Appx. C-139, Maryland Electric Vehicle Infrastructure Council, *Annual Report* at 3; *see id.* at 3–4 (projecting that “as many as 60,000 to 100,000 EVs will be registered in the State by 2020”).

³³ *See* States' Appx. C-141, *MassEVIP: Fleets*, MASS.GOV, <https://www.mass.gov/how-to/massevip-fleets> (last visited Oct. 21, 2018) (Chart of Massachusetts Electric (EV) [BEV] and Plug-in Hybrid Electric Vehicles (Increase Over Five Years: BEVs 683%, PHEVs 769%, Total 732%)).

³⁴ *See* States' Appx. C-122, Alliance Advanced Technology Vehicle Sales Dashboard (sales data of BEVs and PHEVs in Massachusetts, January 2011 through June 2018, based on vehicle registrations).

Figure 3: ZEV Sales in Massachusetts 2011–2018³⁵



In 2010, there were no publicly available EV charging stations in Massachusetts. There are now 569 publicly available stations in the Commonwealth, with a total of 1,631 charging outlets.³⁶ Including private charging infrastructure, there are currently 641 charging stations in Massachusetts, with a total of 1,748 charging outlets, of which over 600 include Level 2 stations with 1,509 outlets, and 60 include direct current fast charging (DCFC) stations with 204 charging outlets.³⁷

Massachusetts EV Adoption Programs

Electric vehicle growth in Massachusetts is supported by multiple state laws, policies, and rebate and incentive programs, including those summarized below.

Massachusetts ZEV Adoption Plan and ZEV Adoption Act: As a member of the Multistate ZEV Task Force,³⁸ Massachusetts joined the October 2013 Multi-State Governors' Memorandum of Understanding, and established a ZEV Adoption Plan in 2015, committing the Commonwealth to put 300,000 EVs on the road by 2025.³⁹

³⁵ *Id.*

³⁶ See States' Appx. C-126, *Charging Stations Locations*, MULTI-STATE ZEV TASK FORCE, https://www.zevstates.us/charging-stations/#/analyze?region=US-MA&fuel=ELEC&show_map=true&ev_levels=all&status=P&status=E&access=private&access=public (last visited Oct. 24, 2018) (data for Massachusetts).

³⁷ *Id.*

³⁸ States' Appx. C-148, MULTI-STATE ZEV TASK FORCE, <https://www.zevstates.us/> (last visited Oct. 19, 2018).

³⁹ States' Appx. C-140, *Massachusetts Zero-Emission Vehicle Action Plan: A Roadmap to Reach 300,000 Zero Massachusetts*, Draft (Aug. 2015), <https://www.mass.gov/files/documents/2016/08/nk/massachusetts-zero-emission-vehicle-action-plan2015.pdf>.

The Massachusetts ZEV Adoption Act⁴⁰ was enacted to accelerate EV growth in the Commonwealth. Among other provisions, it prohibited owners of public EV charging infrastructure from assessing users a subscription or membership fee and required that payment options be accessible to all members of the general public. The Act also provided for municipalities to create ZEV-only parking areas and authorized EV charging infrastructure-related modifications to requirements under the state building and electric code. Finally, the Act codified a prior order of the Massachusetts Department of Public Utilities (Mass DPU) that allowed utilities to submit charging infrastructure investment proposals, especially for areas not well served by the private market. The Mass DPU recently approved “make ready” infrastructure proposals by two utilities that, combined, will provide 4,800 Level 2 stations and nearly 150 DCFC stations, ten percent of which will be in environmental justice communities.⁴¹

The MOR-EV Program: Since 2014, the Massachusetts Offers Rebates for Electric Vehicles (MOR-EV) program has provided rebates for 10,210 vehicles.⁴² To supplement and complement the \$7,500 federal tax credit available to EV purchasers, the MOR-EV program offers rebates up to \$2,500 for the purchase or lease of light-duty electric vehicles, including BEVs, PHEVs, and zero emission motorcycles (ZEMs). As demonstrated by the chart below, rebates issued under the program have increased dramatically since 2014, reflecting increasing sales of ZEVs.⁴³

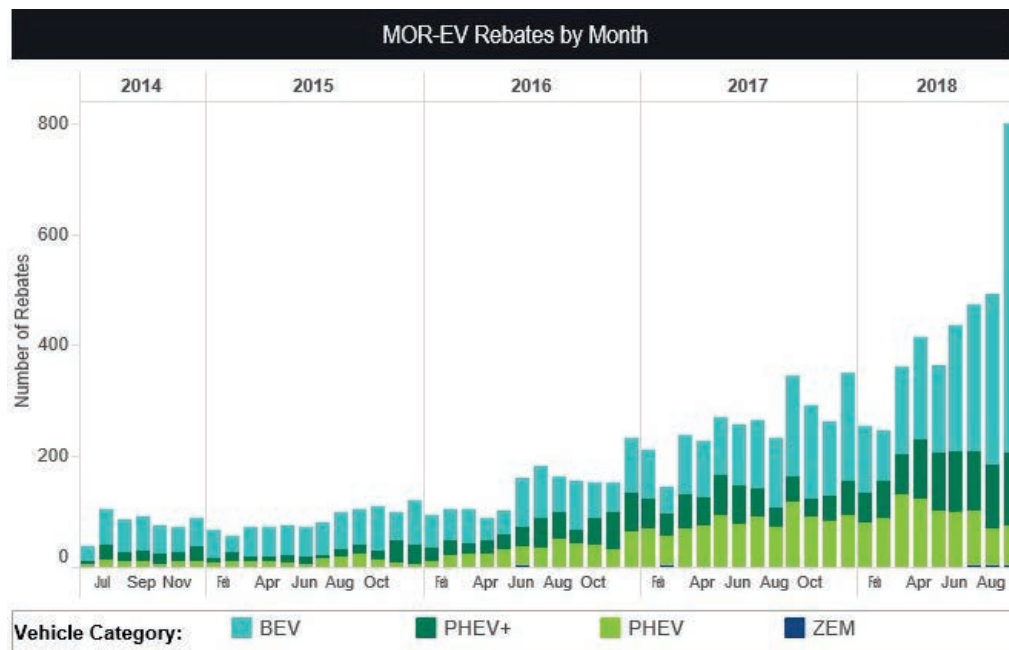
⁴⁰ An Act Promoting Zero Emission Vehicle Adoption, 2016 Mass. Acts, ch. 448 (codified at Mass. Gen. Laws ch. 25A, § 16 (2017), and Mass. Gen. Law ch. 40, § 22A (2017)), <https://malegislature.gov/Laws/SessionLaws/Acts/2016/Chapter448>.

⁴¹ See States’ Appx. C-161, Order in DPU 17-13, Sept. 10, 2018, <https://eeaonline.eea.state.ma.us/EEA/FileService/FileService.Api/file/FileRoom/9800474>; States’ Appx. C-163, David Packard, *Electric Vehicle Charging Gets a Jump: Eversource’s \$45m Program Will Support Rapid Buildout*, COMMONWEALTH MAG., Dec. 14, 2017, <https://commonwealthmagazine.org/opinion/electric-vehicle-charging-gets-jump/>.

⁴² See States’ Appx. C-144, *MOR-EV Program Statistics*, MOR-EV, <https://mor-ev.org/program-statistics> (last visited Oct. 21, 2018).

⁴³ *Id.*

Figure 4: MOR-EV Rebates by Month⁴⁴



MassEVIP Fleets: Administered by MassDEP, the Massachusetts Electric Vehicle Incentive Program (MassEVIP) provided grants over the past five years to increase the deployment of electric vehicles and charging infrastructure in the Commonwealth. Cities, towns, state agencies, and public colleges and universities applied for grants to assist with the cost of EV purchases and with the upfront cost of installing Level 2 dual-port charging stations as part of the MassEVIP Fleets program. From 2013 through June 2018, MassEVIP Fleets provided \$2.66 million to fund 267 EVs and 92 publicly accessible EV charging stations.⁴⁵

MassEVIP Workplace Charging: MassDEP also provides grants up to \$25,000 to companies with 15 or more employees in non-residential places of business to acquire EV charging infrastructure. The program funds 50 percent of the cost of installing Level 1 and Level 2 stations capable of charging EVs produced by multiple manufacturers. Since 2014, this program has provided \$1.3 million to fund 523 EV charging stations with a total of 892 charging ports at 257 separate locations.⁴⁶

Volkswagen Settlement Funds: Massachusetts will receive \$75 million from the court-approved federal Environmental Mitigation Trust established in partial settlement of state and federal claims brought against Volkswagen for installing software “defeat devices” to deceive state emissions tests.⁴⁷ MassDEP has developed a Beneficiary Mitigation Plan to spend

⁴⁴ *Id.*

⁴⁵ See States’ Appx. C-141, *MassEVIP: Fleets*, MASS.GOV, <https://www.mass.gov/how-to/massevip-fleets> (last visited Oct. 21, 2018).

⁴⁶ See States’ Appx. C-142, *MassEVIP: Workplace Charging*, MASS.GOV, <https://www.mass.gov/how-to/massevip-workplace-charging> (last visited Oct. 22, 2018).

⁴⁷ See States’ Appx. C-138, *Volkswagen Diesel Settlements and Environmental Mitigation*, MASS.GOV, <https://www.mass.gov/guides/volkswagen-diesel-settlements-environmental-mitigation#about-the-vw-settlements> (last visited Oct. 21, 2018).

approximately \$16 million of \$23 million in first-year funds available under the settlement. This plan provides \$11 million for purchase of electric transit buses by transportation authorities, and \$5 million for installation of electric vehicle supply equipment (EVSE) to supplement the network of existing EVSEs.⁴⁸

In addition, the \$2 billion “Electrify America” initiative established by the court-approved Volkswagen settlement has funded EV charging stations in Plymouth and Chicopee, Massachusetts, and will also provide funding for public EV charging infrastructure in Boston.⁴⁹

New Jersey

Existing State Electric Vehicle Initiatives

New Jersey’s Clean Car Program

As of June 2018, there are 18,782 BEVs and PHEVs registered in New Jersey.⁵⁰ That is a marked increase from 2011 when there were only 338 EVs registered in the State.⁵¹ New Jersey’s EV registrations have grown more than 55 times in only seven years.

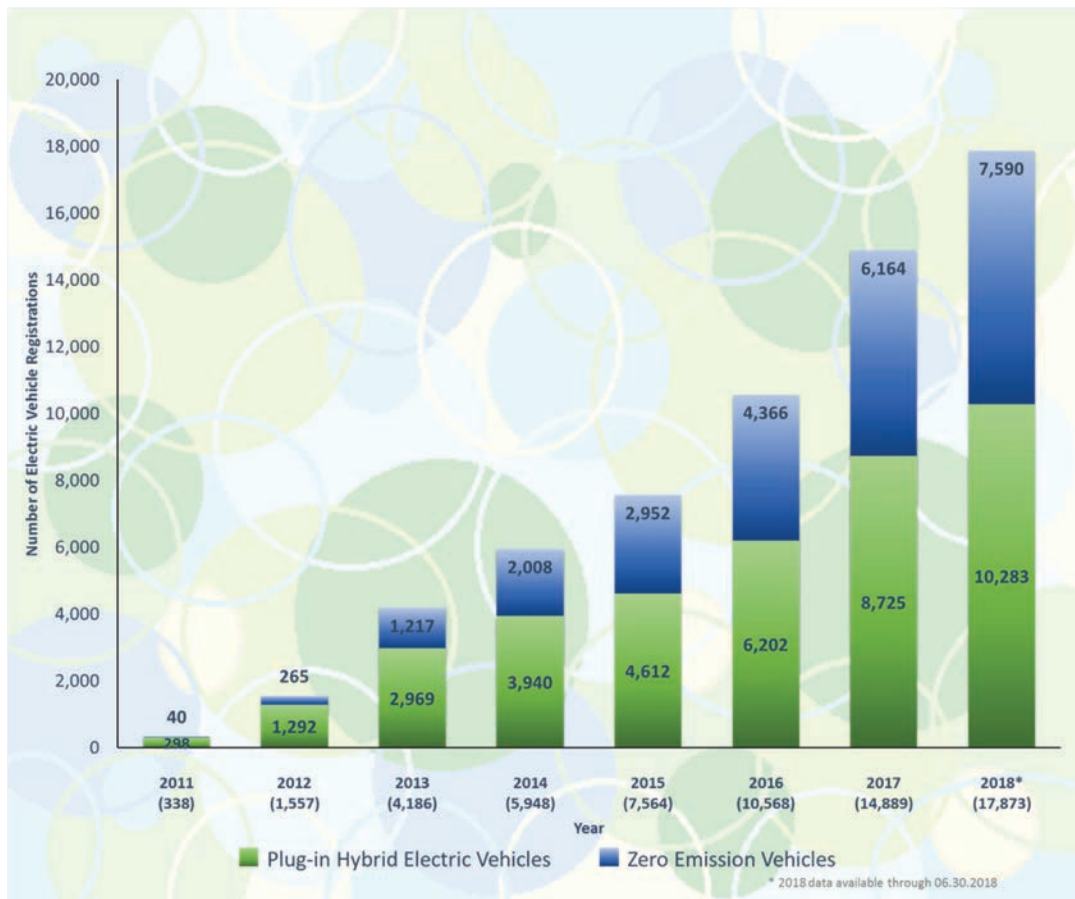
⁴⁸ *Id.*

⁴⁹ *Id.*

⁵⁰ New Jersey Dept. of Env’tl. Protection (NJDEP), *Alternative Fuel Vehicle Report* (revised June 30, 2018). Data reflects NJDEP analysis of New Jersey Motor Vehicle Commission (NJMVC) state registration database records.

⁵¹ NJDEP analysis of NJ Motor Vehicle Commission state registration database records for 2011.

Figure 5: ZEV Registrations in New Jersey⁵²



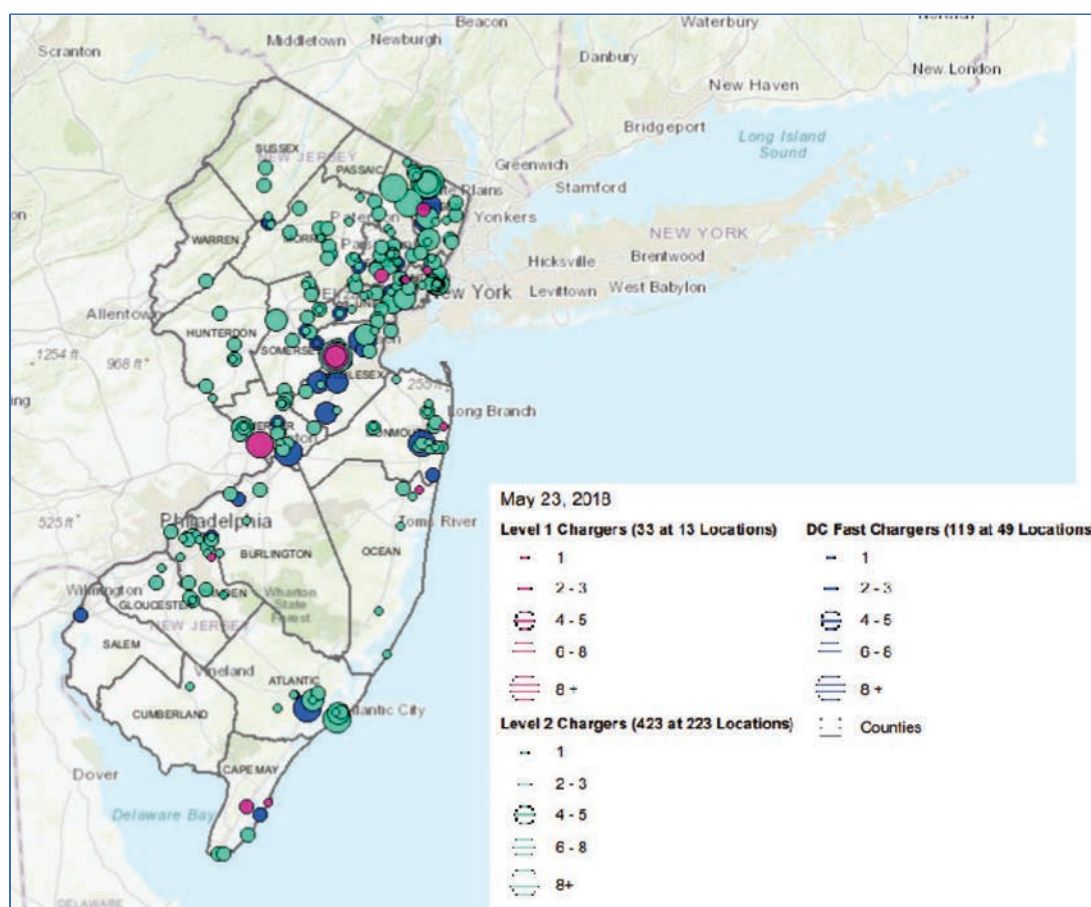
Public Charging Infrastructure

New Jersey's network of charging stations continues to grow. New Jersey has 644 public charge points (or plugs) at 256 locations.⁵³ That includes publicly accessible DCFC stations, with 102 public fast chargers at 42 locations. About 95 percent of the state falls within a 25-mile radius of a fast charger, many along major highways.

⁵² For purposes of Figure 5, Zero Emission Vehicles data refer to registrations of BEVs.

⁵³ States' Appx. C-124, *Alternative Fueling Station Counts by State*, U.S. DEPT. OF ENERGY ALTERNATIVE FUELS DATA CENTER, https://www.afdc.energy.gov/fuels/stations_counts.html (last visited Oct. 24, 2018).

Figure 6: Publicly Accessible EV Charging Stations in New Jersey



In response to the New Jersey Department of Environmental Protection's application, the Federal Highway Administration has designated five New Jersey highways as "Electric Vehicle Corridors" where DC fast chargers allow worry-free electric travel: I-95, I-295, and sections of I-80, I-78, and I-287. Those highways connect to EV Corridors in neighboring states and throughout the Northeast and Mid-Atlantic region.⁵⁴

Multistate Collaboration

New Jersey is engaged in several multistate and regional collaborative efforts to speed adoption of electric vehicles and build out a robust charging network statewide and throughout the region. First, in May 2018, Governor Murphy joined the October 2013 Multi-State Governors' Memorandum of Understanding. Also in May 2018, states on the East Coast from Virginia to Maine, released the "Northeast Corridor Regional Strategy for Electric Vehicle Charging Infrastructure" to advance public and private investments in electric car charging and increase

⁵⁴ States' Appx. C-123, *Alternative Fuel Corridors*, FED. HIGHWAY ADMIN., [https://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=Highway+Information|Electric+Vehicle+\(EV-Round+1+and+2\)](https://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=Highway+Information|Electric+Vehicle+(EV-Round+1+and+2)) (last visited Oct. 24, 2018).

the use of electric cars throughout the region.⁵⁵ The regional strategy is the result of a multi-state effort by twelve states and the District of Columbia, and incorporates input from automobile manufacturers, utilities, electric vehicle charging companies, and others. Announced by the Northeast States for Coordinated Air Use Management (NESCAUM), which facilitated the effort, the regional strategy offers a vision for electric vehicle charging infrastructure investment and provides a compilation of recommendations to ensure public and private funding decisions are strategically integrated.

New Jersey State Incentives for Electric Vehicles and EV Infrastructure

New Jersey exempts battery electric vehicles and fuel cell electric vehicles from state sales and use tax. The tax exemption, which applies to the sale, lease or rental of both new and pre-owned vehicles, is permanent and does not sunset, providing sustainability and certainty to consumers and fleet administrators.⁵⁶

In addition, DEP worked closely with the New Jersey Department of Community Affairs (DCA) to streamline the permitting process so that homeowners can quickly and easily install home chargers. DCA determined that the installation of residential charging equipment is considered “minor work” under state codes and rules. This means that the homeowner or electric contractor need only provide verbal notification to the local code enforcement agency prior to starting the installation. The permit application must then be subsequently filed within five days of the notification. DCA’s action eliminated a waiting period for approval of a permit that could have been as long as three weeks.⁵⁷

New York

New York State currently has 31,721 registered plug-in electric vehicles (BEVs and PHEVs)⁵⁸ and a publicly available charging network of 2,294 Level 2 and DCFC charging outlets.⁵⁹ Plug-in electric vehicle sales in the State rose 70 percent in 2017 compared to 2016.⁶⁰

⁵⁵ States’ Appx. C-149, NESCAUM, *Northeast Corridor Regional Strategy for Electric Vehicle Charging Infrastructure 2018–2021* (May 16, 2018), <http://www.nescaum.org/documents/northeast-regional-charging-strategy-2018.pdf>.

⁵⁶ N.J.S.A. 54:32B-8.55 (Sales Tax Exemption – Zero Emission Vehicles), <http://www.drivegreen.nj.gov/zev.html>.

⁵⁷ See States’ Appx. C-134, *Homeowner’s Guide to EV Charging Stations: Electric Vehicle Charging Stations – What You Need to Know*, http://www.state.nj.us/dca/divisions/codes/publications/pdf_other/homeowners_guide_electric_vehicles_charging_stations.pdf.

⁵⁸ States’ Appx. C-132, *Electric Vehicle Registration Map*, NYSERDA, <https://www.nyserd.ny.gov/All-Programs/Programs/ChargeNY/Support-Electric/Map-of-EV-Registrations> (last visited Oct. 25, 2018).

⁵⁹ States’ Appx. C-152, *Alternative Fueling Station Locator*, U.S. DEPT. OF ENERGY ALTERNATIVE FUELS DATA CENTER, <https://www.afdc.energy.gov/stations/#/analyze?region=US-NY&fuel=ELEC> (last visited Oct. 24, 2018).

⁶⁰ States’ Appx. C-137, Mark Kane, *Rebates Drive Up EV Sales by 74% in New York*, INSIDE EVS, Oct. 1, 2017, <https://insideevs.com/rebates-drive-up-ev-sales-by-74-in-new-york/>.

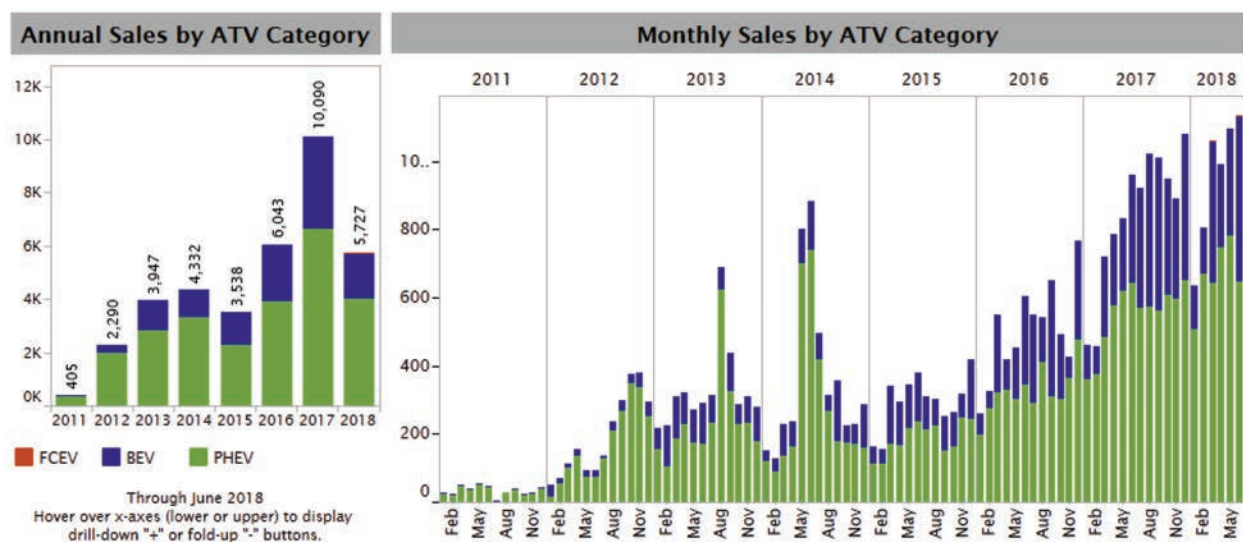
And those trends are expected to continue. New York State's target is for 800,000+ EVs by 2025, and 1.3 million or more by 2030 to meet ZEV and 40x30 Greenhouse Gas goals.⁶¹

New York State remains committed to its Zero Emission Vehicle Program and is a signatory to the October 2013 Multi-State Governors' Memorandum of Understanding, discussed above. New York continues to support the ZEV initiative through various programs. These efforts reflect a collaborative approach involving multiple agencies and authorities, as follows:

Vehicle Incentives

- The New York State Energy Research and Development Authority (NYSERDA), in partnership with the New York State Department of Transportation (NYSDOT), launched its \$55 million *Drive Clean Rebate Program* in March 2017, which provides a rebate of up to \$2,000 per vehicle for plug-in electric vehicle buyers. Since that program was announced, over 9,300 rebates have been issued,⁶² and EV sales in 2017 were 67 percent higher than in 2016.

Figure 7: ZEV Sales in New York 2011–2018⁶³



⁶¹ States' Appx. C-158, *Governor Cuomo Announces \$4.2 Million Expansion of High-Speed Electric Vehicle Charging Stations Along New York State Thruway*, NYSERDA, May 9, 2018, <https://www.nyserdera.ny.gov/About/Newsroom/2018-Announcements/2018-05-09-Governor-Cuomo-Announces-Expansion-of-high-speed-EV-charging-stations>; States' Appx. C-121, ACADIA CENTER, *New York: Pathway to 2030* (2017), https://2030.acadiacenter.org/wp-content/uploads/2018/02/Acadia-Center_EnergyVision-2030_NY-State-Target-Summary_20180131.pdf.

⁶² States' Appx. C-159, *Drive Clean Rebate Primary Statistics*, NYSERDA, <https://www.nyserdera.ny.gov/All-Programs/Programs/Drive-Clean-Rebate/Rebate-Data/Rebate-Stats> (last visited Oct. 25, 2018).

⁶³ States' Appx. C-122, Alliance Advanced Technology Vehicle Sales Dashboard, <https://autoalliance.org/energy-environment/advanced-technology-vehicle-sales-dashboard/> (sales data of BEVs and PHEVs in New York).

Charging Stations

- As part of his 2018 State of the State address, Governor Andrew Cuomo announced *Charge NY 2.0*, which will increase the number of public charging stations from over 2,000 now to 10,000 by 2021. Funding and/or construction of publicly available charging stations has been completed to date by NYSERDA, New York Power Authority (NYPA), the Port authority of New York and New Jersey (PA-NYNJ), DEC, Office of General Services (OGS), NYSDOT, and the New York State Thruway Authority.⁶⁴
- The Public Service Commission ruled in 2013 that EV charging station owners would not be regulated as utilities for selling electricity, removing a key market uncertainty.⁶⁵
- Through its *EVolve NY* program (2018), NYPA will dedicate \$250 million to encourage electric vehicle adoption and expand infrastructure to include new DCFC stations along key interstate corridors, at key urban hubs, and at NY City airports.⁶⁶
- The New York State Thruway has installed DCFC charging pedestals at six service areas. In May 2018, the Governor announced a \$4.2 million expansion effort to install DCFC at remaining service areas.⁶⁷
- New York State in its September 2018 release of the VW Beneficiary Mitigation Plan made a commitment of up to \$19.2 million to fund light-duty electric vehicle charging infrastructure.⁶⁸
- DEC's Municipal Zero-Emission Infrastructure Rebate Program provides municipalities up to \$8,000 per Level 2 charging port, up to \$32,000 for Level 3 charging pedestals, and up to \$250,000 for a hydrogen fueling station.⁶⁹ During the initial FY 2016–2017 round, DEC awarded over \$1.5 million in grants to municipalities toward the installation of 194 new public charging ports and one upgrade to a hydrogen fuel station. During Round 2 (FY 2017–2018), DEC awarded \$985,368 in grants to municipalities toward the installation of 136 new public charging ports, including 10 DCFC ports. Additional

⁶⁴ States' Appx. C-157, *ChargeNY*, NYSERDA, <https://www.nypa.gov/innovation/programs/chargeny> (last visited Oct. 24, 2018); States' Appx. C-167, Kat Fisher, *Governor Cuomo Releases Bold Plan to Electrify New York's Transportation Sector*, SIERRA CLUB, Jan. 8, 2018, <https://www.sierraclub.org/compass/2018/01/governor-cuomo-releases-bold-plan-electrify-new-york-s-transportation-sector>.

⁶⁵ States' Appx. C-150, New York Public Service Commission Ruling in 13-E-0199 (Nov. 22, 2013) <http://documents.dps.ny.gov/public/Common/ViewDoc.aspx?DocRefId={0A1AB82A-ABD4-43FA-B3E6-A4C54EC02220}>.

⁶⁶ States' Appx. C-133, *EVolve NY*, NY POWER AUTHORITY, <https://www.nypa.gov/innovation/programs/evolveny> (last visited Oct. 24, 2018).

⁶⁷ States' Appx. C-156, *Electric Vehicles*, NY THRUWAY AUTHORITY, <https://www.thruway.ny.gov/travelers/travelplazas/electric-vehicles.html> (last visited Oct. 24, 2018).

⁶⁸ States' Appx. C-153, *VW Settlement Information*, NY DEPT. OF ENVTL. CONSERVATION, <https://www.dec.ny.gov/chemical/109784.html> (last visited Oct. 24, 2018).

⁶⁹ States' Appx. C-155, *New York Offers ZEV Rebates to Municipal Fleets*, ENVTL. PROTECTION, Sept. 12, 2017, <https://eponline.com/articles/2017/09/12/new-york-offers-zev-rebates-to-municipal-fleets.aspx>.

funding has been requested in the FY 2018–2019 budget for Round 3 of the *Municipal Zero-Emission Vehicle Infrastructure Rebate Program* that is expected to start in late 2018.⁷⁰

Oregon

Oregon has seen rapid progress in EV adoption. In January 2013, there were 1,669 EVs registered in Oregon. As of the end of June 2018, there were 17,893—an increase of more than 1,000 percent.⁷¹ There are currently 596 public charging stations with 1,408 charging outlets.⁷²

Oregon is a signatory of the October 2013 Multi-State Governors’ Memorandum of Understanding. Seeking to build on the momentum for EV adoption in Oregon, on November 6, 2017, Governor Kate Brown signed Executive Order 17-21, establishing a goal of 50,000 registered and operating electric vehicles in Oregon by 2020, and outlining policies designed to achieve that goal.⁷³ Examples of those policies, and other state policies designed to promote EV adoption, are:

Rebate Program. On Aug. 18, 2017, Governor Brown signed HB 2017, which, among many other transportation investments, establishes a program to provide rebates to Oregonians who purchase certain types of electric vehicles (including plug-in hybrid electric vehicles) and other qualifying zero-emissions vehicles (ZEVs). This program was designed by the Oregon Legislature to encourage higher adoption of ZEVs, reducing air pollution and advancing progress toward the state’s greenhouse gas reduction goals.⁷⁴

In May 2018, the Zero Emission and Electric Vehicle Rebate rules were adopted by the Environmental Quality Commission (which oversees the Department of Environmental Quality (DEQ)).⁷⁵ Key program elements include:

- Standard rebates of \$1,500 or \$2,500 towards the purchase or lease of a new plug-in hybrid or battery electric vehicle (rebate amount depends upon the battery capacity);
- “Charge Ahead” rebates of \$2,500 for the purchase or lease of any new or used battery electric vehicle. Only low and moderate income households may qualify for the Charge Ahead rebates.

⁷⁰ States’ Appx. C-154, *Grant Funding for Municipalities*, NY DEPT. OF ENVTL. CONSERVATION, <https://www.dec.ny.gov/energy/109181.html> (last visited Oct. 24, 2018).

⁷¹ States’ Appx. C-160, Oregon Dept. of Env’tl. Quality (“DEQ”), *Electric Vehicles in Oregon* (Sept. 21, 2018).

⁷² States’ Appx. C-124, *Alternative Fueling Station Counts by State*, U.S. DEPT. OF ENERGY ALTERNATIVE FUELS DATA CENTER, https://www.afdc.energy.gov/fuels/stations_counts.html (last visited Oct. 17, 2018).

⁷³ States’ Appx. C-162, Office of the Governor, Executive Order 17-21, *Accelerating Zero Emission Vehicle Adoption in Oregon to Reduce Greenhouse Gas Emissions and Address Climate Change* (Nov. 6, 2017), https://www.oregon.gov/gov/Documents/executive_orders/eo_17-21.pdf.

⁷⁴ HB 2017 (sections 148-52, chapter 750, Oregon Laws 2017), as amended by HB 4059 (sections 18-21, chapter 93, Oregon Laws 2018).

⁷⁵ OAR 340-270-0010 through 340-270-0500.

Volkswagen Mitigation Fund dollars for EV charging stations. EO 17-21 instructed the Oregon DEQ, in cooperation with the Oregon Department of Transportation (“ODOT”), the Oregon Department of Energy (“ODOE”), and the Oregon Health Authority Public Health Division (“OHAPHD”), to develop a plan to leverage up to 15 percent of the Volkswagen Mitigation Fund (approximately \$10.9 million of the total \$72.9 million) to develop and maintain EV charging stations with a focus on connecting rural communities, low-income communities, and Oregonians living in multi-family homes, while complementing the recently established “Charge Ahead” EV Rebate Program.⁷⁶

Electrify America. EO 17-21 directed ODOT, in cooperation with ODOE, DEQ, PUC, and local governments, to facilitate the application process for fund deployment of VW’s “Electrify America” (“EA”) investments and projects for which VW must spend \$2 billion nationwide.

ODOT submitted Oregon’s Phase 1 proposal for charging along the I-5 and I-84 corridors and EA has identified 11 locations for investments. A typical EA site has 4 to 10 DC fast chargers. Three projects in Huntington, Grants Pass, and Albany have been completed and the remaining are under development.

EA has also proposed investing in 6 “community depots” in the Portland area, each with a capacity of 150kW; three retail location charging projects with a capacity of 50 kW plus L2 charging; and 16 workplaces and 4 multi-unit dwelling projects which would have with L2 charging stations. The proposals are subject to change as EA moves through the process of identifying project partners.

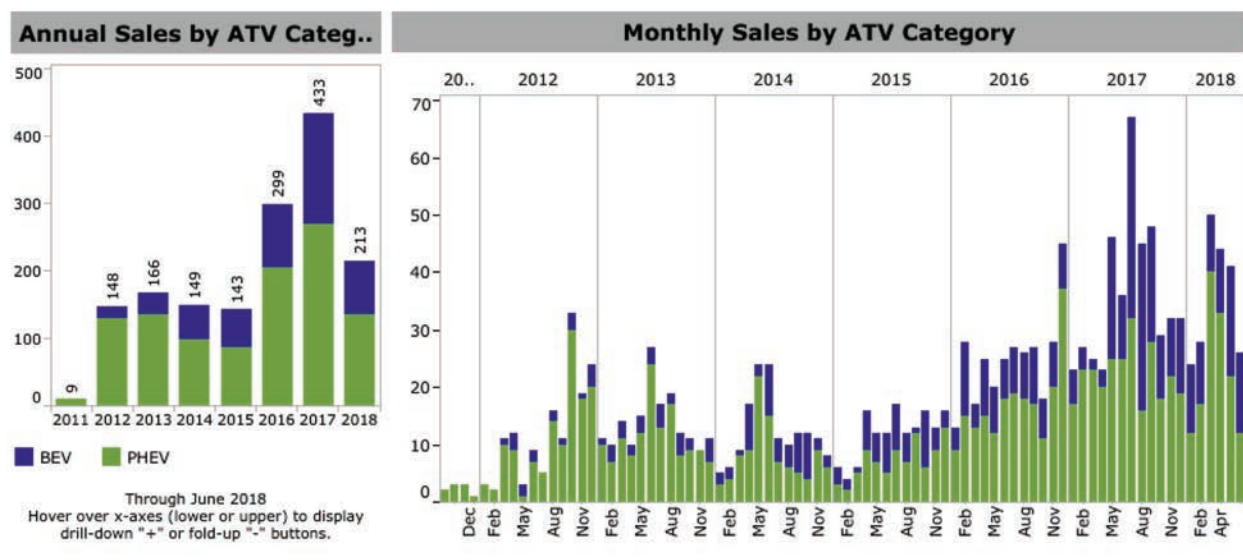
Rhode Island

In 2016 and 2017, sales of ZEVs in Rhode Island increased significantly, as shown below. And by June 2018, 1,560 BEVs and PHEVs had been sold in the State.⁷⁷

⁷⁶ States’ Appx. C-172, Oregon Dept. of Env’tl. Quality, *VW Environmental Mitigation Program for the State of Oregon* (Mar. 2018).

⁷⁷ States’ Appx. C-122, Alliance Advanced Technology Vehicle Sales Dashboard, <https://autoalliance.org/energy-environment/advanced-technology-vehicle-sales-dashboard/> (sales data of BEVs and PHEVs in Rhode Island).

Figure 8: ZEV Sales in Rhode Island, 2011-2018⁷⁸



Just as the number of ZEVs has increased, charging infrastructure in Rhode Island has kept pace. Currently, 82 charging stations with 232 charging outlets serve ZEVs throughout the State.⁷⁹

Multiple initiatives and programs in Rhode Island help support continued growth in EVs and charging infrastructure. The State is a signatory of the October 2013 Multi-State Governors' Memorandum of Understanding. In addition, Rhode Island is using \$1.5 million from the Volkswagen Settlement to roll out DC fast chargers throughout the State.⁸⁰ The State's Green Energy Consumers Alliance Drive Green Program also works with local dealerships to offer discounted prices to EV customers.⁸¹ And the State offers monetary incentives to state and municipal agencies for purchase and installation of charging stations and EVs.⁸²

⁷⁸ *Id.*

⁷⁹ States' Appx. C-124, *Alternative Fueling Station Counts by State*, U.S. DEPT. OF ENERGY ALTERNATIVE FUELS DATA CENTER, https://www.afdc.energy.gov/fuels/stations_counts.html (last visited Oct. 17, 2018).

⁸⁰ States' Appx. C-130, DEM Rhode Island, *Draft Beneficiary Mitigation Plan Volkswagen Environmental Mitigation Trust Agreement* (May 2018), <http://www.dem.ri.gov/programs/air/documents/pn/vwmitplan.pdf>.

⁸¹ States' Appx. C-165, *Drive Green*, GREEN ENERGY CONSUMERS ALLIANCE, <https://www.greenenergyconsumers.org/drivegreen> (last visited Oct. 24, 2018).

⁸² States' Appx. C-164, *Charge Up!*, RHODE ISLAND OFFICE OF ENERGY RESOURCES, <http://www.energy.ri.gov/transportation/ev/charge-up.php> (last visited Oct. 24, 2018).

Vermont

Sales of electric vehicles have increased steadily over the last few years in Vermont. 2017 sales of BEVs increased six-fold over sales in 2015.⁸³ And sales of PHEVs more than doubled in 2017 compared to 2015.⁸⁴ These trends are likely to continue.

As a signatory to the October 2013 Multi-State Governors' Memorandum of Understanding, Vermont participates in the Multi-State ZEV Task Force on an ongoing basis. And in September 2014, the Vermont Climate Cabinet, comprised of senior state government officials, adopted the Vermont Zero Emission Vehicle Action Plan, which outlines state specific goals and strategies to increase ZEV adoption in the state.⁸⁵

On September 18, 2018, Governor Scott announced that the state would make \$2.4 million of its share of Volkswagen Mitigation Trust funds available for matching grants to fund the installation of electric vehicle charging stations.⁸⁶

With respect to its own fleet of state owned and leased vehicles, the State has adopted a Go Green Fleets Initiative and is working to meet a Vermont ZEV Action Plan goal that a minimum of 25 percent of light duty vehicles in the state fleet are electric by 2025.⁸⁷

Washington

Washington's Goal

In 2015, Washington State articulated the goal of increasing the number of electric vehicles registered in Washington from about 8,000 in 2013 to 50,000 by 2020.⁸⁸ By June 1, 2018, 23,047 BEVs and 10,799 PHEVs had been sold in Washington, for a total of 33,826 light-duty electric vehicles.⁸⁹

⁸³ States' Appx. C-122, Alliance Advanced Technology Vehicle Sales Dashboard, <https://autoalliance.org/energy-environment/advanced-technology-vehicle-sales-dashboard/> (sales data of BEVs and PHEVs in Vermont); *see also* States' Appx. C-175, *Zero Emission Vehicles*, VERMONT DEPT. OF ENVTL. CONSERVATION, <https://dec.vermont.gov/air-quality/mobile-sources/lev/zev> (last visited Oct. 24, 2018).

⁸⁴ *Id.*

⁸⁵ States' Appx. C-169, Vermont Climate Cabinet, *Vermont Zero Emission Vehicle Action Plan* (Sept. 2014), http://dec.vermont.gov/sites/dec/files/aqc/mobile-sources/documents/Final%20VT%20ZEV%20Action%20Plan_080114.pdf.

⁸⁶ States' Appx. C-170, State of Vermont Press Release, *Governor Phil Scott Announces \$2.4 Million in Grants for Electric Vehicle Charging Stations*, Sept. 18, 2018, <https://accd.vermont.gov/press-releases/governor-phil-scott-announces-24-million-grants-electric-vehicle-charging-stations>.

⁸⁷ States' Appx. C-171, Vermont Dept. of Bldgs. & General Services, *2016 Vermont State Agency Energy Plan* (2016), <https://bgs.vermont.gov/sites/bgs/files/files/energy-environment/2016-State-Agency-Energy-Plan.pdf>

⁸⁸ States' Appx. C-174, Washington State Dept. of Transportation, *Washington State Electric Vehicle Action Plan 2015–2020*, at 1 (Feb. 2015).

⁸⁹ States' Appx. C-122, Alliance Advanced Technology Vehicle Sales Dashboard, <https://autoalliance.org/energy-environment/advanced-technology-vehicle-sales-dashboard/> (sales data of BEVs and PHEVs in Washington).

As noted in the Washington State Electric Vehicle Action Plan, Washington State recognizes that supporting the adoption and use of electric vehicles is sound economic, environmental, and transportation policy.⁹⁰ Creating a robust market for electric vehicles will help:

- Meet state goals to reduce greenhouse gas emissions;
- Protect public health and air quality;
- Promote economic growth; and,
- Save drivers money.⁹¹

In addition, electric vehicles tap into clean Pacific Northwest power. The Pacific Northwest is home to some of the cleanest and least expensive electricity in the nation. Public Utility Districts in Washington get nearly 82 percent of their energy from hydropower, which is reliable, renewable, and produces almost no greenhouse gas emissions. Plugging an electric vehicle into the Northwest grid generates much less upstream pollution than filling a car with gasoline or diesel.⁹²

Washington has adopted a number of strategies to help meet its goal. In addition to providing financial incentives, Washington's plan includes completing the build-out of Washington's fast charging network along highways, supporting workplace charging, addressing building codes, policy, and zoning barriers to electric vehicle infrastructure, engaging electric utilities to help in these efforts, and supporting and participating in regional partnerships to advance electric vehicles.

Sales of ZEVs in Washington State are Increasing

As shown in Figure 9 below, light-duty ZEV sales in Washington State increased from 1,056 BEVs and 147 PHEVs in 2011, to 4,615 BEVs and 2,453 PHEVs in 2017.⁹³ Moreover, as of June 1, 2018 (less than half-way through 2018), 3,278 light-duty BEVs and 1,739 PHEVs had been sold in Washington in 2018.

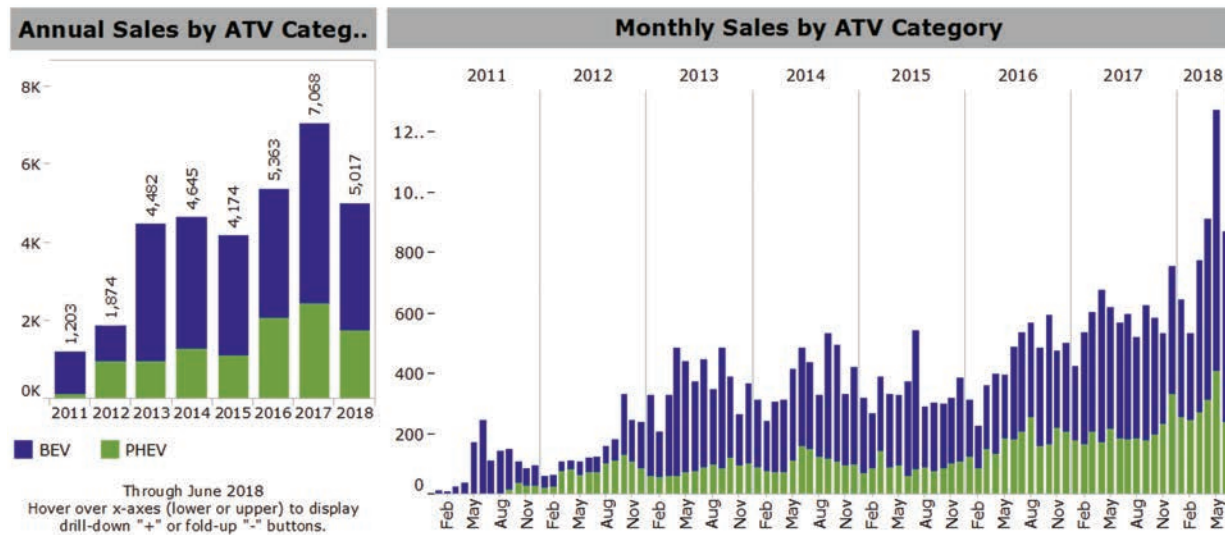
⁹⁰ States' Appx. C-174, Washington State Dept. of Transportation, *Washington State Electric Vehicle Action Plan 2015–2020*, at 1.

⁹¹ *Id.*

⁹² *Id.* at 2.

⁹³ States' Appx. C-122, Alliance Advanced Technology Vehicle Sales Dashboard, <https://autoalliance.org/energy-environment/advanced-technology-vehicle-sales-dashboard/> (sales data of BEVs and PHEVs in Washington).

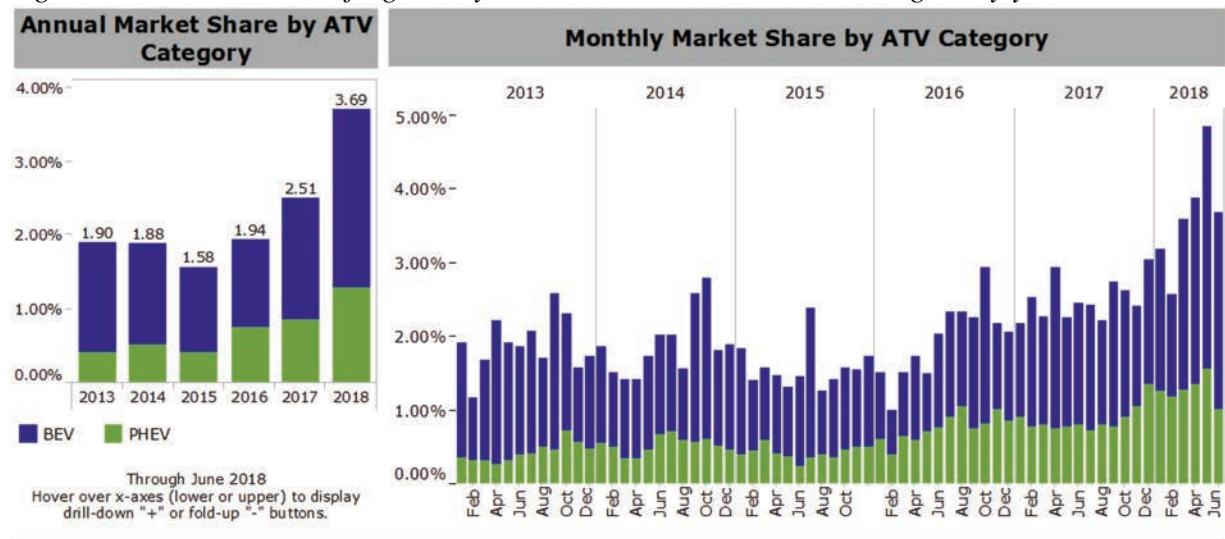
Figure 9: Light-duty BEV and PHEV sales in Washington by year⁹⁴



Market Share of ZEV Sales in Washington State is Increasing

Figure 10 below shows that the percent of all light-duty vehicles sold in Washington State that are BEVs and PHEVs has increased from 1.58 percent in 2015 to 3.69 percent in 2018.⁹⁵

Figure 10: Market share of light-duty BEV and PHEV sales in Washington by year⁹⁶



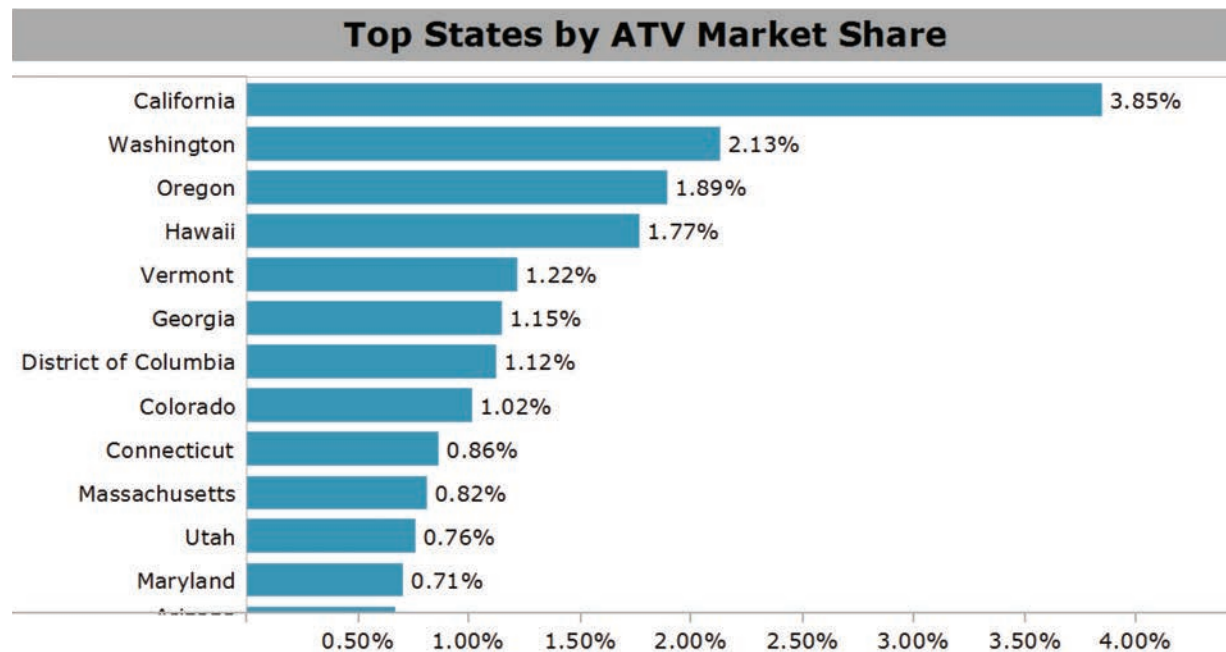
In addition, looking at market share through 2017, Washington State is second only to California in the market share of light-duty vehicles sold that are BEVs and PHEVs in the United States.

⁹⁴ *Id.*

⁹⁵ *Id.* (Washington EV market share data output).

⁹⁶ *Id.*

Figure 11: Market share of light-duty ZEV sales in Washington State compared to other states⁹⁷



ZEV Charging Infrastructure in Washington State is Expanding

According to the United States Department of Energy Alternative Fuels Data Center, there are 828 public charging stations for light-duty electric vehicles in Washington State with a total of 2,103 fast charging Level 2 or DCFC outlets.⁹⁸ These charging stations are located throughout the State. Washington State is actively supporting a number of initiatives to increase the availability of charging stations in the State. For example, Washington is coordinating with British Columbia, Oregon, and California on the West Coast Electric Highway to ensure drivers will find electric vehicle charging infrastructure throughout the length of the I-5 corridor.⁹⁹ The state is also using public-private partnerships to fund charging stations, and finding ways to pool resources to electrify tourism routes, such as the “Nation’s First EV-Friendly Scenic Byway” along US 2.¹⁰⁰ Washington is also working with CEOs and business leaders to increase the number of workplace charging stations.¹⁰¹

⁹⁷ *Id.*

⁹⁸ States’ Appx. C-173, *Electric Vehicle Charging Station Locations*, U.S. DEPT. OF ENERGY ALTERNATIVE FUELS DATA CENTER, https://www.afdc.energy.gov/fuels/electricity_locations.html#/analyze?region=US-WA&fuel=ELEC&show_map=true (last visited Oct. 24, 2018) (data for Washington).

⁹⁹ States’ Appx. C-174, Washington State Dept. of Transportation, *Washington State Electric Vehicle Action Plan 2015–2020*, at 35.

¹⁰⁰ *Id.* at 30.

¹⁰¹ *Id.* at 31.

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1	IPCC, Global Warming of 1.5°C, Headline Statements (Oct. 6, 2018), (doc #s 1-14 available at http://www.ipcc.ch/report/sr15/)	STSC000001 - STSC000003
2	IPCC, Special Report, Global Warming of 1.5°C, Summary for Policymakers (Oct. 6, 2018)	STSC000004 - STSC000037
3	IPCC, Special Report, Global Warming of 1.5°C, Chapter 1, Framing and Context (Apr. 6, 2018)	STSC000038 - STSC000098
4	IPCC, Special Report, Global Warming of 1.5°C, Chapter 1, Technical Annex 1.A (Apr. 6, 2018)	STSC000099 - STSC000120
5	IPCC, Special Report, Global Warming of 1.5°C, Chapter 2, Mitigation pathways compatible with 1.5°C in the context of sustainable development (June 4, 2018)	STSC000121 - STSC000233
6	IPCC, Special Report, Global Warming of 1.5°C, Chapter 2, Technical Annex	STSC000234 - STSC000332
7	IPCC, Special Report, Global Warming of 1.5°C, Chapter 3, Impacts of 1.5°C global warming on natural and human systems (June 3, 2018)	STSC000333 - STSC000578
8	IPCC, Special Report, Global Warming of 1.5°C, Chapter 3, Annex 1	STSC000579 - STSC000689
9	IPCC, Special Report, Global Warming of 1.5°C, Chapter 4, Strengthening and implementing the global response (June 4, 2018)	STSC000690 - STSC000887
10	IPCC, Special Report, Global Warming of 1.5°C, Chapter 4, Supplementary Material	STSC000888 - STSC001058
11	IPCC, Special Report, Global Warming of 1.5°C, Chapter 5, Sustainable Development, Poverty Eradication and Reducing Inequalities (May 23, 2018)	STSC001059 - STSC001135
12	IPCC, Special Report, Global Warming of 1.5°C, Chapter 5, Table 5.3	STSC001136 - STSC001155
13	IPCC, Special Report, Global Warming of 1.5°C, Glossary (April 6, 2018)	STSC001156 - STSC001210
14	IPCC, Special Report, Global Warming of 1.5°C, Changes to Underlying Scientific-Technical Assessment to ensure consistency with the approved Summary for Policymakers (Oct. 6, 2018)	STSC001211 - STSC001226
15	IPCC, 2013: Summary for Policymakers. In: Climate Change 2013: The Physical Science Basis. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change [Stocker, T.F., D. Qin, G.-K. Plattner, M. Tignor, S.K. Allen, J. Boschung, A. Nauels, Y. Xia, V. Bex and P.M. Midgley (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA.	STSC001227 - STSC001254

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16	Sims R., R. Schaeffer, F. Creutzig, X. Cruz-Núñez, M. D'Agosto, D. Dimitriu, M. J. Figueroa Meza, L. Fulton, S. Kobayashi, O. Lah, A. McKinnon, P. Newman, M. Ouyang, J. J. Schauer, D. Sperling, and G. Tiwari, 2014: Transport. In: Climate Change 2014: Mitigation of Climate Change. Contribution of Working Group III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change [Edenhofer, O., R. Pichs-Madruga, Y. Sokona, E. Farahani, S. Kadner, K. Seyboth, A. Adler, I. Baum, S. Brunner, P. Eickemeier, B. Kriemann, J. Savolainen, S. Schlömer, C. von Stechow, T. Zwickel and J.C. Minx (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA.	STSC001255 - STSC001326
17	USGCRP, 2017: Climate Science Special Report: Fourth National Climate Assessment, Volume I [Wuebbles, D.J., D.W. Fahey, K.A. Hibbard, D.J. Dokken, B.C. Stewart, and T.K. Maycock (eds.)]. U.S. Global Change Research Program, Washington, DC, USA, 470 pp., doi: 10.7930/J0J964J6.	STSC001327 - STSC001803
18	U.S. Global Change Research Program. 2016. Our Changing Planet: The U.S. Global Change Research Program for Fiscal Year 2017. Washington, DC, USA.	STSC001804 - STSC001887
19	Office of Environmental Health Hazard Assessment, California Environmental Protection Agency (2018). Indicators of Climate Change in California.	STSC001888 - STSC002238
20	California Natural Resources Agency, California's Fourth Climate Change Assessment California's Changing Climate 2018, A Summary of Key Findings	STSC002239 - STSC002258
21	Bedsworth, Louise, California Governor's Office of Planning and Research, et al, California's Fourth Climate Change Assessment, Statewide Summary Report (2018)	STSC002259 - STSC002390
22	Pierce, David et al., Climate, Drought, and Sea Level Rise Scenarios for California's Fourth Climate Change Assessment (Aug. 2018)	STSC002391 - STSC002468
23	Greene, Christina, Broadening Understandings of Drought - The Climate Vulnerability of Farmworkers and Rural Communities in California, Environmental Science and Policy (Aug. 30, 2018)	STSC002469 - STSC002477
24	Hall, Alex, Neil Berg, Katharine Reich. (University of California, Los Angeles). 2018. Los Angeles Summary Report. California's Fourth Climate Change Assessment. Publication number: SUM-CCCA4-2018-007.	STSC002478 - STSC002574
25	Gaylord, Brian, et al., California Mussels as Bioindicators of Ocean Acidification, California's Fourth Climate Change Assessment (Aug. 2018)	STSC002575 - STSC002615

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26	Phillips, Jennifer, et al., California's Coast and Ocean Summary Report, California's Fourth Climate Assessment (2018)	STSC002616 - STSC002687
27	AghaKouchak, Amir, et al., Projected Changes in California's Precipitation Intensity-Duration-Frequency Curves, California's Fourth Climate Assessment (Aug. 2018)	STSC002688 - STSC002719
28	Dias, Daniela, et al, Statistical Prediction of Minimum and Maximum Air Temperature in California and Western North America, California's Fourth Climate Change Assessment (Aug. 2018)	STSC002720 - STSC002767
29	Westerling, Anthony L, Wildfire Simulations for California's Fourth Climate Change Assessment: Projecting Changes in Extreme Wildfire Events With a Warming Climate, California's Fourth	STSC002768 - STSC002824
30	He, Minxue, et al., Projected Changes in Precipitation Temperature and Drought Across California's Hydrologic Regions, California's Fourth Climate Change Assessment (Aug. 2018)	STSC002825 - STSC002867
31	Franco, G.E., et al., Cumulative Global CO2 Emissions and Their Climate Impact From Local Through Regional Scales, California's Fourth Climate Change Assessment (Aug. 2018)	STSC002868 - STSC002904
32	Basu, Rupa, et al., Examining the Association Between Temperature and ER Visits from Mental Health-Related Outcomes in California, California's Fourth Climate Change Assessment (2018)	STSC002905
33	Dettinger, Michael, et al., California's Fourth Climate Change Assessment Sierra Nevada Region Report (Aug. 2018)	STSC002906 - STSC002999
34	Roos, Michelle, et al., California's Fourth Climate Change Assessment Climate Justice Report (Aug. 2018)	STSC003000 - STSC003091
35	Greene, Christina, California's Fourth Climate Change Assessment Drought Vulnerability in Rural Communities of California's San Joaquin Valley (2018)	STSC003092
36	Goode, Ron, et al., California's Fourth Climate Change Assessment Summary Report from Tribal and Indigenous Communities Within California (2018)	STSC003093 - STSC003161
37	Ackerly, David, et al., California's Fourth Climate Change Assessment San Francisco Bay Area Region Report (2018)	STSC003162 - STSC003274
38	January 2017 US EPA Final Determination on Appropriateness of Model Year 2022-2025 Light-Duty Vehicle Greenhouse Gas Emissions Standards under Midterm Evaluation - Response to Comments	STSC003275 - STSC003448

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39	January 2017 US EPA Final Determination on Appropriateness of Model Year 2022-2025 Light-Duty Vehicle Greenhouse Gas Emissions Standards under Midterm Evaluation	STSC003449 - STSC003481
40	July 2016 US EPA Draft Technical Assessment Report: Midterm Evaluation of Light-Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards for Model Years 2022-2025	STSC003482 - STSC004698
41	November 2016 US EPA Proposed Determination on the Appropriateness of the Model Year 2022-2025 Light-Duty Vehicle Greenhouse Gas Emissions Standards under the Midterm Evaluation: Technical Support Document	STSC004699 - STSC005417
42	November 2016 US EPA Proposed Determination on the Appropriateness of the Model Year 2022-2025 Light Duty Vehicle Greenhouse Gas Emissions Standards under the Midterm Evaluation	STSC005418 - STSC005685
43	March 15, 2017 Governor Edmund G. Brown Jr.'s Letter to US EPA	STSC005686 - STSC005807
44	2007 State of the Union Twenty in Ten Strengthening America's Energy Security	STSC005808 - STSC005812
45	Agatzoglou, A. Park Williams, Impact of anthropogenic climate change on wildfire across western US forests (October 18, 2016)	STSC005813 - STSC005818
46	March 24, 2017 California Air Resources Board Resolution 17-3 Advanced Clean Cars Midterm Review	STSC005819 - STSC005836
47	Bretz, Climate Change and Homes Who Would Lose the Most to a Rising Tide? (October 18, 2017)	STSC005837 - STSC005842
48	Gonzalez, Fuyao Wang, Michael Notaro, Daniel J Vimont, John W Willimas Disproportionate magnitude of climate change in US national parks (2018)	STSC005843 - STSC005855
49	September 2014 A Report from Environmental Protection Bureau of New York State Attorney General Current & Future Trends in Extreme Rainfall	STSC005856 - STSC005874
50	June 18, 2018 Email from William Charmley to Chandana Achanta Material for today's Light-duty GHG NPRM discussion	STSC005875 - STSC005996
51	June 29, 2018 Email from Julia Burch to Chandana Achanta EPA Comments on GHG/CAFE NPRM Preamble	STSC005997 - STSC006710
52	December 15, 2009 Federal Register Part V EPA Endangerment and Cause or Contribute Findings for Greenhouse Gases Under Section 202(a) of the Clean Air Act; Final Rule	STSC006711 - STSC006762
53	September 5, 2018 New York Attorney General's US EPA FOIA Request	STSC006763 - STSC006765
54	Heath, Washington Post, Trump urges OPEC to drive down oil prices (October 16, 2018)	STSC006766 - STSC006768

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55	Helper, Jason S. Miller, Mark Muro Brookings Why undermining fuel efficiency standards would harm the US auto industry (October 16, 2018)	STSC006769 - STSC006774
56	ICCT 2017 Global Update Light-Duty Vehicle Greenhouse Gas and Fuel Economy Standards	STSC006775 - STSC006810
57	March 2018 Lawrence Berkeley National Laboratory Assessment of NHTSAs Report Relationships Between Fatality Risk Mass and Footprint in Model Year 2004-2011 Passenger Cars and LTVs" (LBNL Phase 1)	STSC006811 - STSC006937
58	Meyer, The Atlantic, How Carmakers Trumped Themselves (June 20, 2018)	STSC006938 - STSC006957
59	National Academy of Sciences Attribution of Extreme Weather Events in the Context of Climate Change	STSC006958 - STSC007144
60	National Safety Council 2017 Estimates Show Vehicle Fatalities Topped 40,000 for Second Straight Year (October 16, 2018)	STSC007145 - STSC007147
61	September 5, 2018 New York Attorney General's NHTSA FOIA Request	STSC007148 - STSC007150
62	July 2018 NHTSA CAFE Model Peer Review	STSC007151 - STSC007493
63	Noll, Peter Howard Ph.D., Jeffrey Shrader, Ph.D., Institute for Policy Integrity Analyzing EPA's Vehicle-Emissions Decisions (May 2018)	STSC007494 - STSC007508
64	West, Mark Hoekstra, Jonathan Meer, Steven L. Puller, Vehicle Miles (Not) Traveled Why Fuel Economy Requirements Don't Increase Household Driving (May 2015)	STSC007509 - STSC007552
65	The White House Remarks by President Trump at American Center for Mobility Detroit, Michigan (Issued on: March 15, 2017)	STSC007553 - STSC007558
66	California Ocean Protection Council Science Advisory Team Rising Seas in California (April 2017)	STSC007559 - STSC007629
67	Risser, Michael F. Wehner AGU Publications Geophysical Research Letters Attributable Human-Induced Changes in the Likelihood and Magnitude of the Observed Extreme Precipitation during Hurricane Harvey (December 23, 2017)	STSC007630 - STSC007637
68	May 18, 2018 Memorandum from Alison Cullen to Members of Chartered SAB and SAB Liaisons Preparations for Chartered Science Advisory Board Discussions	STSC007638 - STSC007717
69	October 16, 2018 Statista Light vehicle retail sales in the United States from 1977-2017	STSC007718 - STSC007720

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70	Oldenborgh, Karin van der Wiel, Antonia Sebastian, Roop Singh, Julie Arrighi, Friederike Otto, Karsten Haustein, Sihan Li, Gabriel Vecchi, and Heidi Cullen IOP Publishing Environmental Research Letters Attribution of extreme rainfall from Hurricane Harvey, August 2017 (December 13, 2017)	STSC007721 - STSC007734
71	April 15, 2016 US EPA Inventory of US Greenhouse Gas Emissions and Sinks: 1990-2014	STSC007735 - STSC007742
72	Wikipedia List of countries by 2014 greenhouse gas emissions	STSC007743 - STSC007753
73	IPCC Climate Change 2014 Synthesis Report Summary for Policymakers	STSC007754 - STSC007785
74	March 31, 2015 United States Nationally Determined Commitment re Paris Accord	STSC007786 - STSC007790
75	Exxon-Mobil Corporation's Response to March 21, 2018 Notice to Defendants Re Tutorial, <i>People v. BP P.L.C. et al.</i> , Northern District of California, Case No. 3:17-cv-6011-WHA	STSC007791 - STSC007796
76	Transcript of Proceedings March 21, 2018, <i>People v. BP P.L.C. et al.</i> , Northern District of California, Case No. 3:17-cv-6011-WHA	STSC007797 - STSC007985
77	Multistate NEPA Scoping Comments for Corporate Average Fuel Economy Standards for Model Years 2022-2025 (September 25, 2017)	STSC007986 - STSC007995
78	Multistate Reconsideration Comments on Reconsideration of Final Determination of the Mid-Term Evaluation of Greenhouse Gas Emissions Standards for Model Years 2022-2025 Light-Duty Vehicles and Comment on Model Year 2021 Greenhouse Gas Emissions Standards (October 5, 2017)	STSC007996 - STSC008014
79	NHTSA Final Environmental Impact Statement Corporate Average Fuel Economy Standards Passenger Cars and Light Trucks Model Years 2017-2025 (July 2012)	STSC008015 - STSC008838
80	February 2017 Office of Environmental Health Hazard Assessment CA EPA Tracking and Evaluation of Benefits and Impacts of Greenhouse Gas Limits in Disadvantaged Communities: Initial Report	STSC008839 - STSC008902
81	October 23, 2018 Letter from Andrew J. DiMarsico (NHTSA) to Ellen Peter (CA ARB) NHTSA FOIA Response	STSC008903 - STSC008918
82	October 23 2018 Letter from John Shoaff (US EPA) to Ellen Peter (CA ARB) US EPA FOIA Response	STSC008919 - STSC008920
83	Memorandum from Christina Goldfuss, Council on Environmental Quality, on Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews to the Heads of Federal Departments and Agencies (Aug. 1, 2016)	STSC008921 - STSC008954

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84	CARB, Initial Statement of Reasons (ISOR) for LEV III rulemaking, Technical Support Document, Appendix T, LEV III Mobile Source Emissions Inventory (Dec. 7, 2011)	STSC008955 - STSC009022
85	CARB, Initial Statement of Reasons (ISOR) for LEV III rulemaking, Technical Support Document, Appendix S, LEV III Economic Analysis (Dec. 7, 2011)	STSC009023 - STSC009097
86	CARB, California Refinery, https://www.arb.ca.gov/fuels/carefinery/carefinery.htm (last visited Oct. 24, 2018)	STSC009098 - STSC009099
87	CARB, Revised Proposed 2016 State Strategy for the State Implementation Plan (Mar. 7, 2017)	STSC009100 - STSC009235
88	Drs. Michael J. Kleeman, Shu-Hua Chen, and Robert A. Harley, Climate Change Impact on Air Quality in California (June 2010)	STSC009236 - STSC009463
89	California Department of Finance, Demographic Research Unit, Report E-4, Population Estimates for Cities, Counties, and the State, 2011-2018, with 2010 Benchmark (May 1, 2018)	STSC009464 - STSC009475
90	CARB, Revised Proposed 2016 State Strategy for the State Implementation Plan, Table 4 (Mar. 7, 2017)	STSC009476
91	Ann Carlson, The Clean Air Act's Blind Spot: Microclimates and Hotspot Pollution (2018) 65 UCLA L. Rev. 1036	STSC009477 - STSC009529
92	James W. Morley et al., Projecting shifts in thermal habitat for 686 species on the North American continental shelf (May 16, 2018), https://journals.plos.org/plosone/article?id=10.1371/journal.pone.0196127	STSC009530 - STSC009557
93	Memorandum from H. Dale Hall, Director, U.S. Fish and Wildlife Service on Expectations for Consultation on Actions that Would Emit Greenhouse Gases to Regional Directors, Regions 1-8 (May 14, 2008)	STSC009558 - STSC009560
94	National Park Service, Preserving Coastal Heritage Summary Report (Apr. 3-4, 2014)	STSC009561 - STSC009636
95	Health Effects Institute, Traffic-Related Air Pollution: A Critical Review of the Literature on Emissions, Exposure, and Health Effects, Special Report 17 (Jan. 2010)	STSC009637 - STSC010022
96	University of Southern California Environmental Health Centers, References: Living Near Busy Roads or Traffic Pollution, https://envhealthcenters.usc.edu/infographics/infographic-living-near-busy-roads-or-traffic-pollution/references-living-near-busy-roads-or-traffic-pollution (last visited Oct. 24, 2018)	STSC010023 - STSC010036

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97	Bellard, Cleo Bertelsmeier, Paul Leadley, Wilfried Thuiller, Franck Courchamp Ecology Letters Impacts of climate change on the future of biodiversity (2012)	STSC010037 - STSC010049
98	California Coastal Commission Recommended Science Updates to the CCC CLR Policy Guidance Exhibits (September 12, 2018)	STSC010050 - STSC010355
99	Waldman, E & E News reporter, Weight of rain from Harvey lowered Texas (September 21, 2018)	STSC010356 - STSC010357
100	E & E News, Puerto Rico marks 1 year since Maria with choirs, protests (September 21, 2018)	STSC010358 - STSC010359
101	Ford Media Center 'We've Come a Long Way and Have a Long Way to Go' Ford Reports its Environmental Progress Across Business (August 25, 2017)	STSC010360 - STSC010362
102	Ford Motor Company Sustainability Report 2017/2018 Customers and Products	STSC010363 - STSC010379
103	GM's Path to All-Electric, Zero Emissions Future (March 7, 2018)	STSC010380 - STSC010384
104	Lee, E & E News reporter, Hurricane Michael, Nearly 300,000 customers still without power (October 16, 2018)	STSC010385 - STSC010386
105	National Park Service, Climate Change Endangers Wildlife (October 24, 2018)	STSC010387 - STSC010391
106	June 20, 2016 Auto Alliance Letter from Mitch Bainwol and John Bozzella to Mark Rosekind, PhD and Gina McCarthy Re Petition for Direct Final Rule with Regard to Various Aspects of the Corporate Average Fuel Economy Program and the Greenhouse Gas Program	STSC010392 - STSC010413
107	Ellyatt, CNBC, Expect 'extreme volatility' for oil prices due to the Iran sanctions, BP CEO says (October 10, 2018)	STSC010414 - STSC010418
108	Consumer Reports Auto Fuel Economy and Safety: Improving Together (August 2018)	STSC010419 - STSC010422
109	US Energy Information Administration U.S. energy intensity projected to continue its steady decline through 2040	STSC010423 - STSC010425
110	US Energy Information Administration Annual Energy Outlook 2018 with projections to 2050 (February 6, 2018)	STSC010426 - STSC010499
111	US Energy Information Administration Frequently Asked Questions How much petroleum does the United States import and export? (October 15, 2018)	STSC010500 - STSC010501
112	US Energy Information Administration Table 5.1a Petroleum and Other Liquids Overview, Selected Years, 1949-2011	STSC010502
113	Forbes The World's Largest Public Companies The List (October 15, 2018)	STSC010503 - STSC010505

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115	International Energy Agency Oil 2018 Analysis and Forecasts to 2023 Executive Summary (2018)	STSC010520 - STSC010529
116	Census Newsroom Income, Poverty and Health Insurance Coverage in the United States: 2017 (September 12, 2018)	STSC010530 - STSC010541
117	Assessing the U.S. Climate in 2017	STSC010542 - STSC010548
118	The National Academies of Sciences Engineering Medicine Advancing the Science of Climate Change Chapter Eleven Public Health	STSC010549 - STSC010563
119	The National Academies of Sciences Engineering Medicine Advancing the Science of Climate Change Chapter Two What We Know About Climate Change and Its Interactions with People and Ecosystems	STSC010564 - STSC010620
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121	Acadia Center, New York: Pathway to 2030 (2017)	STSC010626 - STSC01629
122	Advanced Technology Vehicle Sales Dashboard, Alliance of Automobile Manufacturers, https://autoalliance.org/energy-environment/advanced-technology-vehicle-sales-dashboard/	STSC010630 - STSC010650
123	<i>Alternative Fuel Corridors</i> , Fed. Highway Admin., https://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=Highway+Information Electric+Vehicle+(EV-Round+1+and+2)	STSC010651
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128	City of Chicago Press Release, <i>Mayor Emanuel's Drive Electric Chicago Effort Gets \$15 Million Grant for Electric Vehicles and Charging Stations</i> , Oct. 11, 2017	STSC010699 - STSC010700
129	<i>Connecticut Transportation Data for Alternative Fuels and Vehicles</i> , U.S. Dept. of Energy Alternative Fuels Data Center, https://www.afdc.energy.gov/states/ct	STSC010701 - STSC010708
130	DEM Rhode Island, <i>Draft Beneficiary Mitigation Plan Volkswagen Environmental Mitigation Trust Agreement</i> (May 2018)	STSC010709 - STSC010725
131	Edison Electric Institute, <i>Plug-in Electric Vehicle Sales Forecast Through 2025 and the Charging Infrastructure Required</i> (June 2017)	STSC010726 - STSC010741
132	<i>Electric Vehicle Registration Map</i> , NYSERDA, https://www.nyseda.ny.gov/All-Programs/Programs/ChargeNY/Support-Electric/Map-of-EV-Registrations	STSC010742 - STSC010743
133	<i>EVolve NY</i> , NY Power Authority, https://www.nypa.gov/innovation/programs/evolveny	STSC010744 - STSC010747
134	<i>Homeowner's Guide to EV Charging Stations: Electric Vehicle Charging Stations – What You Need to Know</i> , New Jersey, http://www.state.nj.us/dca/divisions/codes/publications/pdf_other/homeowners_guide_electric_vehicles_charging_stations.pdf	STSC010748
135	Illinois Environmental Protection Agency, <i>State of Illinois Beneficiary Mitigation Plan</i> (Aug. 2018)	STSC010749 - STSC010780
136	<i>Monthly Plug-in Sales Scorecard</i> , INSIDE EVs, https://insideevs.com/monthly-plug-in-sales-scorecard/	STSC010781 - STSC010786
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139	Maryland Electric Vehicle Infrastructure Council, <i>Annual Report</i> (Dec. 31, 2017)	STSC010799 - STSC010848
140	<i>Massachusetts Zero-Emission Vehicle Action Plan: A Roadmap to Reach 300,000 Zero Massachusetts</i> , Draft (Aug. 2015)	STSC010849 - STSC010865
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143	M.J. Bradley & Associates, <i>Electric Vehicle Cost-Benefit Analysis: Plug-in Electric Vehicle Cost-Benefit Analysis Illinois</i> (Sept. 2017)	STSC010875 - STSC010903
144	<i>MOR-EV Program Statistics</i> , MOR-EV, https://mor-ev.org/program-statistics	STSC010904 - STSC010905
145	<i>State Zero-Emission Vehicle Programs Memorandum of Understanding</i> (Oct. 2013)	STSC010906 - STSC010917
146	ZEV Task Force, <i>Multi-State ZEV Action Plan 2018-2021</i> (2018)	STSC010918 - STSC010953
147	ZEV Program Implementation Task Force, <i>Multi-State ZEV Action Plan</i> (May 2014)	STSC010954 - STSC010985
148	Multi-State ZEV Task Force, https://www.zevstates.us/	STSC010986 - STSC010988
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150	New York Public Service Commission Ruling in 13-E-0199 (Nov. 22, 2013)	STSC011016 - STSC011021
151	New Jersey Department of Environmental Protection (NJDEP), <i>Alternative Fuel Vehicle Report</i> (revised June 30, 2018)	STSC011022 - STSC011028
152	<i>Alternative Fueling Station Locator (for NY)</i> , U.S. Dept. of Energy Alternative Fuels Data Center, https://www.afdc.energy.gov/stations/#/analyze?region=US-NY&fuel=ELEC	STSC011029 - STSC011030
153	<i>VW Settlement Information</i> , NY Dept. of Envntl. Conservation, https://www.dec.ny.gov/chemical/109784.html	STSC011031 - STSC011036
154	<i>Grant Funding for Municipalities</i> , NY Dept. of Envntl. Conservation, https://www.dec.ny.gov/energy/109181.html	STSC011037 - STSC011040
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157	<i>ChargeNY</i> , NYSERDA, https://www.nypa.gov/innovation/programs/chargenyl	STSC011051 - STSC011054
158	<i>Governor Cuomo Announces \$4.2 Million Expansion of High-Speed Electric Vehicle Charging Stations Along New York State Thruway</i> , NYSERDA, May 9, 2018	STSC011055 - STSC011058
159	<i>Drive Clean Rebate Primary Statistics</i> , NYSERDA, https://www.nyserdera.ny.gov/All-Programs/Programs/Drive-Clean-Rebate/Rebate-Data/Rebate-Stats	STSC011059
160	Oregon Dept. of Environmental Quality, <i>Electric Vehicles in Oregon</i> (Sept. 21, 2018)	STSC011060 - STSC011064
161	Order in DPU 17-13, Sept. 10, 2018	STSC011065 - STSC011132

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162	Office of the Governor, Executive Order 17-21, <i>Accelerating Zero Emission Vehicle Adoption in Oregon to Reduce Greenhouse Gas Emissions and Address Climate Change</i> (Nov. 6, 2017)	STSC01133 - STSC01141
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164	<i>Charge Up!</i> , Rhode Island Office of Energy Resources, http://www.energy.ri.gov/transportation/ev/charge-up.php	STSC01153 - STSC01154
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167	Kat Fisher, <i>Governor Cuomo Releases Bold Plan to Electrify New York's Transportation Sector</i> , Sierra Club, Jan. 8, 2018	STSC01186 - STSC01189
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171	Vermont Dept. of Bldgs. & General Services, <i>2016 Vermont State Agency Energy Plan</i> (2016)	STSC01214 - STSC01219
172	DEQ, <i>VW Environmental Mitigation Program for the State of Oregon</i> (Mar. 2018)	STSC01220 - STSC01240
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174	Washington State Dept. of Transportation, <i>Washington State Electric Vehicle Action Plan 2015–2020</i> (Feb. 2015)	STSC01243 - STSC01290
175	<i>Zero Emission Vehicles</i> , Vermont Dept. of Env'tl. Conservation, https://dec.vermont.gov/air-quality/mobile-sources/lev/zev	STSC01291 - STSC01330
176	Declaration of Christine Kirby, <i>State of CA et al. v. US EPA et al.</i> , District of Columbia Circuit Court of Appeals, Case No. 18-1114	STSC01331 - STSC01349
177	WRC 70.120A.010	STSC01350 - STSC01351

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178	Union of Concerned Scientists Executive Summary National Landmarks at Risk	STSC011352 - STSC011359
179	Monthly Plug-In Sales Scorecard	STSC011360 - STSC011362