# Louisiana Climate Initiatives Task Force: Action Proposal Template

Please fill out this Action Template to the best of your ability. Some of the questions are technical or require research. If you do not know the answer to any of the questions below, respond "N/A" or share any considerations or uncertainties in your answer. Your proposal will be considered even if you leave questions blank. The Task Force, its committees and advisory groups, and staff will conduct research and fill knowledge gaps as needed.

For each recommendation, please complete one Action Template. Each subsequent page includes guidance and prompts to help you develop effective components that make up an Action and that will support its evaluation.

Submit completed action proposals through this Form by April 30, 2021. To submit an action, you may also utilize the fillable PDF found on our website at https://gov.louisiana.gov/page/climate-initiatives-task-force, which can be submitted to climate@la.gov or mailed to 1051 N 3rd Street, Baton Rouge, LA, 70802.

## Background

The Louisiana Climate Initiatives Task Force, set forth by an Executive Order of Governor John Bel Edwards, aims to identify strategies for reducing greenhouse gas (GHG) emissions across all sectors of the Louisiana economy and society. The Task Force's Final Climate Report will lay out these strategies through compiling multiple actions and their implementation pathways that collectively set Louisiana on a path to meet its goal of net zero greenhouse gas emissions by 2050.

An Action is based around a specific policy, program, or project that will result in a net reduction in GHG emissions and/or comprehensively address a cross-cutting implementation priority (Climate Equity, Economic Transition, Scientific Advancement, Governance).

Action recommendations can be developed and submitted by Sector Committee members, Climate Task Force Members, Advisory Group members, the Governor's Office, state agency partners, local organizations, and the public. We encourage Actions to be developed collaboratively. Each Action will follow a consistent format and include a title, description, impact on net GHG emissions, co-benefits, consequences, timeframe, lead and partners, climate equity priorities, and other implementation and feasibility considerations.

Action proposals submitted through this process will be reviewed and considered and may be modified or combined with other Action recommendations. Actions will be collectively evaluated against the Fundamental Objectives of the Climate Initiatives Task Force (see full list at the end of this document) and included in a trade-off analysis to inform decisions by the Climate Task Force on the best path forward for achieving net zero emissions by 2050.

Proposed Action Overview

Please note your name(s) and, if applicable, your affiliation(s) and any partners involved in development of your proposed Action, including any Sector Committee, Advisory Group, or Task Force members. *

Micheal Johnson

Please provide a short, descriptive title for this Action. *

Banning Gas powered vehicles to be sold by 2030

Please describe this Action in one to two paragraphs. Include a brief overview of the specific policy, program, or project that you are proposing as well as important context on why this Action is needed. *

We should increase incentives to buy fully electric vehicles with a $1,000 credit that is directly deducted from the vehicle when the person is buying it. This will help people who are looking for a vehicle think about buying an electric vehicle and probably even buy one. This will also show car manufacturers that the people of Louisiana want electric cars and will look for some to buy. If car manufacturers see that we are serious about electric cars, then they will most likely introduce and bring new electric vehicles to market, that were previously just available in California. This will help the pollution decrease dramatically on highways and communities that are outside the city and will help encourage companies like Electrify America to build more charging stations in the state.
Another part of this plan is that we can give a $500 state tax credit to buy and install a charging point for their home. This will help home owners to increase the chance of them buying an electric vehicle and decrease congestion in public charging points. This will decrease pollution from cars and also from the electric grid because the owners of the charging points can make it so that they charge their car during off peak hours, aka 1-5am and 10am to 1pm, which deceases the load of the grid and electric companies don't have to turn on peaker plants to keep up with the power demand.

What sector emission sources or sinks does this Action target? (Check all that apply.) *

- [ ] Agriculture
- [ ] Buildings & Housing
- [ ] Conservation
- [ ] Forestry
- [ ] Land Use
- [ ] Manufacturing & Industry
- [ ] Mining
- [ ] Oil & Gas
- [x] Power
- [x] Transportation
- [ ] Waste
- [ ] This Action does not directly reduce net GHG emissions, but addresses cross-cutting implementation priorities.

Which type of greenhouse gas does this Action target? (Check all that apply.) *

- [x] Carbon Dioxide
- [ ] Methane
- [x] Nitrous Oxide
- [ ] Fluorinated Gases
- [ ] N/A

Impacts of Proposed Action

How does your Action reduce Louisiana's greenhouse gases? How do you know this? Do you have quantifiable evidence or research on how the Climate Task Force team can examine the emissions associated with your Action? *

It reduces emissions by decreasing the creation of energy from inefficient generators like internal combustion energy and peaker plants.
https://www.energy.gov/eere/electricvehicles/reducing-pollution-electric-vehicles

## Achieving Other Fundamental Objectives

While the focus of this effort is on meeting the state's GHG targets outlined in the Executive Order, the Climate Initiatives Task Force identified additional factors essential for consideration in emission reduction actions. Fundamental Objectives of the Task Force encompass these factors. Please reference the list of DRAFT Fundamental Objectives provided in the image below.

# Fundamental Objectives

Fundament objectives are the essential goals of this effort and will guide the development and evaluation of actions and strategies. The fundamental objectives (in bold) are grouped here by theme. The Task Force, its Sector Committees, and Advisory Groups have already begun to develop means objectives as they progress towards developing strategies.

## REDUCING NET GREENHOUSE GAS (GHG) EMISSIONS

- **Minimize greenhouse gas emissions.**
- **Maximize greenhouse gas capture and sequestration.**

The ultimate goal of the Task Force is to reduce net GHGs in Louisiana. The Task Force will consider all means by which GHG emissions can be reduced or captured and sequestered.

## IMPROVING QUALITY OF LIFE FOR RESIDENTS AND COMMUNITIES

- **Maximize quality of and access to essential goods, services, and infrastructure for residents.**
- **Maximize positive public health outcomes and public safety.**
- **Maximize the preservation of cultural heritage.**

The Task Force will consider the impacts of GHG emissions reduction strategies on quality of life in Louisiana and craft strategies that improve quality of life in Louisiana.

## CREATING A MORE EQUITABLE SOCIETY

- **Reduce socioeconomic, demographic, and geographic disparities in future opportunities and outcomes.**
- **Maximize reduction and mitigation of historic and structural inequities and their impacts for underserved and marginalized communities, including communities of color and Indigenous peoples.**
- **Maximize engagement with and participation of communities in decision-making and implementation.**

The Task Force will consider the impacts of GHG emissions reduction strategies across socioeconomic, demographic, and geographic groups and craft strategies that ameliorate historic and structural inequities to create a more equitable Louisiana.

## MANAGING FOR SHORT- AND LONG-TERM SUCCESS

- **Maximize confidence of the public and stakeholders in the outcome of emissions-reduction strategies to increase support for their implementation.**
- **Maximize the efficiency and effectiveness of emissions-reduction strategies.**
- **Maximize timely implementation of emissions-reduction strategies.**
- **Maximize the durability of emissions-reduction strategies in an uncertain future.**

The Task Force will consider the pathways and obstacles to implementing GHG emissions reduction strategies and craft strategies that are durable and supported by Louisianans.

## STRENGTHENING THE ECONOMY AND WORKFORCE

- **Maximize job creation and support for Louisiana workers.**
- **Maximize economic growth.**

The Task Force will consider the impact of GHG emissions reduction strategies on the economy and workforce and craft strategies that support Louisiana workers, foster free enterprise, and spur economic growth.

## CONSERVING NATURAL RESOURCES & PROTECTING THE ENVIRONMENT

- **Maximize preservation of natural resources and ecosystem services.**
- **Maximize environmental stewardship and support of healthy ecosystems.**

The Task Force will consider how GHG emissions reduction strategies can also conserve, protect, or replenish the state's natural resources.

## ADAPTING TO A CHANGING CLIMATE

- **Increase resilience of the built and natural environment to climate change.**
- **Increase the resilience of communities to climate change.**

The Task Force will consider the impacts of climate change on GHG emissions reduction strategies and craft strategies that increase climate resilience.

Emissions don't happen by themselves - they impact our lives, health, economy, and culture. What other benefits does the proposed Action have? (Please list all that apply.) How do these co-benefits help to achieve the DRAFT Fundamental Objectives of the Climate Initiatives Task Force? Describe the significance of these co-benefits and potential ways to measure them. *

Every time a person decides to buy an EV instead of an ICE vehicle, they decrease the pollution in their town, making it so that people have a lower chance of getting an asthma attack, increase everyone's lung capacity, and decreases the amount of health problems people get from vehicle emissions as said by these articles.
https://www.epa.gov/mobile-source-pollution/research-health-effects-exposure-risk-mobile-source-pollution

EQUITY LENS: What groups primarily benefit from this Action? (Industry, socioeconomic, demographic, geographic) Are thereways to ensure more equitable access to these benefits? How can traditionally marginalized communities be prioritized in thedistribution of benefits? How will the Action improve equity in the state? How do marginalized populations benefit from the Action? *

This will mainly benefit homeowners, car owners, and others who live by highways and high traffic streets. To ensure that there are more equitable access to this, you can make it so that people who live in poorer communities, or make under $25,000 a year, get $2,000. Traditionally marginalized communities will get a good benefit to it as well because they are usually the communities that live closest to highways or high traffic areas. With the second part of the proposal, it helps marginalized communities that live by peaker plans decrease the amount of pollution that get per year.

Are there potential negative consequences associated with implementing these Actions? How might these negative consequences impact the DRAFT Fundamental Objectives identified by the CTF? Describe the significance of these negative consequences and potential ways to measure them. *

A potential negative consequence is that the grid might start overloading if too many people get an ev and start charging during peak times. This can cause peaker plants to start and increase the pollution of communities around those plants.

EQUITY LENS: Who primarily bears the burden of the potential negative consequences associated with this Action? (Industry, socioeconomic, demographic, geographic) Is the burden placed disproportionately on specific group(s) (particularly lower income, minority, Indigenous, or rural communities)? Does this burden exacerbate historic and structural inequities? Are there ways this burden can be mitigated or distributed more equitably? *

People in poorer communities will have a bigger negative impact because they will have to deal with the peaker plant emissions. This does exacerbate historic inequalities because they have to go to the hospital more often and will have to pay out of pocket since they also don't have good insurance, if any, to cover the cost, causing them to pay out of pocket. A way this burden can be mitigated is with the second part of the proposal in which people have home charging and are encouraged to charge during the night compared to peak hours, you can also make electric companies build battery packs instead of peaker plants, by banning them, make them replace peaker plants with battery packs and make sure that the peaker plants are as clean as possible, by making them upgrade them with efficiencies and carbon sinks.

Are there potential concerns with transferring emissions or negative consequences to other states? If so, how might this be mitigated? *

There is a small possibility that the increase in grid usage might cause other states to increase their energy production, to help your state. A way to mitigate this is to increase your states power production with solar panels, wind turbines, and huge battery packs.

## Feasibility of Proposed Action

What research, data, or experience support this Action? Is further research, additional data, and demonstration needed to better understand the Action, its emission reduction potential, and potential challenges before adoption? *

All research was given in previous questions

Does this Action require supporting investments in infrastructure or other systems to work? If so, can those investments support other GHG reduction Actions? *

Yes, it requires investment in the grid and more grid battery storage. These infrastructures crease GHG emissions because the grid can handle more electricity and with efficiency upgrades, can make it so that less power needs to be made to support the same amount of electricity needs.

Has this Action been successfully implemented elsewhere? Describe. *

Yes, it can be successfully implemented elsewhere and it is already happening in states in NY, NJ, and California.

Does this Action build on existing successful efforts in Louisiana? Explain. *

Yes, since we are already increasing the amount of energy that comes from renewables and are being stored in battery packs.

## Implementation Pathway

Recognizing the state's short, medium, and long-term emission reduction goals, how quickly can the proposed Action be implemented or scaled up to meaningfully reduce net GHG emissions? Please factor in the time needed to develop, design, permit, and construct (if applicable). Please select one timeframe. *

- ○ Short Term (0-5 years)
- ◉ Medium Term (5-10 years)
- ○ Long Term (>10 years)

What entity would lead adoption and implementation of this Action? Who is ultimately responsible for this Action's successful reduction of GHG emissions? *

State and dealerships.

Who are key public, private, nonprofit, and civic collaborators necessary for successful adoption and implementation? *

CARB is the main one

Does adoption, implementation, and/or acceleration require or benefit from government action (e.g. executive or legislative; federal, state, local, or tribal)? *

Yes giving incentives by decreasing state taxes for an individual for the year, and making sure that electric utilities increase investments in renewables.

How does this Action align with and leverage existing efforts, concurrent public or private initiatives, and existing partnerships? *

Yes

What are the necessary steps to adopt and implement this Action? *

Talk with utilities home owners and dealerships on how you can increase EVs on the road.

Describe the potential scientific, legal, economic, and political hurdles associated with successful adoption and implementation of the Action. How could these challenges or opposition be addressed? How can support be expanded (e.g. partnerships, messaging, etc.)? *

The biggest hurtle will be that either not enough people buy evs or too many buy at once. The best way to deal with this is buy having small incremental increases in incentives to buy EVs while dramatically increasing investments in infrastructure to support the EVs.

What are the estimated costs to implement this Action, are those costs expected to change over time, and do they change with scale? What is the basis for the provided estimate? *

Mostly it will not cost the state directly anything. Only the incentives for buying an EV, increasing the amount of homeowners with home chargers and infrastructure will cost the state. Probably a few million a year. The longer you wait for infrastructure to be fixed, the higher the cost will be to fix it. It will also decrease the cost on fixing the grid, since it will be upgraded and have less problems.

What sources are available or could be used to fund implementation of this Action? *

Through taxes or you can do something similar to CARB, where they made utilities pay for their emissions and use that payment to help renewables, their infrastructure and incentives for the state of California.

Given the distribution of costs, benefits, and consequences associated with this Action as well as historic, structural, and geographic contexts, are there specific equity concerns that should be addressed in how this Action is implemented? *

No

What stakeholder or community engagement is recommended to support further development and implementation of this Action? *

Have the community engage in where the public EV chargers should be. You should also do an ad campaign to show the benefits of EVs on the road, compared to ICE vehicles.