

April 29, 2020

The Honorable John Barrasso
Chairman, Committee on Environment and
Public Works
U.S. Senate
307 Dirksen Senate Office Building
Washington, D.C. 20510

The Honorable Tom Carper
Ranking Member, Committee on
Environment and Public Works
U.S. Senate
513 Hart Senate Office Building
Washington, D.C. 20510

RE: Response to follow-up questions regarding written testimony on S. 2754, American Innovation and Manufacturing Act of 2019.

Dear Chairman Barrasso and Ranking Member Carper,

The [United States Climate Alliance](#) appreciates the opportunity for continued dialogue regarding our written testimony to the U.S. Senate Committee on Environment and Public Works voicing our strong support for the bipartisan *American Innovation and Manufacturing Act of 2019*.

Senator Cardin of Maryland submitted two questions back to the US Climate Alliance following our written testimony.

1. Why do the states comprising the U.S. Climate Alliance support a strong federal standard as drafted?
2. How will a federal framework help member states implement HFC phasedowns efficiently?

This bill could bring as many as 33,000 new manufacturing jobs to our states and communities. At a time when a global pandemic has brought hardship, this bill could drive innovation and create jobs, contributing to the economic growth the nation needs.

In addition, much of the world is already transitioning away from HFCs under the Kigali Amendment to the Montreal Protocol, and a strong federal framework will increase the global competitiveness of American companies and their products, many of whom operate in our states and are asking for common sense regulation.

Furthermore, U.S. industries that produce or use HFC alternatives are best served by a strong national framework that provides certainty and consistency and allows states to pursue other emissions reductions opportunities. Although many Alliance states are developing substantially similar regulations to other Alliance states that would provide regulatory consistency, not all states have the same capacity to promulgate their own regulations to address HFCs. A strong

federal framework, offered by the proposed bill as drafted, reduces coordination costs for states and industry, affords states flexibility in determining how to expend limited resources, creates markets of scale that will bring down the costs of technologies and alternatives, and allows consumers and industry across the country – not only in Alliance states – to benefit from the economic and environmental gains generated by this bill. The current bill provides a consistent phasedown that works in concert with efforts by states working on HFC reductions and protects states’ rights to pursue other emission reduction opportunities in the sector. Further, many states rely on the EPA for the information infrastructure to implement their own rules and regulations and the authority given to EPA under this bill would strengthen that infrastructure.

Respectfully,



Julie Cerqueira
Executive Director, U.S. Climate Alliance
1750 Pennsylvania Avenue NW, Suite 300
Washington, DC 20006
jcerqueira@usclimatealliance.org
202-864-5652

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