Pacific North America Climate Leadership Agreement

Preamble

THE MEMBERS OF THE PACIFIC COAST COLLABORATIVE—BRITISH COLUMBIA, CALIFORNIA, OREGON, AND WASHINGTON—AND THE CITIES OF LOS ANGELES, OAKLAND, PORTLAND, SAN FRANCISCO, SEATTLE, AND VANCOUVER (HEREAFTER "PACIFIC COAST JURISDICTIONS AND CITIES"),

Recognizing that Pacific North America is a region bound together by a common geography, shared infrastructure and a regional economy with a population of 53 million people and a combined GDP of U.S. $2.8 trillion, which makes it the world's fifth largest economy;

Affirming that Pacific Coast Jurisdictions and Cities have a shared vision to dramatically reduce greenhouse gas (GHG) emissions and create a vibrant, low carbon regional economy by transforming energy systems, buildings, transportation, and waste management;

Acknowledging that Pacific Coast Jurisdictions and Cities can do much individually, but can do far more together to shape and benefit from the low-carbon economy of the future;

Embracing the Pacific Coast's opportunity to demonstrate global leadership by providing a model for how decisive, coordinated sub-national climate action can contribute to robust regional economic growth and inspire global action on GHG emissions reductions that meaningfully combat climate change and its impacts;

Observing that the Pacific Coast's experience with drought, wildfire, extreme weather, and other impacts are expected to be exacerbated by climate change, which threatens the environment, private and public property, cultural and economic resources, and public health and safety of the region; and

Complementing the policy goals of individual Pacific Coast Jurisdictions and Cities as well as current intergovernmental collaborations, specifically the Pacific Coast Collaborative's *Pacific Coast Action Plan on Climate and Energy*; the goals of the Carbon Neutral Cities Alliance, co-founded by Pacific Coast cities; and the Mayors National Climate Action Agenda.

NOW THEREFORE HEREBY AGREE TO WORK TOGETHER AS FOLLOWS:

I. Low Carbon Buildings

Collaborate on the design and implementation of approaches to large building energy benchmarking and disclosure, aiming for at least 75% of eligible large building square footage on the Pacific Coast reporting energy data through harmonized state, provincial, and/or city programs.

Rationale: Benchmarking and disclosure of energy use in large buildings—including commercial, institutional, and multifamily buildings—creates a crucial foundation for long-term strategies to reduce energy use and GHG emissions. Cities along the Pacific Coast have created flagship benchmarking and disclosure programs that serve as models for the entire region. Collaboration among Pacific

Coast Jurisdictions and Cities creates the opportunity to extend these successful benchmarking and disclosure programs throughout the region, align state and provincial policy with local implementation, and leverage shared tools and resources. Working together, Pacific Coast Jurisdictions and Cities can utilize building-level performance data to drive deep analysis, policy, investment, and behavior change strategies that prioritize resources and illuminate the path to low carbon buildings.

II. Low Carbon Transportation

Develop and implement approaches that encourage consumer adoption of Zero Emission Vehicles (ZEVs) through incentives and by urging manufacturers and retailers to increase the volume and variety of ZEVs commercially available in Pacific Coast markets.

Rationale: At the early stage of ZEV market development, consumer incentives are a key strategy for developing a mature market. Even where market demand exists, supply of vehicles needs to be sufficient to meet demand. California's Zero Emission Vehicle Program and related initiatives in other jurisdictions have been instrumental in increasing the number and variety of vehicles available to consumers. Collaboration among Pacific Coast Jurisdictions and Cities can accelerate the regional ZEV market by encouraging and pooling consumer demand and leveraging state ZEV programs to increase the volume and variety of vehicles commercially available. Pacific Coast Jurisdictions and Cities can also provide evidence of market demand and incentives to deliver vehicles to local markets.

Create a comprehensive Pacific Coast charging network along major highway systems from Southern California to British Columbia and accelerate the deployment of residential, workplace, and public charging infrastructure in major population centers.

Rationale: The West Coast Electric Highway has created an extensive network of fast charging stations on major highways up and down the Pacific Coast. This is complemented by ever-increasing charging infrastructure in and around major cities; for example, Los Angeles will have the most electric vehicle chargers of any U.S. city by 2017; Portland and San Francisco have the highest per-capita amount of public charging infrastructure in the U.S. Charging infrastructure gives ZEV drivers confidence that recharging is available wherever they need it, increasing market demand for ZEVs. Collaboration among Pacific Coast Jurisdictions and Cities creates the opportunity for coordinated deployment throughout regional and local transportation systems, economies of scale, and streamlined approaches to charging infrastructure development.

Join and actively participate in West Coast Electric Fleets, including identifying and removing barriers to achieving a procurement target of 10% ZEVs for our fleets and actively encouraging other municipal, utility, and private sector fleets to commit to ZEV procurement by joining West Coast Electric Fleets.

Rationale: West Coast Electric Fleets is an initiative of the Pacific Coast Collaborative to encourage public and private fleet conversion to ZEVs, aiming for 10% ZEV procurement for all new fleet vehicle purchases in the region. Pacific Coast Jurisdictions' and Cities' fleets are among the most ambitious adopters of ZEVs in North America. Through active participation in West Coast Electric Fleets, Pacific Coast Jurisdictions and Cities have the opportunity to evaluate and highlight the benefits of ZEVs, encourage other public and private fleets to seize opportunities for lowering emissions through ZEV adoption, and to influence the broader market and infrastructure.

III. Low Carbon Energy Systems

Accelerate deployment of distributed and community-scale renewable energy and work collaboratively on infrastructure and integration into the grid.

Rationale: The Pacific Coast is leading the way on deployment of community-scale renewable energy. For example, Portland has gone from a dozen distributed solar energy systems in 2003 to more than 3,000 today. Los Angeles leads the country as the city with the most installed megawatts of solar power, and over 44,000 people are employed in the solar industry in California alone. Vancouver plans to be 100 percent renewable for electricity, transportation, heating and cooling by 2030 or 2035. Cities play a leading role in local deployment of distributed and community-scale energy while states and provinces have strong influence on how this energy is integrated into regional power grids. Together, Pacific Coast Jurisdictions and Cities can seize opportunities for reducing GHGs through local adoption of distributed and community-scale energy and address system-wide issues of grid infrastructure, cost, reliability, and regulatory barriers.

Lower the carbon intensity of heating fuels in residential and commercial buildings.

Rationale: Reducing the carbon intensity of fuels used to heat buildings is a key step on the path to net-zero building energy use. Several Pacific Coast Cities are working to transition residential and commercial heating to lower carbon fuels and are encouraging new infrastructure models, such as district heating. Regional collaboration among Pacific Coast Jurisdictions and Cities provides the opportunity to align state and provincial utility regulatory policies to support local efforts and extend successful models to cities throughout the region.

IV. Low Carbon Waste

Advance organic waste prevention and recovery initiatives to reduce carbon emissions from the food waste stream and return carbon to the soil through composting.

Rationale: Waste prevention and recycling presents a significant opportunity to reduce GHG emissions through the lifecycle of materials upstream and downstream of the consumer. Several Pacific Coast Cities have ambitious organic waste prevention and recovery initiatives, including source separation and composting. Collaboration among Pacific Coast Jurisdictions and Cities will support regional sharing of best practices and scaling of successful local initiatives, such as streamlined composting facility permitting requirements and investments—where appropriate—in diverse infrastructure for recycling organic materials through food redistribution, composting, digestion, and carbon sequestration protocols.

V. Interpretation

This agreement is intended to spur finding new, smart ways for our governments, agencies and staff to work together, and with other governments and non-government partners, as appropriate, to add value, efficiency and effectiveness to existing and future initiatives. It is intended to minimize overlap and duplication of effort, with the goal of reducing, not increasing, resource demands to achieve objectives that are shared.

Pacific Coast Jurisdictions and Cities will support progress toward the goals of this agreement through alignment of programs where appropriate, and investment in data-driven outreach, stakeholder engagement, and policy development and implementation at the state, provincial, and local levels.

VI. Limitations

This document shall have no legal effect; impose no legally binding obligation enforceable in any court of law or other tribunal of any sort, nor create any funding expectation; nor shall Pacific Coast Jurisdictions and Cities be responsible for the actions of third parties or associates. This document does not change, influence, or create new legal relationships among Pacific Coast Jurisdictions and Cities.

VII. Term

This agreement is effective when signed by all parties. Progress will be assessed and the agreement reevaluated in three years. It may be amended at any time by agreement among the signatories, including adding signatories and adding or revising commitments. Any signatory government may withdraw upon written notice to the others.

Signed in San Francisco, California this 1st day of June, 2016.

Christy Clark
Premier of British Columbia

Kate Brown
Governor of Oregon

Edmund G. Brown Jr.
Governor of California

Jay Inslee
Governor of Washington

Eric Garcetti
Mayor of Los Angeles

Edwin M. Lee
Mayor of San Francisco

Libby Schaaf
Mayor of Oakland

Edward B. Murray
Mayor of Seattle

Charlie Hales
Mayor of Portland

Gregor Robertson
Mayor of Vancouver