

HR 17 - AS INTRODUCED

2022 SESSION

22-2570

11/10

HOUSE RESOLUTION

17

A RESOLUTION opposing all federal and state efforts to establish a carbon tax on fuels for electricity and transportation.

SPONSORS: Rep. Bernardy, Rock. 16; Rep. Notter, Hills. 21; Rep. White, Merr. 20; Rep. Cambrils, Merr. 9

COMMITTEE: State-Federal Relations and Veterans Affairs

ANALYSIS

This resolution opposes the establishment of a carbon tax on fuels for electricity and transportation.

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Twenty Two

A RESOLUTION opposing all federal and state efforts to establish a carbon tax on fuels for electricity and transportation.

1 WHEREAS, affordable and abundant electricity is a strategic resource that is essential to
2 modern life and America's economic competitiveness; and

3 WHEREAS, the application of a carbon tax to gasoline and other transportation fuels will have a
4 dramatic, immediate impact on transportation costs; and

5 WHEREAS, a carbon tax, by design, will result in substantial, immediate increases in the price
6 of electricity, making electricity less affordable for millions of Americans; and

7 WHEREAS, a carbon tax in the United States will have no impact on China, India, and other
8 major sources of carbon emissions throughout the world, except to increase their competitiveness
9 relative to the United States; and

10 WHEREAS, a carbon tax will put United States exporters and manufacturers at a competitive
11 disadvantage by increasing domestic manufacturing production costs; and

12 WHEREAS, the sole purpose of the tax code should be to fund necessary government functions
13 rather than to manipulate consumer decisions; now, therefore, be it

14 Resolved by the House of Representatives:

15 That the state of New Hampshire opposes all federal and state efforts to establish a carbon tax
16 on fuels for electricity and transportation; and

17 That copies of this resolution, signed by the speaker of the house of representatives be forwarded
18 to each member of the New Hampshire congressional delegation.

REGULAR CALENDAR

January 21, 2022

HOUSE OF REPRESENTATIVES

REPORT OF COMMITTEE

The Majority of the Committee on State-Federal Relations and Veterans Affairs to which was referred HR 17,

AN ACT opposing all federal and state efforts to establish a carbon tax on fuels for electricity and transportation. Having considered the same, report the same with the recommendation that the bill OUGHT TO PASS.

Rep. William Foster

FOR THE MAJORITY OF THE COMMITTEE

**MAJORITY
COMMITTEE REPORT**

Committee:	State-Federal Relations and Veterans Affairs
Bill Number:	HR 17
Title:	opposing all federal and state efforts to establish a carbon tax on fuels for electricity and transportation.
Date:	January 21, 2022
Consent Calendar:	REGULAR
Recommendation:	OUGHT TO PASS

STATEMENT OF INTENT

With the current high-energy costs, record inflation, increasing supply chain issues and costs, along with our state having one of the lowest CO2 emissions in the U.S., we do not support any carbon taxes that will increase costs to the taxpayers of our state.

Vote 11-10.

Rep. William Foster
FOR THE MAJORITY

Original: House Clerk
Cc: Committee Bill File

REGULAR CALENDAR

State-Federal Relations and Veterans Affairs

HR 17, opposing all federal and state efforts to establish a carbon tax on fuels for electricity and transportation. **MAJORITY: OUGHT TO PASS. MINORITY: INEXPEDIENT TO LEGISLATE.**

Rep. William Foster for the **Majority** of State-Federal Relations and Veterans Affairs. With the current high-energy costs, record inflation, increasing supply chain issues and costs, along with our state having one of the lowest CO2 emissions in the U.S., we do not support any carbon taxes that will increase costs to the taxpayers of our state. **Vote 11-10.**

REGULAR CALENDAR

January 21, 2022

HOUSE OF REPRESENTATIVES

REPORT OF COMMITTEE

The Minority of the Committee on State-Federal Relations and Veterans Affairs to which was referred HR 17,

AN ACT opposing all federal and state efforts to establish a carbon tax on fuels for electricity and transportation. Having considered the same, and being unable to agree with the Majority, report with the following resolution: RESOLVED, that it is INEXPEDIENT TO LEGISLATE.

Rep. Lawrence Welkowitz

FOR THE MINORITY OF THE COMMITTEE

**MINORITY
COMMITTEE REPORT**

Committee:	State-Federal Relations and Veterans Affairs
Bill Number:	HR 17
Title:	opposing all federal and state efforts to establish a carbon tax on fuels for electricity and transportation.
Date:	January 21, 2022
Consent Calendar:	REGULAR
Recommendation:	INEXPEDIENT TO LEGISLATE

STATEMENT OF INTENT

A carbon tax is an effective approach to moving away from our dependence on fossil fuels. Carbon dioxide levels must be reduced for the future of the planet, currently at 417 ppm. For the future of our children and grandchildren, and for putting earth first, we oppose this resolution.

Rep. Lawrence Welkowitz
FOR THE MINORITY

Original: House Clerk
Cc: Committee Bill File

REGULAR CALENDAR

State-Federal Relations and Veterans Affairs

HR 17, opposing all federal and state efforts to establish a carbon tax on fuels for electricity and transportation. **INEXPEDIENT TO LEGISLATE.**

Rep. Lawrence Welkowitz for the **Minority** of State-Federal Relations and Veterans Affairs. A carbon tax is an effective approach to moving away from our dependence on fossil fuels. Carbon dioxide levels must be reduced for the future of the planet, currently at 417 ppm. For the future of our children and grandchildren, and for putting earth first, we oppose this resolution.

House Resolution 17
State-Federal Relations & Veterans Affairs
Thursday, 20 January 2022
Rep J D Bernardy, Rockingham 16

Dear Chairman Baldasaro and Committee Members

Why would anyone want to propose a carbon tax on fuels for transportation and electricity? Because burning carbon based fuels releases carbon dioxide into the environment.

What's wrong with releasing carbon dioxide (the gas we exhale when we breathe – 2 pounds a day) into the atmosphere? Environmental crusaders say it will cause global warming and manifold attendant consequences: adverse weather and sea level rises. This has been predicted by computer models and first reported by the UN Environmental Program Director in 1972 – then it was global cooling because of all the other pollutants of combustion. Since 1982, '89, '90, 2007, '15, '18 & '21 the world has been just 10 years from a global warming catastrophe. Additionally, the computer models focus only on manmade sources of carbon dioxide and completely ignore other significant, uncontrollable contributors like volcanic eruptions.

None of the crusaders' models correspond to the observed climate on earth. Global temperature change has been about a half a degree in the past 50 years. The most disastrous model scenarios have been pushed by the crusaders and a complicit media and big tech. Disasters sell and support the “need” for big government solutions - and support the need for more government grants to study the “problem”.

Mankind has easily adapted to this modest half degree temperature change. We have lived through warmer periods in the past. The highest recent temps occurred during the “dust bowl” in the 1930s. Previous warm periods occurred in the Middle Ages when they grew barley in Greenland. During the Roman era they grew grapes in England for wine. With the sun's warmth and carbon dioxide, plants use photosynthesis to grow and produce more abundant grasses, trees and crop yields – not remotely an emergency; it's been a positive agriculturally for the planet. Le Chatelier's Principal tells us when a settled system is disturbed, it will adjust to diminish the change that has been made to it. Despite the modest carbon dioxide increase,

storms, floods and droughts have reduced by 80% from 1980 to 2016 – yet this does not stop demagoguing unique events that do and have always occurred.

There is no climate emergency and we should not be stampeded into adopting the climate crusaders prescription of raising carbon taxes to lessen the use of those fuels for transportation and electricity.

Unfortunately since the time of filing this bill, the Biden administration has effectively added an overwhelming carbon tax by various anti-energy initiatives. Natural gas production and distribution is being discouraged. The Keystone XL pipeline was cancelled immediately at the start of his administration. Dominion & Duke Energy cancelled the Atlantic pipeline due to “legal uncertainties” caused by progressive pipeline opponents. The PennEast pipeline was cancelled for similar reasons. All new drilling was prohibited on federal lands, so as existing wells are closed, supplies become limited and prices go up. About 56% of the electricity generated in New England is from natural gas. Supplier portions of electric bills have more than doubled. New Hampshire pays the fifth highest electric rates in the continental US and they are skyrocketing. Natural gas prices for home heating are jumping over 50% as well. On top of that gasoline prices have surged from \$2/gallon to \$3.30/gallon. Effectively, the Biden administration has implemented a massive carbon tax.

Earlier this legislative session, the Transportation and Climate Initiative (TCI) was rejected by the Legislature and the Governor. TCI was a carbon-trading scheme intended for 13 states from North Carolina to Maine. Carbon emissions were to be capped for transportation fuels and carbon credits were to be sold to the fuel suppliers. TCI was designed to achieve carbon reduction by making gas and diesel more expensive, forcing consumers to ride share or take mass transit. Rising gas prices caused by the Biden administration effectively killed the plan resulting in the Governor formally rejecting the initiative.

The Clean Electricity Performance Program is another carbon reduction program in the Build Back Better legislation. It is designed to make electric prices rise.

We do not need to accept false climate models and extremist solutions that cripple our economy and our people. Say no to any carbon taxes and send that message to our federal delegation.

LFOD

J D Bernardy

Rockingham 16

South Hampton, Kensington & East Kingston

HR-17

Billion \$\$\$\$ Disasters in USA for 20 Years - 1980-1999 ncdc.noaa.gov/billions/summary-stats

Billion-dollar events to affect the United States from 1980 to 1999 (CPI-Adjusted)

Disaster Type	Events	Events/Year	Percent Frequency	Total Costs	Percent of Total Costs	Cost/Event	Cost/Year	Deaths	Deaths/Year
Drought	11	0.6	13.4%	\$127.7B	26.4%	\$11.6B	\$6.4B	3,404 [†]	170 [†]
Flooding	12	0.6	14.6%	\$79.7B	16.5%	\$6.6B	\$4.0B	358	18
Freeze	6	0.3	7.3%	\$27.0B	5.6%	\$4.5B	\$1.4B	161	8
Severe Storm	21	1.1	25.6%	\$43.8B	9.1%	\$2.1B	\$2.2B	535	27
Tropical Cyclone	18	0.9	22.0%	\$153.8B	31.8%	\$8.5B	\$7.7B	497	25
Wildfire	3	0.2	3.7%	\$10.9B	2.3%	\$3.6B	\$0.5B	29	1
Winter Storm	11	0.6	13.4%	\$40.3B	8.3%	\$3.7B	\$2.0B	931	47
All Disasters	82	4.1	100.0%	\$483.2B	100.0%	\$5.9B	\$24.2B	5,915	296

Billion \$\$\$\$ Disasters in USA for Past 5 Years – 2017-2021 same link as above

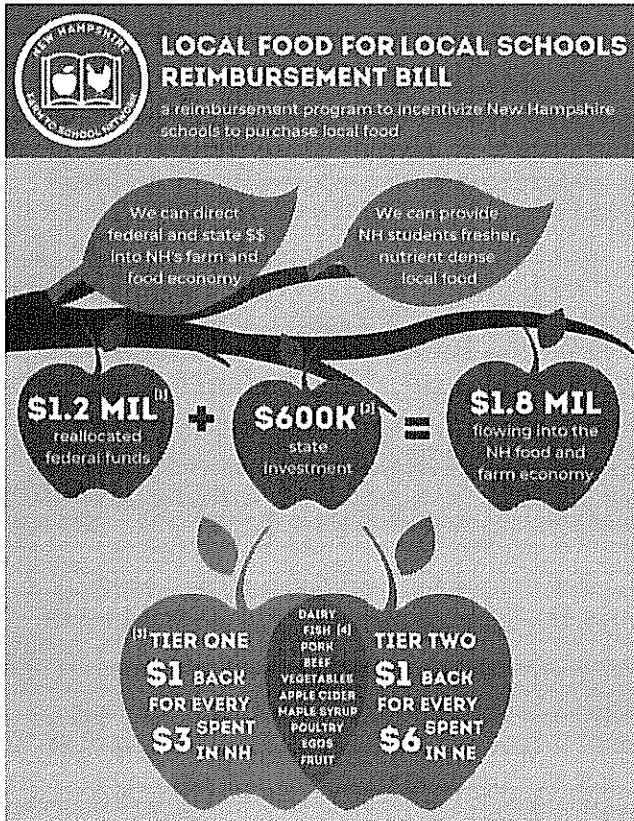
Billion-dollar events to affect the United States from 2017 to 2021 (CPI-Adjusted)

Disaster Type	Events	Events/Year	Percent Frequency	Total Costs	Percent of Total Costs	Cost/Event	Cost/Year	Deaths	Deaths/Year
Drought	4	0.8	4.7%	\$19.8B	2.7%	\$5.0B	\$4.0B	274 [†]	55 [†]
Flooding	7	1.4	8.1%	\$27.9B	3.8%	\$4.0B	\$5.6B	44	9
Freeze	1	0.2	1.2%	\$1.1B	0.1%	\$1.1B	\$0.2B	0	0
Severe Storm	4x 48 = 192	9.6	55.8%	\$103.0B	13.9%	\$2.1B	\$20.6B	253	51
Tropical Cyclone	18	3.6	20.9%	\$482.8B	65.1%	\$26.8B	\$96.6B	3,474	695
Wildfire	5	1.0	5.8%	\$79.8B	10.8%	\$16.0B	\$16.0B	217	43
Winter Storm	3	0.6	3.5%	\$27.7B	3.7%	\$9.2B	\$5.5B	257	51
All Disasters	86	17.2	100.0%	\$742.1B	100.0%	\$8.6B	\$148.4B	4,519	904

[†]Deaths associated with drought are the result of heat waves. (Not all droughts are accompanied by extreme heat waves.)

Flooding events (river basin or urban flooding from excessive rainfall) are separate from inland flood damage caused by tropical cyclone

NH FEMA Bailouts 1979-2002 – 23 years = \$5 million 2003 – 2015 – 13 years = \$172 million
nhpr.org/post/new-hampshires-most-costly-natural-disasters#stream/0



Why We Need to Support HB 1657

The world is not the same as it was in the previous century. Extreme weather events, ongoing droughts precipitated by the past seven years being the seven hottest years on record¹, an overuse of both surface waters and aquifers, and now the ongoing pandemic have seriously impacted our nation's ability to produce, process and distribute the food it needs to support our growing population.

Thus food security is one of the principal adverse realities that our children will inherit from we adults. That is why I, along with the NH Northeast Organic Farmer's Association (nofanh.org) and many other organizations like The Farm to School Network, support the full implementation of this bill in this year.

HB 1657 – The Local Foods for Local Schools Reimbursement Bill will:

1. Promote healthy eating habits by providing nutrient dense food for our state's school children, improving both their physical and mental health.
2. As a retired K-14 science teacher (35 years, all subject areas and all grade levels) I truly anticipate that with the passing of HB 1657, we will see school staff use this new relationship with farmers as a way to teach students, and through students their families and community members, about nutrition, agricultural processes, and why we need to increase food production in NH. With the hope that many of them will want to become involved in home gardening and potentially commercial development of our state's food resources in order to achieve one of my (and many other members of NOFA-NH) goals, of producing 30% of NH food needs by 2030!
3. Financially support all our local farmers thus incentivizing them to not only continue to produce high quality local foods, but to potentially expand their operations, to once again hit that "30 by 30" target (4,100 NH farms, 2,750 had sales less than \$10,000 in 2020²).

So Please Support HB 1657 – Your Children and Our Farmers Will Thank You!

Philip Browne, 103 Staniels Rd, Loudon, NH 03307 603-726-6587

Education and Outreach Committee for NOFA-NH, and CO-President of sos-steam.org

1. [nasa.gov/press-release/2020-tied-for-warmest-year-on-record-nasa-analysis-shows](https://www.nasa.gov/press-release/2020-tied-for-warmest-year-on-record-nasa-analysis-shows)
2. concordmonitor.com/farm-census-new-hampshire-agriculture-39014835

HR 17 -11:15 AM State-Federal & Veterans Affairs

Good morning, Mr. Chairman and esteemed members of this committee. I'm Rep. Jeanine Notter, the House Majority Whip. I'm currently serving my sixth term, the first two, of which, were served on this committee.

The past four terms I have been on the committee of Science, Technology, and Energy. Many times now we have heard the arguments For and Against a Carbon Tax. I keep some of the past testimony in a folder that has the Eiffel Tower on the cover. It serves as a reminder of the crowds that took to the streets to protest the carbon tax that was imposed on the people of France.

Serving in the New Hampshire Legislature, we often hear the same bills over and over, each and every term. In this committee, the Honor and Remember Flag was one that kept coming back.

Let me tell you what a Carbon Tax would mean for NH:

New England Convenience Stores and Energy Markets Association testified that, "Every cent the state charges through this plan will get pushed down the various supply chains and ultimately end up hitting NH citizens in the wallet. It will affect anyone who drives a car, heats their home or business, anyone doing a construction project of any kind, anyone who buys groceries, or eats out in a restaurant, and on and on and on. This tax will touch everyone in the state multiple times each and every day."

This Domino Effect was further explained by Rep. Michael Vose. "The collapse of the NH economy is what this carbon tax will likely induce. Since surrounding states will not have adopted this tax, energy prices in those states will become lower than those here. People will drive to neighboring states to buy cheaper gas. Renters, especially those who commute out of state for work, will move there because apartment utilities will be lower. Since all goods and services vendors in NH will be subject to the carbon tax, the price of everything will go up. This inflation will cut back on the other expenses, such as labor. Jobs will be lost. Companies may eventually be forced to relocate out of state. NH will fall into a death spiral of economic chaos."

At a task for meeting at the American Legislators Exchange Council, a slide was presented to highlight our state and the ridiculous Carbon Tax proposal.

NH is among the lowest in the USA for carbon emission; less than .0029% of the US total. How could anyone possibly rationalize taxing the people of NH \$300 to \$800 million for such a minuscule return?

In 2019, the majority party at the time TABLED the Carbon Tax bill to avoid having the public hear the debate on this disastrous legislation that spells government-overreach to the extreme.

As legislators, we sometimes receive literature from The Heartland Institute.

~~Speaking of extreme, you may hear testimony today from someone who claims to be an expert on the climate. He will bash the Heartland Institute and try to convince you that they are just a tiny little outfit that knows nothing.~~ ^{sees} ~~he is~~

On the contrary, The Heartland Institute has the respect of tens of thousands of Scientists world-wide who dispute that we are in a climate crisis. Keep in mind that the public is only told what those in charge of the media and/or administration want you to know. During the Obama Administration, only the climate alarmists got federal grants. Those in opposition got canceled.

I had the opportunity to attend the International Climate Conference this past October. I took home a stack of books and read every one of them. I filled up an entire notebook with notes from the event.

^{sponsor}
of
The
H.I.

True science dictates that questions must always be asked. Is science ever really settled? New information pops up every day.

I know this is getting too long, so to sum it all up, a Resolution is not a bill that enacts change. It is a political statement that we do not want to ruin our economy with an unsustainable carbon tax, like they implemented in France. Put the Granite Staters first and pass this Resolution.

Thank you,

Rep. Jeanine Notter
House Majority Whip

House Remote Testify

State-Federal Relations and Veterans Affairs Committee Testify List for Bill HR17 on 2022-01-20

Support: 4 Oppose: 149 Neutral: 0 Total to Testify: 0

Export to Excel

<u>Name</u>	<u>City, State</u> <u>Email Address</u>	<u>Title</u>	<u>Representing</u>	<u>Position</u>	<u>Testifying</u>	<u>Non-Germane</u>	<u>Signed Up</u>
Sinkler, Wharton	Sandwich, NH wsinkler@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/10/2022 9:59 AM
Hackmann, Kent	Andover, NH hackmann@uidaho.edu	A Member of the Public	Myself	Oppose	No	No	1/10/2022 3:50 PM
Thorndike, Katherine	Sandwich, NH khthorndike@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/11/2022 7:44 PM
Ingalls, Helen	Sandwich, NH Ingalls20007@icloud.com	A Member of the Public	Myself	Oppose	No	No	1/11/2022 7:44 PM
Kruse, Martha	Laconia, NH muff@metrocast.net	A Member of the Public	Myself	Oppose	No	No	1/11/2022 7:46 PM
Ruiter, Aimee	Gilmanton, NH AIMEE.RUITER@GMAIL.COM	A Member of the Public	Myself	Oppose	No	No	1/11/2022 7:47 PM
Sinkler, Lucie	Sandwich, NH luciesinkler@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/12/2022 9:11 AM
Taylor, Frances	Holderness, NH egg lady5@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/13/2022 8:54 AM
Devens, Dick	Center Sandwich, NH rdevens41@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/13/2022 9:01 AM
Heard, Elizabeth	Center Sandwich, NH lisahearddonald@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/13/2022 10:23 AM
Beck, Gerald	Holderness, NH bentrimone@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/13/2022 1:54 PM
Fedorchak, Gaye	Gilford, NH Gayevf@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/13/2022 8:07 PM
Fedorchak, Paul	Gilford, NH pfedorch@plymouth.edu	A Member of the Public	Myself	Oppose	No	No	1/13/2022 8:29 PM

Porter, H. Boone	Center Sandwich, NH hbmporter@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/13/2022 9:13 PM
McGraw, David	Campton, NH dcmcgraw@myfairpoint.net	A Member of the Public	Myself	Oppose	No	No	1/13/2022 9:18 PM
Garvey, Irene Grace	Plymouth, NH igracegarvey@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 9:30 AM
Glazebrook, Anne	Ashland, NH aglazebrook7@yahoo.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 10:08 AM
McLane, Douglas	Plymouth, NH mclanedouglas@hotmail.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 1:54 PM
Muskat, Carla	Sandwich, NH carlamuskat@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 2:02 PM
Hall, Jennifer	Campton, NH jenh@plymouth.edu	A Member of the Public	Myself	Oppose	No	No	1/14/2022 2:23 PM
Halperin, Bryan	Meredith, NH bryanhalperin@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 2:25 PM
DePuy, Charles	Lebanon, NH c.depu@yaho.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 2:26 PM
Baldwin, Gunnar	Plymouth, NH gunnar.baldwin@roadrunner.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 2:30 PM
Gardner, Dana	Gilford, NH gardner.dana@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 2:37 PM
Merrithew, Dana	Rumney, NH dmerrithew@roadrunner.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 2:55 PM
Hage, Richard	Plymouth, NH Dhage@plymouth.edu	A Member of the Public	Myself	Oppose	No	No	1/14/2022 3:15 PM
Nesheim, Brendan	Windham, NH BdNesheim@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 3:22 PM
Highland, Jennifer	Bridgewater, NH jhighlan5959@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 3:30 PM
Capodestria, Dennis	Bridgewater, NH dcapodestria@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 3:31 PM
Brox, Maggie	Rumney, NH Magbrox53@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 3:48 PM
Flynn, Brian	Rumney, NH, NH bcfrumney@yahoo.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 3:51 PM

Spike, Barbara	Plymouth, NH baspol17@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 3:52 PM
Trought, Elizabeth A	Dorchester, NH batrought@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 4:04 PM
Van Dorn, Edward	Hebron, NH evdinpika@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 4:15 PM
Kenney, Mike	Easton, NH netennis@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 4:34 PM
Norris, Kathleen	Wentworth, NH norriskath@yahoo.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 4:57 PM
Coder, William	Bedford, NH wcoder@aol.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 5:06 PM
Van de Poll, Rick	Center Sandwich, NH rickvdp@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 5:20 PM
Simones, Edward	Intervale, NH butchsimones@yahoo.com	A Member of the Public	Myself	Oppose	No	No	1/14/2022 9:28 PM
Johnk, Gale	Campton, NH J_johnk@yahoo.com	A Member of the Public	Myself	Oppose	No	No	1/15/2022 6:30 AM
Saum, Judith	Rumney, NH judithsaum@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/15/2022 7:00 AM
Weston, Joyce	Plymouth, NH jweston14@roadrunner.com	An Elected Official	Myself	Oppose	No	No	1/15/2022 9:23 AM
Eastman, Regina	Thornton, NH lholistictherapist@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/15/2022 10:08 AM
Abbott, Will	Concord, NH willabbott1953@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/15/2022 11:17 AM
Miller, Lodra	Plymouth, NH catlover06053@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/15/2022 4:05 PM
McClave, Cee	Exeter, NH cee.mcclave@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/16/2022 10:46 PM
Jernstedt, Margaret	Hanover, NH Margaret.Jernstedt@comcast.net	A Member of the Public	Myself	Oppose	No	No	1/17/2022 7:36 AM
Nesheim, Melanie	Holderness, NH mgn027@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/17/2022 8:20 AM
Nesheim, William	Holderness, NH bill.nesheim@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/17/2022 10:36 AM

Beaulieu, Rebecca	Dover, NH rebeccaeb9495@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/17/2022 11:05 AM
Twombly, Martha	Hebron, NH marthamosaic@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/17/2022 1:46 PM
Louis, Christine	Plymouth, NH Crlouis@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/17/2022 2:30 PM
Beffa-Negrini, Patricia	Nelson, NH pbeffa@me.com	A Member of the Public	Myself	Oppose	No	No	1/17/2022 2:30 PM
Gerson, Deborah	Bedford, NH debgerson@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/17/2022 5:28 PM
Weck, Sarah	West Chesterfield, NH sarah_weck@hotmail.com	A Member of the Public	Myself	Oppose	No	No	1/17/2022 6:33 PM
Cohen, Richard	West Chesterfield, NH rwcohen123@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/17/2022 6:35 PM
Riege-Blackman, Virginia	Chichester, NH ginger.blackman@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/17/2022 7:48 PM
Gage, John	Windham, NH jhgage@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/17/2022 7:57 PM
Walsh, Linda	Hebron, NH lindawalsh520@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/17/2022 8:22 PM
Sullivan, Dennis	Eaton, NH dennissullivannh@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/17/2022 9:11 PM
Beffa-Negrini, David	Nelson, NH Dbeffan@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/17/2022 9:32 PM
Huberman, Anne	Peterborough, NH Anne.Huberman@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/17/2022 10:25 PM
Kraus, Carol	PETERBOROUGH, NH carolekraus@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/17/2022 11:04 PM
Bukowski, Rebecca	Concord, NH Rbcc671@comcast.net	A Member of the Public	Myself	Oppose	No	No	1/18/2022 7:11 AM
Kelley-Gillard, Nancy	Keene, NH ndgillard@ne.rr.com	A Member of the Public	Myself	Oppose	No	No	1/18/2022 7:51 AM
Smallcomb, John	Glen, NH Smallcomb67@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/18/2022 7:54 AM
Shamel, Susan	Hillsborough, NH susanshamel@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/18/2022 9:35 AM

Southard, Barbara	Bradford, NH Barbsouthard@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/18/2022 9:36 AM
Mitchell, Zoe	Walpole, NH zoemitchell720@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/18/2022 10:05 AM
Klema, Gabrielle	Charlestown, NH Gabrielleklema@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/18/2022 10:12 AM
Goggans, Ron	Campton, NH rongoggans@gmail.com	An Elected Official	Myself	Oppose	No	No	1/18/2022 10:40 AM
Shamel, Roger	Hillsborough, NH rshamel@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/18/2022 11:40 AM
Mason, James	Hancock, NH jmason9999@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/18/2022 11:59 AM
McEnaney, Kevin	Bartlett, NH kevinm5246@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/18/2022 2:48 PM
McEnaney, Darlene	Bartlett, NH darlenemcenaney@yahoo.com	A Member of the Public	Myself	Oppose	No	No	1/18/2022 2:51 PM
Rand, Steven	Plymouth, NH rstevenrand@yahoo.com	A Member of the Public	Myself	Oppose	No	No	1/18/2022 4:34 PM
Curtis-McLane, Bruce	Jackson, NH brucecm2@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/18/2022 5:48 PM
kwasnik, joseph	concord, NH jkwasnik25@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/18/2022 5:51 PM
Gage, Katharine	Windham, NH katharine.gage@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/18/2022 7:53 PM
Sky, David	Concord, NH dsky227@comcast.net	A Member of the Public	Myself	Oppose	No	No	1/18/2022 7:59 PM
Coon, Kate	Peterborough, NH kate2coon@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/18/2022 8:27 PM
McLane, Ryman	Jackson, NH ryman@sacotreeworks.com	A Member of the Public	Myself	Oppose	No	No	1/18/2022 8:45 PM
Leswing, Katherine	Concord, NH katherine.leswing@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/18/2022 10:08 PM
Winterbottom, Robert	Stoddard, NH rtwinterbottom@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/18/2022 10:50 PM
Nardino, Marie	Andover, NH mdnardino@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 6:53 AM

Diamond, James	Tamworth, NH Jiminoregon@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 7:52 AM
Diamond, Maureen	Tamworth, NH maureeninoregon@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 7:54 AM
MULKERN, KATHLEEN	Bartlett, NH kmulkern3@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 8:29 AM
Bilodeau, Catherine	Northfield, NH cbb@metrocast.net	A Member of the Public	Myself	Oppose	No	No	1/19/2022 8:36 AM
Jones, Geoffrey	STODDARD, NH geoffreytjones@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 8:59 AM
Frost, Sherry	Dover, NH s.frost@leg.state.nh.us	An Elected Official	Myself	Oppose	No	No	1/19/2022 9:06 AM
Emberley, Owen	Concord, NH oemberley@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 9:49 AM
Mathison, Susan	Plymouth, NH familyofrowers@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 9:55 AM
Shepardson, Marjorie	Marlborough, NH marge.shepardson@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 10:00 AM
Goodwin, Charlie	Warner, NH cgoodwinartist@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 10:09 AM
Lange, Bjorn	Concord, NH bogdogster@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 10:27 AM
wiley, susan	Sandwich, NH seeksusan@myfairpoint.net	A Member of the Public	Myself	Oppose	No	No	1/19/2022 10:44 AM
Wightman, Nancy	Cornish, NH Nwlaststraw@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 11:40 AM
Berk, Bruce	Pittsfield, NH bruce.berk.nh@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 11:40 AM
Raven, Mary	Merrimack, NH marybeth.raven@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 11:40 AM
kondos, john	Spofford, NH jkondos@home-efficiency.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 12:05 PM
Goss, Eva	Sandwich, NH mgpratt@juno.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 12:18 PM
Howell, Elizabeth	Sutton, NH elizhowell@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 12:33 PM

Roche, Edward	Hopkinton, NH Tedroche@gmail.cpm	A Member of the Public	Myself	Oppose	No	No	1/19/2022 12:43 PM
Curry, Reeve	Wolfeboro, NH reevenotes@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 12:50 PM
Courtney, Jo-Ellen	Enfield, NH jecourtney820@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 1:39 PM
Richardson, Daniel	Nashua, NH daniel6_22@comcast.net	A Member of the Public	Myself	Support	No	No	1/19/2022 1:51 PM
Collyer, Anne	Newton, NH annicollyer34@gmail.com	A Member of the Public	Myself	Support	No	No	1/19/2022 2:09 PM
Pimentel, Rod	Henniker, NH Rod.pimentel@leg.state.nh.us	An Elected Official	Myself	Oppose	No	No	1/19/2022 2:26 PM
Floreani, Richard	New Boston, NH pizzapierick@msn.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 2:30 PM
heard, virginia	Center Sandwich, NH vlheard151@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 2:58 PM
Thorne, Sarah	Gilmanton Iron Works, NH scthorne350@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 3:20 PM
Nelson, Karin	Moultonborough, NH forkarin@hotmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 3:47 PM
Kubit, Joy	New London, NH joykubit@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 4:03 PM
Hoburg, Margaret	Moultonborough, NH peggyhoburg@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 4:26 PM
Oxenham, Lee	Plainfield, NH leexenham@comcast.net	An Elected Official	Myself	Oppose	No	No	1/19/2022 4:30 PM
Hiatt, Eve	New London, NH FirstLadyKY@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 4:46 PM
Bushueff, Catherine	Sunapee, NH agawamdesigns@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 5:16 PM
Maffucci, Dianna	Pembroke, NH Maffucci@comcast.net	A Member of the Public	Myself	Oppose	No	No	1/19/2022 5:36 PM
Stanton, Cynthia K	Moultonborough, NH Cindy.stanton1@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 5:44 PM
Hill, Kenneth	Moultonborough, NH kenneth_hill_1@yahoo.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 6:05 PM

Hoburg, James	Moultonborough, NH jhoburg@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 6:14 PM
Knight, Brenda	Hanover, NH bknight290@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 6:32 PM
Baber, Kristine	Dover, NH kmbaber@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 6:36 PM
Tam-Semmens, Helen	Stoddard, NH HTAMSEMMENS@GMAIL.COM	A Member of the Public	Myself	Oppose	No	No	1/19/2022 7:51 PM
Blanchard, Sandra	Loudon, NH sandyblanchard3@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 8:05 PM
Semmens, Ronald Scott	Stoddard, NH rssemmens@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 8:20 PM
de Seve, Richard	GILMANTON, NH, NH hawkluvr57@metrocast.net	A Member of the Public	Myself	Oppose	No	No	1/19/2022 9:07 PM
Martin, Patricia A	Rindge, NH pmartin2894@yahoo.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 9:08 PM
Reardon, Donna	Concord, NH bugs42953@aol.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 9:46 PM
Anastasia, Patricia	Londonderry, NH patti.anastasia@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 9:47 PM
Vansant, Ted	Holderness, NH tedvansant@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 10:06 PM
Smith, Elise	Gilmanton IW, NH misselise22@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/19/2022 11:15 PM
Stump, Robert	Canterbury, NH berrettaa@aol.com	A Member of the Public	Myself	Oppose	No	No	1/20/2022 6:02 AM
Balch, Fmr. Rep. Chris	Wilton, NH chris1953balch@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/20/2022 7:37 AM
Dargie, Paul	Milford, NH pauldargie@gmail.com	An Elected Official	Myself	Oppose	No	No	1/20/2022 8:02 AM
Malsbenden, Kathleen	Newmarket, NH Kmalsbenden@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/20/2022 9:18 AM
Goodnow, Nick	Hillsboro, NH nicholasgoodnow@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/20/2022 9:46 AM
perez, maria	milford, NH mariaeli63@gmail.com	An Elected Official	Myself	Oppose	No	No	1/20/2022 9:47 AM

Geary, Fiona	Northwood, NH fionamaegeary@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/20/2022 9:53 AM
Howard, Raymond	Alton, NH brhowardjr@yahoo.com	An Elected Official	Myself	Support	No	No	1/20/2022 9:57 AM
Payne, Walter	Exeter, NH wpayne31@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/20/2022 10:01 AM
Thomas, Doug	Londonderry, NH doug.thomasnh@gmail.com	An Elected Official	Myself	Support	No	No	1/20/2022 11:04 AM
Marsh, Amanda	Deering, NH amarsh_simon@hotmail.com	A Member of the Public	Myself	Oppose	No	No	1/20/2022 11:07 AM
Demark, Rick	Meredith, NH Demarknh114@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/20/2022 11:56 AM
Conaci, Joseph	Northfield, NH jconaci@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/20/2022 11:59 AM
Crockett, Robert	Hanover, NH rocroc@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/20/2022 1:47 PM
Kubit, Joseph	New London, NH jgkubit70@gmail.com	An Elected Official	Myself	Oppose	No	No	1/20/2022 1:57 PM
Carey, Gina	North Hampton, NH ginacarey@comcast.net	A Member of the Public		Oppose	No	No	1/20/2022 2:32 PM
Chase, Susan	ANDOVER, NH SRFCHASE@GMAIL.COM	A Member of the Public	Myself	Oppose	No	No	1/20/2022 5:40 PM
Mott-Smith, Wiltrud	Loudon, NH wmottsm@worldpath.net	A Member of the Public	Myself	Oppose	No	No	1/20/2022 7:25 PM
Wells, Ken	Andover, NH kenwells3@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/20/2022 10:57 PM
Wells, Lee	Andover, NH leewells.locustfarm@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/20/2022 10:59 PM

HOUSE COMMITTEE ON STATE-FEDERAL RELATIONS AND VETERANS AFFAIRS

PUBLIC HEARING ON HR 17

BILL TITLE:

DATE: January 20, 2022

LOB ROOM: 201-203 **Time Public Hearing Called to Order:** 11:15 a.m.

Time Adjourned: <<End

Time>>

Committee Members: Reps. Baldasaro, Moffett, DeLemus, Lundgren, Katsakiores, Rollins, Binford, Foster, Deshaies, Harley, Leavitt, Massimilla, Piedra, Booras, Wilhelm, Espitia, Griffith, Toll, Labranche, Laughton and Welkowitz

Bill Sponsors:

Rep. Bernardy
Rep. Cambrils

Rep. Notter

Rep. White

TESTIMONY

* Use asterisk if written testimony and/or amendments are submitted.

*Rep. **Bernardy**: See written testimony.

Rep. **Baldarso**: Do you sit on the Science and Technology Committee?
Ans: Yes.

Rep. **Notter**: See written testimony.

Wherton **Sinkler**, Sandwich, NH: Opposed. Embraced science in this country. i.e. ozone. Carbon Dioxide causing global warming and the tax. This tax is caricature of real carbon tax.

Rep. **Foster**: Carbon tax have a negative effect on citizens? Reduces emissions without effecting quality of life.

*Phil **Browne**, Loudon, NH: Opposes resolution. See written testimony.

John **Gage**, Windham, NH: Opposes. See government issued booklets (page one Climate Science Special Report.)

Katharine **Gage**: Opposes HB 17.

Walter **Payne**, Exeter, NH: Wants to phase out fossil fuels. Resolution doesn't deny that all the global climate change problems exist. Climate catastrophe goes on so we need a tax.

Respectfully submitted,

Rep. Susan C. DeLemus
Clerk



TOWN OF DURHAM
8 NEWMARKET ROAD
DURHAM, NH 03824
Tel: 603-868-5571
Fax: 603-868-1858
www.ci.durham.nh.us

RESOLUTION #2021-06 OF DURHAM, NEW HAMPSHIRE

URGING OUR STATE AND FEDERAL REPRESENTATIVES TO ENACT LEGISLATION TO PROTECT THE UNITED STATES AND NEW HAMPSHIRE FROM CARBON BASED FOSSIL FUELS AND FROM THE IMPACT BY GREENHOUSE GASES (GHGs) AND RELATED ENVIRONMENTAL IMPACT COSTS AND ENVIRONMENTAL RISKS OF CONTINUED CLIMATE INACTION

WHEREAS, the Town Council has adopted a goal to pursue long-term economic and environmental sustainability and resiliency, anticipating the community's and the region's future needs by considering multiple elements including society, ecology, economics, transportation, agriculture, food and drinking water, and energy resources, specifically taking into account existing and predicted impacts of climate change; and

WHEREAS, on January 16, 2019, 4 former Chairs of the Federal Reserve (all), 27 Nobel Laureate Economists, 15 Former Chairs of the Council of Economic Advisors, and 2 Former Secretaries of the U.S. Department of Treasury co-authored an Op Ed in the Wall Street Journal outlining a bipartisan path on how to combat climate change; and

WHEREAS, global climate change is a serious problem calling for immediate national action that should be guided by sound economic principles; and

WHEREAS, a carbon tax offers the most cost-effective lever to reduce carbon emissions at the scale and speed that is necessary. By correcting a well-known market failure, a carbon tax will send a powerful price signal that harnesses the invisible hand of the marketplace to steer economic actors towards a low-carbon future; and

WHEREAS, a carbon tax should increase every year until emissions reductions goals are met and be revenue neutral to avoid debates over the size of government. A consistently rising carbon price will encourage technological innovation and large-scale infrastructure development. It will also accelerate the diffusion of carbon-efficient goods and services; and

WHEREAS, a sufficiently robust and gradually rising carbon tax will replace the need for various carbon regulations that are less efficient. Substituting a price signal for cumbersome regulations will promote economic growth and provide the regulatory certainty companies need for long-term investment in clean-energy alternatives; and

WHEREAS, to prevent carbon leakage and to protect U.S. competitiveness, a border carbon adjustment system should be established. This system would enhance the competitiveness of American firms that are more energy-efficient than their global competitors. It would also create an incentive for other nations to adopt similar carbon pricing; and

WHEREAS, it will be important for solutions to these issues to include consideration of potential social justice implications, and implications for the Regional Greenhouse Gase Initiative (RGGI) in which New Hampshire and other Northeast and Mid-atlantic states participate; and

WHEREAS, to maximize the fairness and political viability of a rising carbon tax, all the revenue should be returned directly to U.S. citizens through equal lump-sum rebates. The majority of American families, including the most vulnerable, will benefit financially by receiving more in “carbon dividends” than they pay in increased energy prices,

NOW, THEREFORE, BE IT RESOLVED by the Town Council, the governing and legislative body of the Town of Durham, does hereby approve **Resolution #2021-06** and calls upon our State and Federal elected representatives to enact carbon pricing legislation to protect the United States and New Hampshire from the costs and environmental risks of continued climate inaction. To protect households, the Council supports a Carbon Fee for Fuels that generate GHGs and Dividend approach that charges fossil fuel producers for their carbon pollution and rebates the money collected to all residents on an equal basis. Enacting a Carbon Cash-Back program decreases long-term fossil-fuel dependence, aids in the economic transition for energy consumers, and keeps local energy dollars in New Hampshire’s economy. A carbon Cash-Back program is the most effective and fair way to deliver rapid reductions in harmful carbon emissions at the scale required for our collective health and safety.

PASSED AND ADOPTED on this 15th day of March, 2021 by a 9-0 roll call vote of the Durham Town Council as follows:

Sally Tobias	<u>Yes</u>	Wayne Burton	<u>Yes</u>
Dinny Waters	<u>Yes</u>	James Lawson	<u>Yes</u>
Al Howland	<u>Yes</u>	Sally Needell	<u>Yes</u>
Katherine Marple	<u>Yes</u>	Chuck Hotchkiss	<u>Yes</u>
Carden Welsh	<u>Yes</u>		


Katherine Marple, Chair
Durham Town Council

ATTEST:


Lorrie Pitt, Town Clerk

The Carbon Fee and Dividend Policy

Carbon Fee and Dividend is the policy proposal for federal legislation created by Citizens' Climate Lobby (CCL) to account for the costs of burning fossil fuels. It's the policy that climate scientists and economists alike say is the best first step to reduce the likelihood of catastrophic climate change from global warming.

Our [carbon fee and dividend proposal](#)¹ works like this:

1. **A fee is placed on fossil fuels at the source** (well, mine, or port of entry). This fee starts at \$15 per ton of CO₂ equivalent emissions and increases steadily each year by \$10.
2. **All the money collected, minus administration costs, is returned to American households on an equal basis.** Under this plan about 2/3 of all households will break even or receive more in their monthly dividend than they will pay in higher prices due to the fee, thereby protecting middle-income and helping low-income households².
3. **A border carbon adjustment is placed on goods imported from and exported to countries that don't have an equivalent price on carbon.** This will keep US businesses competitive in trade with countries where emissions are free and strongly encourage other nations to adopt an equivalent price on carbon.

A predictably increasing carbon price will send a clear market signal which will unleash entrepreneurs and investors in the new clean-energy economy. Spending enabled by the net income gain of low-income households will create millions of new jobs³. The IMF and the World Bank say this global carbon price is needed to meet IPCC warming limit targets.

1. The Citizens' Climate Lobby. "[CCL draft legislation for Carbon Fee and Dividend](#)."

2. "[Dividends](#)". Last modified: February 12, 2015. The Carbon Tax Center.

3. "[The Economic, Climate, Fiscal, Power, and Demographic Impact of a National Fee-and-Dividend Carbon Tax](#)".

June 9, 2014, Regional Economic Models, Inc..

As Appeared In

THE WALL STREET JOURNAL.

THURSDAY, JANUARY 17, 2019

Original Co-Signatories Include (full list on reverse):

3500+ U.S. Economists

4 Former Chairs of the Federal Reserve (All)

27 Nobel Laureate Economists

15 Former Chairs of the Council of Economic Advisers

Economists' Statement on Carbon Dividends

Global climate change is a serious problem calling for immediate national action. Guided by sound economic principles, we are united in the following policy recommendations.

I. A carbon tax offers the most cost-effective lever to reduce carbon emissions at the scale and speed that is necessary. By correcting a well-known market failure, a carbon tax will send a powerful price signal that harnesses the invisible hand of the marketplace to steer economic actors towards a low-carbon future.

II. A carbon tax should increase every year until emissions reductions goals are met and be revenue neutral to avoid debates over the size of government. A consistently rising carbon price will encourage technological innovation and large-scale infrastructure development. It will also accelerate the diffusion of carbon-efficient goods and services.

III. A sufficiently robust and gradually rising carbon tax will replace the need

for various carbon regulations that are less efficient. Substituting a price signal for cumbersome regulations will promote economic growth and provide the regulatory certainty companies need for long-term investment in clean-energy alternatives.

IV. To prevent carbon leakage and to protect U.S. competitiveness, a border carbon adjustment system should be established. This system would enhance the competitiveness of American firms that are more energy-efficient than their global competitors. It would also create an incentive for other nations to adopt similar carbon pricing.

V. To maximize the fairness and political viability of a rising carbon tax, all the revenue should be returned directly to U.S. citizens through equal lump-sum rebates. The majority of American families, including the most vulnerable, will benefit financially by receiving more in "carbon dividends" than they pay in increased energy prices.

ORIGINAL CO-SIGNATORIES

As published in the Wall Street Journal on January 17, 2019

George Akerlof

Nobel Laureate Economist

Alan Greenspan

Former Chair, Federal Reserve
Former Chair, CEA

Eric Maskin

Nobel Laureate Economist

William Sharpe

Nobel Laureate Economist

Robert Aumann

Nobel Laureate Economist

Lars Peter Hansen

Nobel Laureate Economist

Daniel McFadden

Nobel Laureate Economist

Robert Shiller

Nobel Laureate Economist

Martin Baily

Former Chair, CEA

Oliver Hart

Nobel Laureate Economist

Robert Merton

Nobel Laureate Economist

George Shultz

Former Treasury Secretary

Ben Bernanke

Former Chair, Federal Reserve
Former Chair, CEA

Bengt Holmström

Nobel Laureate Economist

Roger Myerson

Nobel Laureate Economist

Christopher Sims

Nobel Laureate Economist

Michael Boskin

Former Chair, CEA

Glenn Hubbard

Former Chair, CEA

Edmund Phelps

Nobel Laureate Economist

Robert Solow

Nobel Laureate Economist

Angus Deaton

Nobel Laureate Economist

Daniel Kahneman

Nobel Laureate Economist

Christina Romer

Former Chair, CEA

Michael Spence

Nobel Laureate Economist

Peter Diamond

Nobel Laureate Economist

Alan Krueger

Former Chair, CEA

Harvey Rosen

Former Chair, CEA

Lawrence Summers

Former Treasury Secretary

Robert Engle

Nobel Laureate Economist

Finn Kydland

Nobel Laureate Economist

Alvin Roth

Nobel Laureate Economist

Richard Thaler

Nobel Laureate Economist

Eugene Fama

Nobel Laureate Economist

Edward Lazear

Former Chair, CEA

Thomas Sargent

Nobel Laureate Economist

Laura Tyson

Former Chair, CEA

Martin Feldstein

Former Chair, CEA

Robert Lucas

Nobel Laureate Economist

Myron Scholes

Nobel Laureate Economist

Paul Volcker

Former Chair, Federal Reserve

Jason Furman

Former Chair, CEA

N. Gregory Mankiw

Former Chair, CEA

Amartya Sen

Nobel Laureate Economist

Janet Yellen

Former Chair, Federal Reserve
Former Chair, CEA

Austan Goolsbee

Former Chair, CEA

Archived: Friday, February 4, 2022 1:51:46 PM

From: [Mary Beth Raven](#)

Sent: Wednesday, January 19, 2022 12:12:01 PM

To: ~House State-Federal Relations and Veterans Affairs

Subject: HR 17 is NOT in keeping with NH values of fairness and free markets. please oppose it.

Importance: Normal

Dear members of the State-Federal Relations and Veterans Affairs committee,

HR 17 is a resolution opposing all federal and state efforts to establish a carbon tax on fuels for electricity and transportation. This idea is not in keeping with our NH values of fairness and free markets, and I ask you to oppose it.

Fairness: We want our businesses to be able to compete fairly in global markets. Enacting (not banning!) carbon pricing legislation actually helps us to compete in global markets. Carbon pricing, in fact, is the **ONLY** policy that allows us to hold China, India and other carbon emitters accountable for their emissions. How? Carbon pricing bills like the [Energy Innovation and Carbon Dividend Act](#) use **border carbon adjustments** to ensure that US exporters and manufacturers are not put at a competitive disadvantage.

Border carbon adjustments charges our carbon price on imports and rebates our carbon prices to our exporters when we trade with other countries that do not impose a carbon price. Since US manufacturers are less carbon-intensive than those in developing countries like China and India, putting a price on carbon gives US exporters and manufacturers a competitive edge.

Free Markets. Carbon cashback pricing is “market based.” It sets a price on carbon and then lets the market do the rest – The market will encourage innovation in other energy sectors. The market will encourage households to drive less, or buy more fuel -efficient cars.

Unlike other proposals, like the big “green new deal” – carbon cashback taxes the carbon *emitters like Shell, Chevron, Exxon*. Then that tax that is collected can get returned in the form of monthly “Carbon cashback checks” to each household.

Each household then has money to spend as they see fit (as opposed to green new deal plans where money that is collected is then earmarked by the government on certain programs.).

Please, let’s keep our options open! Do NOT oppose the idea of carbon fee and dividend in general. Oppose HR 17, and then, if and when any carbon fee and dividend (aka carbon cashback) bills are proposed, evaluate each bill and see if it is in keeping with our NH values of fairness and free markets.

Thank you very much for your time and attention,

--

Mary Beth Raven
9 Four Winds Rd
Merrimack, NH 03054

603-620-0670

NH Legislature Attempts to Remove Best Climate Solution from the Table

As the importance and likelihood of enacting strong climate policies increases, it is essential to keep all of our options open, and enact the policies that will be the best for the climate, the people, and the economy. We need options that reduce carbon emissions rapidly, protect Americans financially, ensure that our businesses can compete on a level playing field in the global market, and have influence on emissions at a global scale.

The best policy option for satisfying these objectives is cash-back carbon pricing, according to the [most-supported public statement by Economists](#) ever about any topic. A cash-back carbon pricing policy imposes a fee on fossil fuel producers that starts low but grows steadily every year. All of the money collected from the fee is distributed to American households as a cash-back dividend on an equal, per capita basis each month. At the federal level, a border carbon adjustment is used to impose our carbon price on imports from other countries that do not have a matching carbon price in place, thereby protecting the competitiveness of US businesses and incentivizing global climate action. Federal cash-back carbon pricing has been introduced in Congress as the [Energy Innovation Act](#).

This approach would be [great for New Hampshire's people and economy](#). However, there are efforts in the NH State House to oppose federal and state carbon pricing initiatives. Representatives Bernardy, Notter, White, and Cambrils are sponsoring [HR 17](#): "A RESOLUTION opposing all federal and state efforts to establish a carbon tax on fuels for electricity and transportation." HR 17 points out the following four problems with poorly-designed carbon pricing policy, and incorrectly implies these problems are inherent in any carbon pricing policy, so we should therefore renounce their use altogether.

First, HR 17 claims that pricing carbon will cause gasoline and electricity prices to rise, making transportation and power "less affordable for millions of Americans". Under the Energy Innovation Act (the federal cash-back carbon pricing bill), energy prices will rise slightly, but [average annual energy costs](#) per capita will remain below their recent peak during the 2008 commodities crisis. Most importantly, those increased costs would be offset by the cash-back dividend, so that [85% of all households and 99% of the poorest fifth of households](#) break even or come out ahead.

Second, HR 17 warns that "a carbon tax in the United States will have no impact on China, India, and other major sources of carbon emissions throughout the world". This is incorrect in the case of nearly every proposed carbon pricing policy. In fact, carbon pricing is the only policy that allows us to hold China, India, and other major international carbon emitters accountable for their emissions. Most federal carbon pricing bills, including the Energy Innovation Act, use border carbon adjustments to do this; and [World Trade Organization rules](#) only allow border carbon adjustments to be used with an explicit price on carbon, not with other policies like regulations, subsidies, or incentives.

Third, HR 17 states that a carbon tax “will put United States exporters and manufacturers at a competitive disadvantage by increasing domestic manufacturing production costs”. This again overlooks the border carbon adjustment component of nearly every federal carbon pricing proposal, which charges our carbon price on imports and rebates our carbon price to our exporters during trade with other countries that do not have a similar carbon price. And since US manufacturers are less carbon intensive than those in developing countries, pricing carbon actually gives United States exporters and manufacturers a competitive advantage.

Fourth, HR 17 argues that “the sole purpose of the tax code should be to fund necessary government functions rather than to manipulate consumer decisions”. This is a questionable values-based statement. Another function of government is to protect life and property, which includes addressing [market failures](#) that pose a clear and present danger to citizens and the nation. The way to correct the energy market’s failure to account for the costs of the pollution from fossil fuels that requires the least government intervention is by pricing carbon.

In conclusion, effective carbon pricing, such as the Energy Innovation Act, is a three-part policy: a carbon fee paid by fossil fuel producers, an equal household dividend, and border carbon adjustments. HR 17 ignores the latter two necessary parts, and disregards the positive impacts that a carbon price will have on our climate and our children’s future. We should not take carbon pricing off the table as we consider implementing climate solutions. The NH State-Federal Relations and Veterans Affairs Committee will host a hearing on HR 17 on January 20th at 11:15 am. Before then, please go to the online Gencourt NH House Remote Sign-in Sheet to register your opposition to HR 17 to help give our best climate solution a chance.

To: The NH House State-Federal Relations and Veterans Affairs Committee

From: John Gage
12 Fordway Extension
Windham, NH 03087
jhgage@gmail.com
603-965-1586

Supplementary Material for HR17 Hearing Testimony - January 20, 2022

Position: Oppose the Resolution

Experts agree that we have a carbon pollution problem from fossil fuels, and that the way to address it that is cheapest, most equitable, and beneficial to families and businesses is with a border-adjusted, fully-rebated, cash-back carbon fee on fossil fuel production. Please oppose HR17 because a carbon fee (i.e. tax) is $\frac{1}{3}$ of that solution, and the other two parts are needed and don't work without it.

A positive thing this committee might consider is to fix HR17 by reversing it. Please resolve to **support Carbon Fee and Dividend with Border Carbon Adjustments** legislation at the state and federal level, as 33 New Hampshire towns, three New Hampshire cities, and many businesses across New Hampshire have already done. See links to those resolutions below.

Resources

1. Help Solve Climate Change class ([class guide](#), a 50-minute [video recording](#))
2. The [US Economists' Statement on Carbon Dividends](#)
3. The [Carbon Fee and Dividend Policy](#) (also included below)
4. Federal Bill: [Energy Innovation and Carbon Dividend Act](#)
5. Economic and Environmental [Benefits of Carbon Cash-Back](#)
6. [Climate Science](#)
7. Spreading disinformation: [Koch funded anti-science pro-fossil fuel propaganda](#)
8. Carbon Pricing is [Spreading Globally](#)
9. [Business, Energy, and Organizations Support Carbon Pricing](#)
10. Carbon Cash-Back Warrant Article Results: [Strong NH Public Support](#) (below)
11. Resolution of support for Carbon Cash-Back request to Governor Sununu (below)

The Carbon Fee and Dividend Policy

Carbon Fee and Dividend is the policy proposal for federal legislation created by the Citizens' Climate Lobby (CCL) to account for the costs of burning fossil fuels. It's the policy that climate scientists and economists alike say is the best first step to reduce the likelihood of catastrophic climate change from global warming.

Our [carbon fee and dividend proposal](#)¹ works like this:

1. **A fee is placed on fossil fuels at the source** (well, mine, or port of entry). This fee starts at \$15 per ton of CO₂ equivalent emissions and increases steadily each year by \$10.
2. **All the money collected, minus administration costs, is returned to American households on an equal basis.** Under this plan about 2/3 of all households will break even or receive more in their monthly dividend than they will pay in higher prices due to the fee, thereby protecting middle-income and helping low-income households².
3. **A border carbon adjustment is placed on goods imported from and exported to countries that don't have an equivalent price on carbon.** This will keep US businesses competitive in trade with countries where emissions are free and strongly encourage other nations to adopt an equivalent price on carbon.

A predictably increasing carbon price will send a clear market signal which will unleash entrepreneurs and investors in the new clean-energy economy. Spending enabled by the net income gain of low-income households will create millions of new jobs³. The IMF and the World Bank say this global carbon price is needed to meet IPCC warming limit targets.

1. The Citizens' Climate Lobby. "[CCL draft legislation for Carbon Fee and Dividend](#)."
2. "[Dividends](#)". Last modified: February 12, 2015. The Carbon Tax Center.
3. "[The Economic, Climate, Fiscal, Power, and Demographic Impact of a National Fee-and-Dividend Carbon Tax](#)". June 9, 2014, Regional Economic Models, Inc.

Results of the Carbon Cash-Back Citizens' Petitioned Warrant Article

- Citizens in **44** New Hampshire towns put the Carbon Cash-Back *Resolution to Take Action on Climate Pollution* article on their town's warrants to help inform voters and let them weigh in about the solution at Town Meetings
- Voters in **33** New Hampshire Towns (75% of all the towns that voted) passed the ***Resolution to Take Action on Climate Change*** warrant article, some by 97% in favor
- **3** Town and City Councils passed the *Resolution to Take Action on Climate Pollution*
- **1** County's Commissioners passed the *Resolution to Take Action on Climate Pollution*

Carbon Cash-Back Resolution

We the town of (*town name*) hereby call upon our State and Federal elected representatives to enact carbon-pricing legislation to protect New Hampshire from the costs and environmental risks of continued climate inaction. To protect households, we support a Carbon Fee and Dividend approach that charges fossil fuel producers for their carbon pollution and rebates the money collected to all residents on an equal basis. Enacting a Carbon Cash-Back program decreases long-term fossil-fuel dependence, aids in the economic transition for energy consumers, and keeps local energy dollars in New Hampshire's economy. Carbon Cash-Back has been championed by US economists (Jan 17, 2019 WSJ) as the most effective and fair way to deliver rapid reductions in harmful carbon emissions at the scale required for our safety.

The Resolution has been passed by 33 NH towns, 3 NH cities, 1 county commissioners

Town	Result
Alstead	Passed 258-148
Andover	Passed
Barrington	Passed
Bartlett	Passed
Bradford	Passed
Bridgewater	Passed
Campton	Passed, amended
Canterbury	Passed 'overwhelmingly'
Cheshire County	County Commissioners Resolution
Chesterfield	Passed 125-99
Cornish	Passed

Durham	Town Council Passed
Eaton	Passed 60% yes
Exeter	Passed
Gilmanton	Passed 301-262
Hillsborough	Passed 70% yes
Holderness	Passed 200-5
Jackson	Passed 100-3
Jaffrey	Passed
Keene	City Council Resolution
Londonderry	Passed 1592-1187
Madbury	Passed 39-33
Marlborough	Passed 75% yes
Meredith	Passed
Merrimack	Passed 2152-1115 (amended)
Nelson	Passed 48-22
New London	Passed
Peterborough	Passed 636-185
Plainfield	Passed 77-53
Portsmouth	City Council Resolution
Plymouth	Passed
Roxbury	Passed
Stoddard	Passed 40-20
Sutton	Passed
Westmoreland	Passed
Wilton	Passed
Windham	Passed 1294-1185

To: Governor Chris Sununu
Concord State House
Concord, NH

Date: August 19, 2021

From: The Carbon Cash-Back Coalition
Concord, NH
carboncashback.org

Dear Governor Sununu:

Please endorse the Energy Innovation and Carbon Dividend Act (HR 2307) and take steps to help prepare our state for a national and international price on carbon emissions from fossil fuels.

The Intergovernmental Panel on Climate Change, the US Global Change Research Program, and all other major scientific organizations have reached a consensus that climate pollution is responsible for serious and costly problems now and is a growing threat to our future health, well-being, economy, and to much of life on Earth. Policy experts such as the IPCC, World Bank, former US Treasury Secretary George Shultz, and current US Treasury Secretary Janet Yellen say carbon pricing and complementary policies are required to adequately address the problem. In the largest statement from a group of economists about any topic ever, including nearly every leading US Economist and 3600 others, economists stated that federal cash-back carbon pricing is the most cost-effective and equitable way to address the risks of climate change in the US and around the world ([Jan 2019 WSJ](#)). The federal Carbon Fee and Dividend policy proposal uses this approach.

There is strong support for the Carbon Fee and Dividend policy among New Hampshire citizens, as proven by the Carbon Cash-Back Coalition's warrant article results. Citizens in 33 New Hampshire towns' Annual Town Meetings voted in favor of state and federal Carbon Fee and Dividend legislation – that's 75% of all the towns that voted on the measure. Some towns passed the resolution by 97% in favor. Others missed it by just 3 votes.

The Carbon Fee and Dividend policy is implemented in the federal Energy Innovation Act and Carbon Dividend Act (HR 2307). This federal bill now has 81 co-sponsors, including our New Hampshire District 02 Representative Annie Kuster. It will reduce US carbon emissions by 40% in 12 years while protecting family budgets, US businesses, and driving a meaningful carbon price around the world as we need for our safety. This will be great for New Hampshire - improving health for citizens with a rapid reduction of pollution and accelerating the availability of affordable clean energy solutions to help our state become more self-sufficient and resilient.

We therefore respectfully request the following actions from you, our Governor:

1. Endorse the Energy Innovation and Carbon Dividend Act (HR 2307) to help Congress pass effective and fair climate legislation that protects family budgets and US business competitiveness, and strongly motivates all other countries to match our carbon price. You can do that at energyinnovationact.org/endorse.
2. Work with the New Hampshire state legislature to prepare the state for a meaningful national carbon price. This includes helping citizens and businesses invest in energy efficiency, accelerating deployments of clean energy solutions, and promoting policies that advance the electrification of transportation and heating. It also means using shadow carbon pricing in evaluations of future energy and infrastructure projects to anticipate a price of \$100/tCO₂ on fossil fuels by 2030 to avoid predictable stranded costs that will otherwise result.

Please find attached:

- Text: *A Resolution to Take Action on Climate Pollution*
- The list of 33 (of 44) New Hampshire towns that passed a warrant article based on the resolution in Town Meetings
- Resolutions passed by the Town Council of Durham and the City Councils of Keene and Portsmouth
- A sample of citizens' petitioned town warrant articles that passed in Town Meetings.

Sincerely,

The Carbon Cash-Back Coalition of New Hampshire



CITY OF KEENE

R-2021-18

In the Year of Our Lord Two Thousand and

Endorsing National Legislation to Reduce the Costs of Climate Change

A RESOLUTION

Resolved by the City Council of the City of Keene, as follows:

WHEREAS: destabilized weather patterns, rising sea levels and extreme weather events pose a substantial threat to the health, prosperity, and security of Americans; and

WHEREAS: climate change costs are real, growing and already burdening businesses, taxpayers, and municipal budgets, placing our economy, infrastructure and public safety directly at risk; and

WHEREAS: prudent action now will be far less costly than the consequences of delayed response and will create a more stable business environment for our nation; and

WHEREAS: the City of Keene has been a leader in addressing the challenges of climate change for over 20 years; and

WHEREAS: 3,500 economists view carbon pricing as the most cost-effective approach for reducing carbon emissions at the scale and speed needed; and

WHEREAS: Carbon Fee and Dividend (also known as Carbon Cash-Back) will place a fee on fossil fuels at the source, steadily increasing until emissions reductions goals are met; and

WHEREAS: Carbon Fee and Dividend will distribute all revenue collected to American households equally and directly; and

WHEREAS: Carbon Fee and Dividend is market-based and revenue neutral, sending a clear price signal to entrepreneurs to invest in a local clean-energy economy.

NOW, THEREFORE BE IT RESOLVED that the City of Keene hereby endorses Carbon Fee and Dividend legislation to reduce the costs of climate change to the citizens of Keene, our state, and our country.


George S. Hansel, Mayor

PASSED April 1, 2021

A true copy;
Attest: 
City Clerk

RESOLUTION #2020-05

A Resolution Relative to Carbon-Pricing Legislation

First Reading: 04/06/2020

Second Reading: Waived

Adopted: 04/06/2020

WHEREAS as a citizen's petition warrant article was submitted to the Town of Londonderry, and as required by RSA 39:3, placed on the ballot for the March 10, 2020 official ballot town meeting;

WHEREAS the citizen's petition warrant article stated: "Shall the Town of Londonderry vote to direct the Londonderry Town Council to transmit by written notice within 30 days of passage of this warrant article to Londonderry's State Legislators, Governor Sununu, New Hampshire's Congressional Delegation, and President Donald Trump,¹ that the Town of Londonderry calls upon its elected State and Federal representatives to enact carbon-pricing legislation in the form of a Carbon Fee and Dividend approach and a Carbon Cash-Back program to protect New Hampshire from the costs and environmental risks of continued climate inaction";

WHEREAS the citizen's petition warrant article was a non-budgetary warrant article that the Town Council did not recommend to the Londonderry voters; and

WHEREAS the citizen's petition warrant article passed by majority vote during the March 10, 2020 official town meeting.

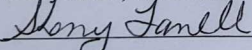
NOW THEREFORE BE IT RESOLVED by the Town Council of the Town of Londonderry, that Resolution 2020-05 is hereby adopted and the Town Council will forward this Resolution 2020-05 to Londonderry's State Legislators, Governor Sununu, New Hampshire's Congressional Delegation, and President Donald Trump, as notice that "the Town of Londonderry calls upon its elected State and Federal representatives to enact carbon-pricing legislation in the form of a Carbon Fee and Dividend approach and a Carbon Cash-Back program to protect New Hampshire from the costs and environmental risks of continued climate inaction."



John Farrell, Chairman
Londonderry Town Council

A true copy attest:

Sherry Farrell, Town Clerk



Adopted: 04/06/2020



Hon R. Steven Rand
71 Main Street
Plymouth, NH 03264

1/18/22

Honorable Chairman Al Baldasaro
State – Federal Relations and Veterans affairs Committee
New Hampshire State House of Representatives

Dear Chairman Baldasaro, and members of the Committee,

I speak in opposition to House Resolution 17, which states that New Hampshire opposes all federal and state efforts to establish a carbon tax on fuels for electricity and transportation.

This bill is not mindful of the will of the voters or of the legislature. I believe that most voters understand that our globe is in peril from carbon pollution and the resulting climate change. All options must be on the table to save our planet. We cannot ignore this problem any more. A debate on possible solutions is too important to allow the peremptory judgment of this resolution to stand in the way, as it will if it is passed.

Our form of government relies on the free exchange of ideas and exploration of alternatives. This bill is repugnant to all who yearn to be independent and free to speak. Thank you for your vote of ITL.

Sincerely,


Hon R..Steven Rand

As the importance and likelihood of enacting strong climate policies increases, it is essential to keep all of our options open, and enact the policies that will be the best for the climate, the people, and the economy. We need options that reduce carbon emissions rapidly, protect Americans financially, ensure that our businesses can compete on a level playing field in the global market, and have influence on emissions at a global scale.

The best policy option for satisfying these objectives is cash-back carbon pricing, according to the most-supported public statement by Economists ever about any topic. A cash-back carbon pricing policy imposes a fee on fossil fuel producers that starts low but grows steadily every year. All of the money collected from the fee is distributed to American households as a cash-back dividend on an equal, per capita basis each month. At the federal level, a border carbon adjustment is used to impose our carbon price on imports from other countries that do not have a matching carbon price in place, thereby protecting the competitiveness of US businesses and incentivizing global climate action. Thirty-three NH towns have passed Citizens' Petitioned Warrant Articles supporting cash-back carbon pricing, so this is definitely what NH citizens want. Federal cash-back carbon pricing has been introduced in Congress as the Energy Innovation Act.

This approach would be great for New Hampshire's people and economy. However, HR 17 is an effort to oppose federal and state carbon pricing initiatives. HR 17 points out the following four problems with poorly-designed carbon pricing policy, and incorrectly implies these problems are inherent in any carbon pricing policy, so we should therefore renounce their use altogether.

First, HR 17 claims that pricing carbon will cause gasoline and electricity prices to rise, making transportation and power "less affordable for millions of Americans". Under the Energy Innovation Act (the federal cash-back carbon pricing bill), energy prices will rise slightly, but average annual energy costs per capita will remain below their recent peak during the 2008 commodities crisis. Most importantly, those increased costs would be offset by the cash-back dividend, so that 85% of all households and 99% of the poorest fifth of households break even or come out ahead.

Second, HR 17 warns that "a carbon tax in the United States will have no impact on China, India, and other major sources of carbon emissions throughout the world". This is incorrect in the case of nearly every proposed carbon pricing policy. In fact, carbon pricing is the only policy that allows us to hold China, India, and other major international carbon emitters accountable for their emissions. Most federal carbon pricing bills, including the Energy Innovation Act, use border carbon adjustments to do this; and World Trade Organization rules only allow border carbon adjustments to be used with an explicit price on carbon, not with other policies like regulations, subsidies, or incentives.

Third, HR 17 states that a carbon tax "will put United States exporters and manufacturers at a competitive disadvantage by increasing domestic manufacturing production costs". This again overlooks the border carbon adjustment component of nearly every federal carbon pricing proposal, which charges our carbon price on imports and rebates our carbon price to our

exporters during trade with other countries that do not have a similar carbon price. And since US manufacturers are less carbon intensive than those in developing countries, pricing carbon actually gives United States exporters and manufacturers a competitive advantage.

Fourth, HR 17 argues that “the sole purpose of the tax code should be to fund necessary government functions rather than to manipulate consumer decisions”. This is a questionable values-based statement. Another function of government is to protect life and property, which includes addressing market failures that pose a clear and present danger to citizens and the nation. The way to correct the energy market’s failure to account for the costs of the pollution from fossil fuels that requires the least government intervention is by pricing carbon.

In conclusion, effective carbon pricing, such as the Energy Innovation Act, is a three-part policy: a carbon fee paid by fossil fuel producers, an equal household dividend, and border carbon adjustments. HR 17 ignores the latter two necessary parts, and disregards the positive impacts that a carbon price will have on our climate and our children’s future. We should not take carbon pricing off the table as we consider implementing climate solutions. Please vote “Nay” to HR 17 to help give our best climate solution a chance.

Thank you for your consideration and service to our state!

All the best,

Katharine Gage

Age 18

Windham, NH

Testimony by Robert Winterbottom, 97 Walker Road, Stoddard, NH 03464

I am opposed to HR 17, because of several reasons. I am very concerned about the increasing impacts of climate change in NH and around the world. I would like to see our representatives in government take more concerted and effect action to address climate change – and to help our society reduce the emissions of carbon dioxide and other greenhouse gases that are contributing to climate change. From all I have read, studied, and learned, the most effective action and best government policy to combat climate change would be to enact carbon pricing, and to adopt legislation with provisions for a carbon fee and dividend. Putting a price on pollution that is causing climate change is feasible and can work well, as has been demonstrated by the experience in Canada. The citizens of New Hampshire as well as our local, state and national economies would benefit from a carbon fee and dividend approach (with border adjustment provisions) as it would help us to transition to a future with less dependence on fossil fuels and reduced carbon emissions, and therefore help to address the root cause of climate change at home and around the world.

HR 17 Carbon Cash-Back Coalition Talking Points

Committee: State-Federal Relations & Veterans Affairs (Jan. 20, 2022)

Questions and Answers - from the NH Carbon Cash Back Coalition

See: www.carboncashback.org

- New Hampshire voters in 164 towns voted to ask Congress to pass legislation to reduce climate pollution thirteen years ago. Congress has been uncertain about how to act.
- We are giving voters an opportunity to speak up about the approach that most economists recommend to address the main causes of climate change.
- This approach is based on sound economic principles and is supported by nearly all economists. Charging the producers and importers of coal, oil, and natural gas a carbon fee based on what they sell directly addresses the failure of the energy market to account for the costs of climate pollution from fossil fuels in their price. Putting a price on pollution at the source is the most cost-effective and comprehensive way to unleash the investment and innovation needed to discover, deliver, and accelerate production and adoption of solutions to reduce climate pollution. The solutions include energy efficiency, new products, lower prices, increased availability, and increased consumer demand.
- When pollution is free we get too much of it, but we are currently dependent on fossil fuels so we have to be smart about how we put a price on pollution from them. By giving all the money collected from the carbon fee to every citizen equally, we can drive emissions down as needed while protecting family budgets and the economy during the transition to an energy efficient, clean energy future.
- “It’s not a tax if the government doesn’t spend the money” - George Shultz, Economist.
- It’s not income redistribution - there is no means-testing. We are simply correcting the failure of the energy market to account for the external costs of producing and using fossil fuels which is currently causing pollution to be ignored by the market, and giving all the money collected to the third party who is being harmed - every citizen - on an equal basis to recoup each of them (us) for the costs and damages resulting from the pollution.
- Carbon pricing is not only the most powerful emissions reduction tool in our toolbox, it is also the only one with a global reach. That reach is critical for our own climate safety.
- We can enable our elected leaders to act in our best interests and address the main cause of climate change by showing strong public support for effective solutions that benefit families, protect businesses, and have a global reach.
- Learn about the many co-benefits at carboncashback.org.

How can an individual most effectively address climate change?

HR 17 Carbon Cash-Back Coalition Talking Points

Committee: State-Federal Relations & Veterans Affairs (Jan. 20, 2022)

There are many things we can do and should do (like reducing our personal carbon footprints), but the most powerful thing we can do is help enable federal policy changes. Carbon pricing is the biggest tool in the carbon emissions-reduction tool box, and is the only tool that has a global reach. The carbon cash-back warrant article will let voters in towns across New Hampshire send a clear message to our state and federal officials that we want effective legislative action now.

The Carbon Cash-Back warrant article says we want state and federal action to put a price on carbon pollution when it enters the economy and return all the money collected back to households. This cash-back approach is recommended by most leading economists as the best way to protect family budgets while rapidly reducing climate pollution.

The New Hampshire state carbon cash-back bill will prepare New Hampshire to maximize the benefits of a national carbon price and prime the pump for Congressional legislation. State action is an incubator for federal action. The federal bill will reduce US emissions by 40% in twelve years and 90% in thirty, and use border carbon adjustments to protect US businesses from free-polluting countries and use that leverage to push a meaningful carbon price around the world as needed for our safety.

What is the carbon cash-back solution?

When pollution is free we get too much of it. The cheapest way to reduce pollution is to put a price on it to incentivize changes from investors, producers, and consumers. But doing this for climate pollution will temporarily increase the costs of things we buy and how we live. Past efforts to put a price on climate pollution from fossil fuels have been unpopular and consequently unsuccessful because voters rightly worried about the effect on their budgets. The carbon cash-back solution addresses that concern in a fair way by rebating all the money collected back to all households on an equal basis. Most families will get more money back than they pay in higher prices. This will benefit low-income households the most, and when they spend their extra money it will create jobs and help local businesses.

What is the benefit for New Hampshire?

It is far less costly to address the source of the climate problem now than to ignore the causes and pay enormous consequences - in health, property, security, taxes, and impacts for life on Earth, and most likely an emergency very high carbon price or stringent regulations to reduce it later.

HR 17 Carbon Cash-Back Coalition Talking Points

Committee: State-Federal Relations & Veterans Affairs (Jan. 20, 2022)

State-level Carbon Cash-Back legislation will drive local energy efficiency and the transition to clean energy solutions, reducing our state's carbon footprint and saving us money. A primary benefit will be changes in fossil fuel investment and use. For example, electricity generated by burning coal will rapidly become uncompetitive and be replaced within several years. New Hampshire will stop making expensive new investments in fossil fuel infrastructure (gas heaters, pipelines, and storage facilities) that lock us in to using more fossil fuels for decades rather than leading to the clean energy economy of the future. A secondary benefit will be greatly reduced air and water pollution.

Leading on emissions reductions will make New Hampshire more competitive in national and global markets when Congress and other countries' governments put a price on climate pollution. The UN, World Bank, and IMF say we'll need a global price of \$75 - \$100 per ton CO₂ by 2030. Carbon Cash-Back will let us get there gradually. It will send a clear price signal to local investors and businesses now to focus on producing as well as using clean energy, avoiding short-sighted energy decisions and preparing our businesses to be competitive leaders later this decade.

How will this warrant article help Congress act?

A warrant article was passed in 2007 by 164 New Hampshire towns asking for federal legislation to reduce emissions. But Congress has been unable to decide on the best approach. Our warrant article specifically asks for Carbon Cash-Back legislation to make it clear that New Hampshire voters want Congress to use the approach that Economists overwhelmingly favor for its efficiency, fairness, and scope. A bill in Congress called the Energy Innovation and Carbon Dividend Act (HR 763) uses the Carbon Cash-Back approach. It has eighty-two cosponsors, including Representative Annie Kuster from New Hampshire's second district. By passing this warrant article in towns across New Hampshire we can create the political will to enable our elected leaders to join and cosponsor that bill. Congress doesn't create political will, they respond to it.

Why are we asking for legislation at both the state and federal level?

New Hampshire has fallen behind neighboring states in energy efficiency and clean energy generation. The state-level bill (HB 394) could help by setting up a study commission on carbon fees. With enactment of a New Hampshire Carbon Cash Back bill, the state could enjoy immediate health benefits from reduced pollution, and

HR 17 Carbon Cash-Back Coalition Talking Points

Committee: State-Federal Relations & Veterans Affairs (Jan. 20, 2022)

reducing our carbon footprint would yield competitive advantages when the federal bill passes.

Economists are convinced about the effectiveness and benefits of the Carbon Cash-Back approach at the federal level. The state bill will accelerate federal action. Congress will be compelled to act when it is proven by states that Carbon Cash-Back is politically acceptable, reduces emissions effectively, protects the economy and middle-income households, and helps low-income households.

Are any other countries pricing carbon?

Yes! Forty-six countries have already put a price on carbon from fossil fuels, but most countries' carbon prices are significantly less than what is needed to drive the emissions reductions needed for our climate safety. Carbon Fee and Dividend, a carbon cash-back approach, was legislated in Canada last year and is working well there. See [Figure 9 in the World Bank's 'State and Trends' report here](#) for details.

A summary of the carboncashback.org web page content....

The Carbon Cash-Back Coalition is a statewide grassroots effort to get a standard warrant article included in local New Hampshire towns' elections to enable voters across the state to endorse family and business-friendly effective climate legislation. Here is why we are doing this:

The science is clear, the costs of inaction are growing, and 11,000 scientists have declared a global climate emergency from the impacts of our climate pollution.

The IMF, World Bank, IPCC, and most US economists say that carbon pricing is the most powerful tool available to reduce climate pollution. 3,500 US economists recommend using the Carbon Cash-Back approach because it is the cheapest and fairest way to reduce climate pollution.

New Hampshire state legislators and the US Congress can follow through accordingly with bipartisan legislation to put this market-based, revenue-neutral solution into place. Benefits include:

- Rebating the money collected to all households equally to recoup each of us for the damage being done to us from the pollution is the fairest way to do it, and this cash-back approach also protects households from the temporarily rising prices.

HR 17 Carbon Cash-Back Coalition Talking Points

Committee: State-Federal Relations & Veterans Affairs (Jan. 20, 2022)

- Two-thirds of all families will receive more money in their cash-back dividend than they will pay in higher prices each month, and low-income households will come out the furthest ahead.
- Independent studies find many additional co-benefits resulting from this solution. According to the [REMI report](#), the results of federal legislation in twenty years include:
 - 52% reduction in carbon pollution (and a 90% reduction in thirty years)
 - 2.8 million jobs created (net)
 - 230,000 premature deaths prevented due to less pollution
 - An average \$1600 personal after-tax income gain in the New England region

Buying out-of-state energy is a drain on the New Hampshire economy. We will never be a fossil fuel producer, but we can become a clean energy supplier to the world... if we get started right now!

Details of the New Hampshire state Carbon Cash-Back bill (HB 735)

Charge a fee on fossil fuel imports based on the CO₂ that will be emitted when their product is burned, and on imported electricity for the CO₂ emissions that were produced during generation. The fee starts at \$20 per ton of CO₂ the first year, it increases by \$10 per ton of CO₂ a year, and stops increasing when the fee hits \$100 per ton of CO₂. All the money collected (minus administration costs) will be rebated once a year in equal shares to all New Hampshire adult residents.

The rebate would be administered similar to the way Alaska manages their fossil fuel dividend plan - citizens simply opt-in. That policy reduced income inequality in Alaska to the lowest level in America in 2016. "It's been described as the most popular program in the history of the U.S.," said Bill Wielechowski, a Democratic state senator from Anchorage.

When federal carbon pricing begins it will replace the NH state-level carbon price.

For more, see the [Carbon Cash-Back Info-Sheet](#).

Details of the federal Energy Innovation and Carbon Dividend Act ([HR 763](#))

See also: [The Many Co-benefits of a Good Climate Solution](#) (published in *Green Energy Times* and the *Concord Monitor*).

HR 17 Carbon Cash-Back Coalition Talking Points

Committee: State-Federal Relations & Veterans Affairs (Jan. 20, 2022)

This bill imposes a fee on the carbon content of fuels, including crude oil, natural gas, coal, or any other product derived from those fuels that will be used so as to emit greenhouse gases into the atmosphere.

The fee is imposed on the producers or importers of the fuels and is equal to the greenhouse gas content of the fuel multiplied by the carbon fee rate. The rate begins at \$15, increases by \$10 each year, and is subject to further adjustments based on the progress in meeting specified emissions reduction targets. The bill also imposes a specified fee on fluorinated greenhouse gases.

The bill includes

- exemptions for fuels used for agricultural or nonemitting purposes,
- exemptions for fuels used by the Armed Forces,
- rebates for facilities that capture and sequester carbon dioxide, and
- border adjustment provisions that require certain fees or refunds for carbon-intensive products that are exported or imported.

The fees must be deposited into a Carbon Dividend Trust Fund and used for administrative expenses and dividend payments to U.S. citizens or lawful residents. The fees must be decommissioned when emissions levels and monthly dividend payments fall below specified levels.

The bill also suspends certain regulations that limit greenhouse gas emissions. (*Only emissions that are covered by the carbon fee.*) The suspensions expire if the emissions targets established by this bill are not reached after a specified time period, and mandate that the EPA regulate emissions to reduce them as science indicates is required for safety.

For more, see the [Energy Innovation Act Info-Sheet](#).

HR-17 was introduced by a group of individuals who are not experts on climate or economic policy. While their intention may be good, their efforts are misguided and uninformed.

The “Economists’ Statement on Carbon Dividends” was published in the Wall Street Journal and has been signed by 3,623 U.S. Economists, 4 Former Chairs of the Federal Reserve, 28 Nobel Laureate Economists and 15 Former Chairs of the Council of Economic Advisers. The statement declares, “A carbon tax offers the most cost-effective lever to reduce carbon emissions at the scale and speed that is necessary;” and “To prevent carbon leakage and to protect U.S. competitiveness, a border carbon adjustment system should be established. This system would enhance the competitiveness of American firms that are more energy-efficient than their global competitors;” and “To maximize the fairness and political viability of a rising carbon tax, all the revenue should be returned directly to U.S. citizens through equal lump-sum rebates. The majority of American families, including the most vulnerable, will benefit financially by receiving more in ‘carbon dividends’ than they pay in increased energy prices.”

HR 17 claims that pricing carbon will cause energy prices to rise. However, under the Energy Innovation Act, those increased costs would be offset by the cash-back dividend, so that 85% of all households and 99% of the poorest fifth of households break even or come out ahead.

HR 17 claims that “a carbon tax in the United States will have no impact on China, India, and other major sources of carbon emissions throughout the world”. However, border carbon adjustments will prevent this, and this is backed by over 3,000 economists.

HR 17 states that a carbon tax “will put United States exporters and manufacturers at a competitive disadvantage by increasing domestic manufacturing production costs”. Again, the border carbon adjustment has not been considered.

There is simply no reason to pass HR-17. With all due respect to the individuals who introduced this bill, they are not experts on the topic. We should rely on the opinion of experts, including to the cited 3,623 U.S. economists, in deciding how, when and why to implement a carbon tax and rebate system.

To the members of State-Federal Relations and Veterans Affairs:

I am opposed to HR17. The bill is inaccurate in several ways:

1. First, it equates a carbon tax with the strongly supported policy of a carbon cash-back policy, also referred to as carbon FEE and dividend. The word “fee” is important; it differs from a tax in that it is not collected for government use but rather it is returned to every citizen on an equal per capita basis.
2. Secondly, the Resolution states that it will result in “substantial, immediate increases in the price of electricity, making electricity less affordable...” When a carbon fee is adopted it raises the price gradually over a period of years. And, very importantly, a dividend returned to the people ensures that 85% of households will get back as much money as the increases they will see in fuel/electricity prices.
3. Another misstatement is that it would put U.S. manufacturers and exporters at a disadvantage in the global economy. On the contrary, a border carbon adjustment would put a fee on imports from countries that don’t have their own carbon fee, and rebate the fee to our companies that sell to those countries. Our companies would be made whole. On the other hand, Europe is ready to impose such a border carbon adjustment fee and we will be the losers.
4. Our carbon fee would have an impact on other countries as explained above. With Europe already planning to have a border carbon adjustment fee, with Canada and other trading partners seriously considering it, we can’t afford to stick our heads in the sand and wish this would go away.

A carbon fee and dividend program would be good for the economy. It’s been shown in numerous studies and in places that have been doing it for a while. It will also improve our environment and our health to cut back on fossil fuel pollution. It’s only right to make polluters pay to clean up their pollution instead of the public footing the bill.

I urge you to vote NO on this resolution.

Marjorie Shepardson
94 Pleasant St.
Marlborough, NH 03455

Dear Committee member,

Oppose HB 17 because it incorrectly labels carbon cash back as a tax and a disadvantage to the US economy.

HR 17 claims that pricing carbon will cause gasoline and electricity prices to rise, making transportation and power “less affordable for millions of Americans.”

There may be modest increases, but the goal of CASHBACK is to negate increases and help the poorest Americans, 85% of all households and 99% of the poorest fifth of households. At best, there will be a cash advantage to this bill, and at worst Americans will break “even” after the dividend.

Economic disadvantage? Europe will be imposing a fee on nations that are not initiating carbon cash back. Further, this would not put foreign businesses at a competitive advantage. A "border carbon adjustment" would cause any goods entering the U.S., from a country that does not have a carbon fee, to pay our carbon fee when entering this country. Incidentally, the EU will be imposing such a carbon fee on goods we export to them (starting 2023) if we don't have our own carbon fee in place.

Carbon cashback puts on on the road to controlling climate change without disadvantaging Americans.

Oppose this bill

Bruce Berk

Pittsfield

Banning a tax on carbon is like banning aspirin for headaches. Please oppose HR 17.

We have a problem. Our energy market is broken. We subsidize fossil fuels and then ask the renewable sector to compete on an unfair playing field.

Over 6 thousand economists say that the best way to fix this problem is a “carbon fee and dividend” approach. Here is research from Columbia University that supports my statement:
https://www.energypolicy.columbia.edu/research/report/assessment-energy-innovation-and-carbon-dividend-act#_ftn22

HR 17 is a RESOLUTION opposing all federal and state efforts to establish a carbon tax on fuels for electricity and transportation. HR 17 is asking you to ban the best possible approach that we have to fixing the broken energy market.

That’s like asking you to ban aspirin for headaches. We all know that aspirin can help fix a headache. We might not want to pay for that aspirin, but when we have a headache, we are happy to pay for that bottle of aspirin to make us feel better.

Our energy “headache” right now is that we need to:

- Protect Americans financially
- Ensure that our businesses can compete on a level playing field in the global market.

Protect Americans financially: a carbon tax, when combined with a cashback plan, **actually puts money in the pockets of Americans!** HR 17 mentions a carbon tax, but fails to mention the cashback portion. This tax is levied on the businesses, like Exxon, who extract carbon-based fuels from the ground. It is not a tax on the American people. Companies like Exxon would pay the tax. These taxes go into a big bucket and then the money from these taxes is given to Americans – it’s called **CARBON CASHBACK**.

Read more about this proposed legislation, called the Energy Innovation and Carbon Dividend Act, here on this non-partisan website: <https://energyinnovationact.org/>

Read more about the financial impact of enacting carbon cashback legislation here (Spoiler alert!: 85% of all households would break even or get MORE than enough in monthly carbon cashback checks to cover any increased costs!) <https://citizensclimatelobby.org/household-impact-study/>

Ensure that our businesses can compete on a level playing field in the global market: Carbon pricing, in fact, is the **ONLY** policy that allows us to hold China, India and other carbon emitters accountable for their emissions. How? Carbon pricing bills like the Energy Innovation and Carbon Dividend Act use **border carbon adjustments** to ensure that US exporters and manufacturers are not put at a competitive disadvantage.

Border carbon adjustments charges our carbon price on imports and rebates our carbon prices to our exporters when we trade with other countries that do not impose a carbon price. Since US manufacturers are less carbon-intensive than those in developing countries like China and India, putting a price on carbon gives US exporters and manufacturers a competitive edge.

Summary

Let’s not cut off our nose to spite our face. NOT allowing carbon cashback legislation is going to cost NH residents more in the long run. Carbon cashback might be a difficult pill to swallow initially, but in the long run, it is our best remedy for our current energy headaches. Please oppose HR 17.

Dear Representatives:

I am adamantly opposed to HR-17. I've been doing all I can in small ways to reduce my impact on the climate. (Recycling, turning off lights, hanging out laundry, repurposing, carpooling, etc.) Unfortunately, my only way to combat the big polluters is through support of legislation. I believe a Carbon Cash-back regulation would make great strides toward lowering the CO2 levels currently being pumped into our atmosphere. The cash returned to citizens could make up for the increase in gas & oil prices (though I think we all *should* be paying more when we use carbon-based fuels). PLEASE don't restrict this option by blocking state and federal efforts to help the problem. Time is running short on reversing these levels. I urge you to vote *against* HR-17.

Thank you for your consideration.

Sincerely,

Karin Nelson

Testimony by Helen Tam-Semmens, MSEE, MBA (36 Deer Run, Stoddard NH)

I am strongly opposed to HR 17, because you either put a price on carbon and let the market do its work, or there will be a lot of bureaucratic and more costly regulations in the near future. Economists tout carbon tax/dividend to be the most efficient way.

Fact is that carbon has been mispriced and under-priced for a long time, due to our government meddling with the market economy and using our tax dollars to support oil exploration, etc. You may say it is time to correct that carbon under-pricing, and have oil companies pay their fair share.

There is no doubt that climate change is here. Even oil companies that vehemently denied it before could no longer deny it under oath in court recently.

Many residents in NH are already affected by climate change, including my family. There has been increased toxic cyanobacteria bloom in the lake I live on. I and many of my neighbors had to spend hundreds to thousands of dollars to cut down dead hemlock trees. The list goes on. All these are caused or worsened by climate change.

Climate change is EXPENSIVE, and it will get much worse if we don't mitigate it. I urge that you vote for the most efficient, least expensive and least intrusive way, which is to put a price on carbon. Vote NO to HR 17.

I am opposed to HR 17. We should not take away any potential tools to help combat climate change now or in the future. A carbon fee (fixing a fee for carbon emissions at the primary source) and using those monies as dividend to the people is one possible way for us to transition to a carbon neutral nation and world. It is one tool in our tool bag. This resolution is tying our hands for current and future options moving forward in mitigating climate change. Decades ago, scientists around the world including scientists working for gas and oil companies knew that fossil fuels would drastically alter our climate. Yet, many oil, gas, and coal companies spent 100's millions of dollars to create doubt and to lobby against any legislation that might allow us to transition towards carbon free energy sources. Time is running out before we hit tipping points (positive feedback systems) whereby catastrophic changes would be enviable. Therefore, we need options to help us mitigate climate change, ones that would be less painful if we wait too long to do something. This is why I oppose HR 17.

Chris Balch
531 Lyndeborough Center Road
Wilton, NH 03086
chris1953balch@gmail.com

Dear Members of the committee,

January 19th, 2022

Carbon fees are proposed to be collected for the cost of burning fossil fuels. This corrects or a long-term failure to do so. Tire disposal fees are common and accepted. A carbon fee is essentially the same, except there is a redistribution of nearly 100% of the fees collected to the people.

Accounting for the true cost of fossil fuel emissions helps to create a level-playing field for all sources of energy - critically important to the transition to sustainable energy.

Import fees on products imported from countries without a carbon fee, along with rebates to US industries exporting to those countries, will discourage businesses from relocating where they can emit more CO2 without accounting for the cost of that pollution. Other countries will likely adopt similar carbon pricing policies.

HR17 works against the development of and transition to sustainable energy. As a concerned citizen with children and grandchildren, I would hope you will demonstrate support for and not against a future, not just for my descendants, but for all.

Vote "No" on HR17.

Thank you,

A handwritten signature in black ink that reads "Chris Balch". The signature is written in a cursive, flowing style.

Former Representative Chris Balch
Hillsborough 38
Wilton

Testimony in opposition to House Resolution 17

January 20, 2022

Walter Payne, Exeter, wpayne31@gmail.com

I oppose HR 17, though before looking at what it does say, please note what it does not say:

It does not deny that the climate is changing.

It does not deny that burning fossil fuels is the main reason the climate is changing.

It does not deny that climate change is already causing extreme weather that is making life in America (and the rest of the world) both less safe and pleasant as well as more expensive, which is a bad combination.

It does not deny that we therefore need to quickly phase out fossil fuels in order to avoid ever larger reductions in our standard of living and ever greater expenses to protect us from extreme weather and to repair the damage we cannot prevent.

Indeed, it implicitly acknowledges that carbon emissions are a problem wherever they occur, even across the globe in China or India.

Ten or even five years ago such a resolution might well have denied one or more of these statements. That's progress. All it's taken is a unrelenting string of record floods, fires, heat waves, hurricanes, and tornados for most serious people to accept that climate change is real and is wreaking havoc all around the Earth. Some of this damage can be quantified: destroyed homes and businesses, reduced crop yields and fish catches. Other damage is impossible to price: lives lost, natural wonders erased as well as smaller losses such as cool evening breezes in the summer, more mosquitoes and deer ticks, and fewer days for kids to play in the snow or skate on ponds. While these costs are not being imposed by government, they are at least as much a burden as a tax—and a steadily rising one.

So we need to act today to avoid the worst effects of climate change and eventually regain the benefits of a stable climate. This is the type of problem familiar to every parent, farmer, business owner--indeed anyone who wants to improve anything: you have to sacrifice something today for a better tomorrow (and here a better tomorrow is in comparison to the do-nothing default: continual climate catastrophe). There are two reasons this is politically difficult for climate change:

- 1) A stable climate is a global public good—it exists for all or it exists for none—so any individual's action is insignificant and even small countries can free-ride on the efforts of large countries.
- 2) The time between sacrifice and reward is much longer than between planting and harvesting a crop: while immediate action is necessary, the results of reducing emissions will not be apparent for more than a decade.

HR 17 offers no solutions. It simply wants to rule out taxing carbon even though that's widely considered the most efficient and fairest way to reduce emissions. It objects that a carbon tax will "manipulate consumer decisions," suggesting that the switch to renewables, which of course is what is needed, will be a nefarious process rather than the stated goal of public policy. While no one wants to unnecessarily pay more for anything, the relevant question is whether a fossil fuel tax will cost us less than the climate 'tax' over the long run.

The resolution raises two issues that are addressed by well-designed carbon taxes:

- 1) A carbon tax will raise the cost of energy. This is true for fossil fuels, but if all of the revenues are rebated to households, the vast majority of low- and middle-income households will break even or even come out ahead since energy use is closely correlated with income. Additionally, since the cost of wind and solar energy has plummeted and continues to decline, they will not be much more expensive than fossil fuels, or perhaps even cheaper, in the near future for many applications. More fundamentally, the current price of fossil fuels does not include the cost of damage they do now (conventional pollution harms the health of millions of Americans) and in the future (climate change). Every time we fill up our cars we're getting an artificial bargain at the expense of future generations.
- 2) A carbon tax will shift energy-intensive manufacturing to countries that do not tax carbon, costing US jobs without reducing global emissions (the global public good problem). A border carbon adjustment would apply a tariff to imports from countries without an equal carbon tax, protecting US industry and giving those countries a strong incentive to adopt their own carbon taxes.

Whether this resolution passes or fails will not alter the atmosphere by one molecule of CO₂. But it sends a bad message by trying to score political points when we need to begin working together to solve the greatest challenge in human history—one that has no political affiliation. Most of us are not going to be around to pay the climate 'tax' by the time it becomes prohibitively high. But our children and grandchildren will be, along with everyone else who comes after us for centuries to come, even though they will have played no role in creating (or ignoring) the problem—an intergenerational form of taxation without representation. If your child wasn't feeling well and a doctor discovered a tumor, would you ignore it, hoping that you might not be around by the time it caused serious harm? Do you knowingly let a drip in your roof become a stream and ruin your house?

Links:

Public goods:

<https://resources.environment.yale.edu/kotchen/pubs/pgchap.pdf>

Negative externalities:

<https://www.imf.org/external/pubs/ft/fandd/basics/38-externalities.htm>

Carbon Fee & Dividend:

<https://energyinnovationact.org/how-it-works/>

Border Carbon Adjustment:

https://ec.europa.eu/taxation_customs/green-taxation-0/carbon-border-adjustment-mechanism_en

Support for carbon pricing:

<https://www.econstatement.org/>

<https://csas.earth.columbia.edu/sites/default/files/content/Fee-and-Dividend-Miller-Hansen-20191110-1.pdf>

Archived: Tuesday, April 5, 2022 2:37:44 PM
From: [Suzanne Butcher](#)
Sent: Thursday, February 10, 2022 9:16:20 PM
To: [John Hunt](#)
Cc: [~House Commerce Committee](#)
Subject: Please bring a business perspective to debate on HR17 re carbon pricing
Importance: Normal

John,

I see that HR17 went to the State-Federal and Veterans Affairs Committee rather than to the Commerce Committee where you have more interest in and experience with market economics. Please do what you can to derail it.

HR17 makes a string of absolutist statements, such as that a carbon tax would have no impact on China, India and other emitters other than to give them a competitive advantage over U.S. manufacturers. In fact, Carbon Cash-Back (aka Carbon Fee and Dividend) with a Border Adjustment mechanism is the ideal way to protect U.S. manufacturers and use the market to incentivize other countries to reduce their emissions. I'll paste several links below with more details.

Please bring a business and economics perspective and don't let the NH House pass this embarrassing resolution.

Suzanne

A price on pollution from fossil fuels is the cheapest way to put the U.S., and global, economy on a low emissions pathway. We can do this while protecting family budgets and growing New Hampshire jobs by collecting a carbon fee from fossil fuel producers and importers and giving the money to households as an equal per-capita cash-back dividend each month, as the Energy Innovation and Carbon Dividend Act in Congress does (energyinnovationact.org).

This solution also uses Border Carbon Adjustments to keep U.S. manufacturers competitive and hold other countries accountable for their pollution. No other climate policy has such emissions-reducing power, co-benefits, and global reach.

How does a price on carbon where it enters the economy decarbonize the whole economy? It motivates producers and consumers to pollute less while it incentivizes innovation, development, and adoption of clean energy solutions. A detailed explanation and recommendation from experts is available at clcouncil.org/economists-statement.

You can watch a demo of MIT's climate policy simulator, see carbon pricing explained with chickens, and more at bit.ly/why-price-carbon.

Archived: Tuesday, April 5, 2022 2:17:16 PM

From: John Gage

Sent: Tuesday, January 25, 2022 9:53:39 PM

To: ~House State-Federal Relations and Veterans Affairs; ~House Science Technology and Energy

Subject: Please oppose HR17: Why a carbon fee is needed (join me Monday 1/31 at 7pm)

Importance: Normal

Dear Rep. Notter, Rep. Baldasaro, and all NH Representatives on SFRVA and STE Committees,

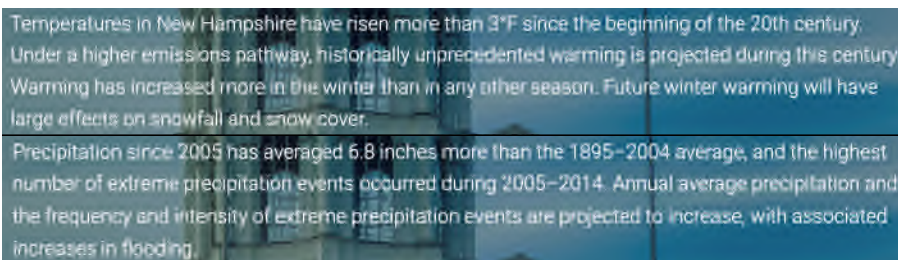
Carbon emissions from fossil fuels are pollution according to NASA and other scientific agencies. Our pollution has increased CO₂ in the air by 50% and CH₄ by 150%, and half of that change has occurred in the last 30 years. Much of that extra CO₂ will remain in the air for centuries, acting as an additional warming force on the Earth the whole time it's there (see [Keeling Curve](#) - 1700-present and 10K Year views). Here is the result of the 2 trillion tons of CO₂ pollution we have dumped into the air from burning fossil fuels so far:

Some CO₂ in the air is necessary for life. 280 ppm worked well for us during the entire evolution of human civilization during the previous 10,000 years. The CO₂ we breathe out was in balance with what plants and seas uptook before we started burning fossil fuels. But the extra CO₂ from fossil fuels is now changing the chemical and physical properties of the world around us, causing a growing list of costly problems that will multiply and amplify for many future generations.

Those who are concerned about CO₂ pollution are concerned for ourselves and for those who follow. No past generation has ever polluted in this way before. Our CO₂ pollution will impact many future generations. Don't you agree we should not leave our pollution and its impacts as a problem for those who follow us?

A price on pollution from fossil fuels is the cheapest way to put the US - and global - economy on a low emissions pathway. See below for how it works. We can do that, while protecting family budgets and growing NH jobs by collecting a carbon fee from fossil fuel producers and giving the money to households on an equal per-capita basis (energyinnovationact.org). Border Carbon Adjustments can then be used to protect US manufacturer competitiveness and hold all other countries accountable for their pollution too. No other climate policy has such co-benefits or global reach.

From the [NOAA National Centers for Environmental Information](#) - State Climate Summary 2022 for New Hampshire:



Temperatures in New Hampshire have risen more than 3°F since the beginning of the 20th century. Under a higher emissions pathway, historically unprecedented warming is projected during this century. Warming has increased more in the winter than in any other season. Future winter warming will have large effects on snowfall and snow cover.

Precipitation since 2005 has averaged 5.8 inches more than the 1895–2004 average, and the highest number of extreme precipitation events occurred during 2005–2014. Annual average precipitation and the frequency and intensity of extreme precipitation events are projected to increase, with associated increases in flooding.

How does a price on carbon where it enters the economy reduce carbon pollution throughout the economy? Here is an explanation and recommendation from the experts: council.org/economists-statement.

Here is a demo of MIT's climate policy simulator, carbon pricing explained with chickens, and more: <https://www.youtube.com/embed/zfX2WV7kfz8?&start=1074&autoplay=1>.

I will hold another climate science, economics, and policy Zoom Q&A session on Monday evening, January 31 at 7:00 pm for state legislators and their guests who have any questions at all about climate science, the economics of climate pollution, and climate policy options, and the cash-back carbon pricing solution. We heard many science-fiction myths promoted by the Heartland Institute at the HR17 hearing last week from the co-sponsors of the bill. Let's clear things up so our state can make informed decisions on climate policy.

- Register in advance for this meeting:
<https://citizensclimate.zoom.us/meeting/register/tJcvdO6srjojEtPaxug3eYt1YCZQEbD2RncG>
- After registering, you will receive a confirmation email containing information about joining the meeting.

Representative Notter, your town voted overwhelmingly (2:1) in favor of doing a study of the effects and benefits of federal Carbon Fee and Dividend legislation for New Hampshire! Please don't shut the door on the experts' recommended solution without learning more about it.

Chairman Baldasaro, your town voted in favor of asking its state and federal legislators to pass Carbon Fee and Dividend legislation to address the costs and risks of climate pollution from fossil fuels! Please investigate why the voters of your town (and 32 other NH towns out of 44) favor this policy approach.

Please listen to NH voters. 149 of them weighed in to oppose the HR17 resolution for the hearing, compared with only 4 in favor.

Please don't be fooled by Heartland Institute's science fiction. Consider that Heartland Institute is a Koch-funded, ideologically-motivated PR firm that takes money from industry and produces misleading conferences, books, and materials honed to delay acting on the scientifically-identified pollution that comes from Koch products. Not a single scientific organization in the world supports Heartland's take on climate pollution. Here's a list of 200 scientific organizations, including NASA, NOAA, EPA, DOD, DOE, and the National Academy of Science that say it is a big problem: climate.nasa.gov/scientific-consensus.

I hope to see you Monday at 7pm!

Sincerely,
John Gage
Windham, NH
603-965-1586

Resolution # 17-2019

**Resolution urging the United States Congress to enact the
Energy Innovation and Carbon Dividend Act of 2019**

WHEREAS, The Intergovernmental Panel on Climate Change(IPCC), the United Nations climate science body, issued a special report on the impacts of global warming of 1.5 °C above pre-industrial levels in October 2018 warning that global warming is likely to reach 1.5°C between 2030 and 2052 if it continues to increase at the current rate; and

WHEREAS, the IPCC report states that we have only 12 years left to make massive and unprecedented changes to global energy infrastructure to limit global warming to moderate levels; and

WHEREAS, the IPCC report states that countries must begin to price carbon as a critical first step to controlling CO2 emissions generating the warming of the planet; and

WHEREAS, the United States government released its Fourth Annual Climate Assessment in November 2018 reporting that the impacts of climate change are already being felt in communities across the country, and that more frequent and intense extreme weather and climate-related events, as well as changes in average climate conditions, are expected to continue to damage infrastructure, ecosystems, and social systems that provide essential benefits to communities; and

WHEREAS, conservative estimates by the world's climate scientists state that to achieve climate stabilization and avoid cataclysmic climate change, emissions of greenhouse gases (GHGs) must be brought to 80-95% below 1990 levels by 2050; and

WHEREAS, presently the environmental, health, and social costs of carbon emissions are not included in prices paid for fossil fuels, but rather these externalized costs are borne directly and indirectly by all Americans and global citizens; and

WHEREAS, to begin to correct this market failure, Congress can enact the **Energy Innovation and Carbon Dividend Act, H.R. 763** to assess a national carbon fee on fossil fuels based on the amount of CO₂ the fuel will emit when burned and allocate the collected proceeds to all U.S. Households in equal shares in the form of a monthly dividend; and

WHEREAS, for efficient administration, the fossil fuels fee can be applied once, as far upstream in the economy as practical, or at the port of entry into the United States; and

WHEREAS, as stated in the **Energy Innovation and Carbon Dividend Act of 2019, H.R. 763**, a national, revenue-neutral carbon fee starting at a relatively low rate of \$15 per ton of CO₂ equivalent emissions and resulting in equal charges per ton of CO₂ equivalent emissions potential in each type of fuel or greenhouse gas should be assessed to begin to lower what are now dangerously high CO₂ emissions. The yearly increase in carbon fees including other greenhouse gases, shall be at least \$10 per ton of CO₂ equivalent each year, with the Department of Energy determining whether an increase larger than \$10 per ton per year is needed to achieve program goals; and

WHEREAS, the **Energy Innovation and Carbon Dividend Act of 2019, H.R. 763**, specifies that, in order to protect low and middle income citizens from the economic impact of rising prices due to the carbon fee, equal monthly per-person dividend payments shall be made to all American households (½ payment per child under 19 years old) each month from the fossil fuel fees collected. The total value of all monthly dividend payments shall represent 100% of the net carbon fees collected per month; and

WHEREAS, the **Energy Innovation and Carbon Dividend Act of 2019, H.R. 763**, encourages market-driven innovation of clean energy technologies and market efficiencies which will reduce harmful pollution and leave a healthier, more stable, and more prosperous nation for future generations; and

WHEREAS, the **Energy Innovation and Carbon Dividend Act of 2019, H.R. 763**, will, after 12 years, lead to a decrease in America's CO2 emissions of 40 percent and an increase in national employment of 2.1 million jobs; and

WHEREAS, border adjustments - carbon content-based tariffs on products imported from countries without comparable carbon pricing, and refunds to our exporters of carbon fees paid - can maintain the competitiveness of U.S. businesses in global markets; and

WHEREAS, a national carbon fee can be implemented quickly and efficiently, and will respond to the urgency of the climate crisis because the federal government already has in place mechanisms, such as the Internal Revenue Service, needed to implement and enforce the fee, and already collects fees from fossil fuel producers and importers; and

WHEREAS, A national revenue-neutral carbon fee would make the United States a leader in mitigating climate change and in the clean energy technologies of the 21st century and would provide incentive to other countries to enact similar carbon fees, reducing global CO2 emissions without the need for complex international agreements, and

WHEREAS, The Mayor's Blue Ribbon Committee on Sustainable Practices has reviewed and endorses the **Energy Innovation and Carbon Dividend Act of 2019, H.R. 763** because of the risk of sea level rise, storm surge and increasingly volatile weather patterns that directly threaten the citizens, businesses and historic properties of the City of Portsmouth,

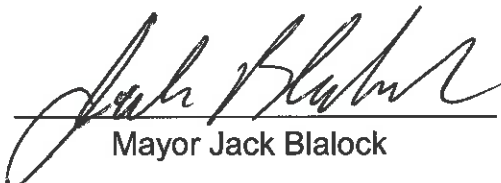
NOW, THEREFORE, BE IT RESOLVED, that the City Council of Portsmouth urges the United States Congress to enact without delay the **Energy Innovation and Carbon Dividend Act of 2019, H.R. 763**, and

BE IT FURTHER RESOLVED, that the Mayor, no later than 30 days after passage of this Resolution, shall transmit copies of this resolution to the President and Vice President of the United States, to the Speaker of the House of Representatives, to the Majority Leader of the Senate, to each U.S. Senator and Representative from the State of New Hampshire in the Congress of the United States, and to nearby city and county governments urging that they pass similar resolutions.

This Resolution shall take effect upon passage.

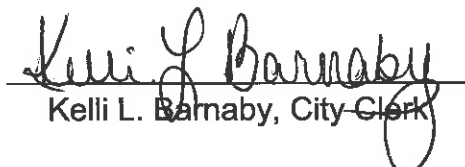
The Portsmouth City Council:




Mayor Jack Blalock

Assistant Mayor Cliff Lazenby
Councilor Doug Roberts
Councilor Nancy Pearson
Councilor Chris Dwyer
Councilor Josh Denton
Councilor Rebecca Perkins
Councilor Ned Reynolds
Councilor Rick Becksted

Adopted on This 15th Day of July, 2019


Kelli L. Barnaby, City Clerk

Archived: Friday, February 4, 2022 1:23:54 PM

From: John Gage

Sent: Thursday, February 3, 2022 8:18:21 PM

To: ~House Science Technology and Energy

Cc: ~House State-Federal Relations and Veterans Affairs

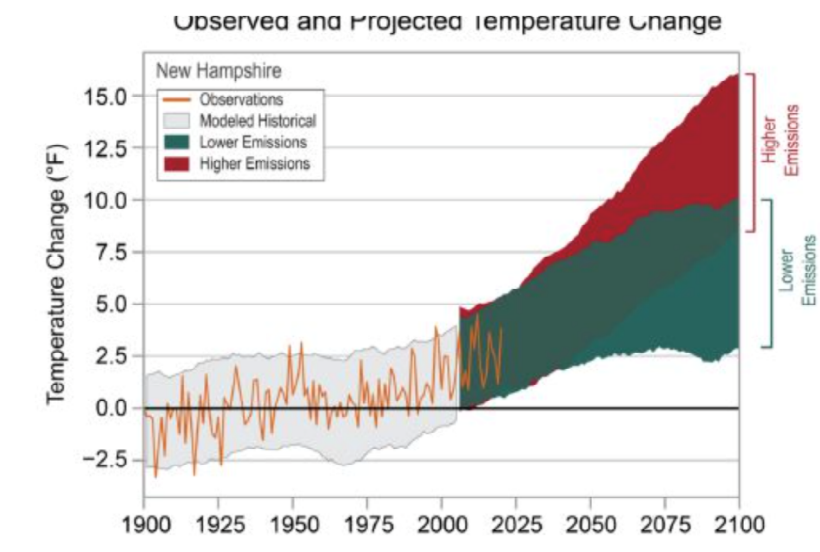
Subject: HR17: 149 opposed to 4 in favor, but voted OTP anyway? Next steps.

Importance: Normal

Dear NH House Science, Technology, and Energy Committee Members,

Please see the My Turn article the Concord Monitor published for me today:

My Turn: Addressing carbon pricing, climate science and HR 17



This article also relates to the climate science discussion we had this week when I testified for 1148. If you disagree that the Fourth National Climate Assessment is the best source of information for town, state, and federal legislators about climate pollution, what needs to be done about it, and how we should prepare for the future changes that are now already built into the system, or if you support HR17, please join me tomorrow for a Q&A in Zoom at 7:00 pm. There is a registration link at the bottom of the My Turn article.

Best Regards,
John Gage
Windham, NH
603-965-1586

Archived: Friday, February 4, 2022 1:23:54 PM

From: John Gage

Sent: Saturday, January 29, 2022 6:02:28 PM

To: ~House State-Federal Relations and Veterans Affairs; jd.bernardy@comcast.net; Jeanine Notter; nickdwhite+staterep@gmail.com; Jose4NH@comcast.net

Subject: Free movie (my treat): The Burden, with HR17 Q&A participation!

Importance: Normal

Dear NH Representatives on the House State-Federal Relations and Veterans Affairs Committee and HR17 co-sponsors,

Did you know the US Department of Defense called human-caused climate change a national security "threat multiplier" in its most recent Quadrennial Report?

If you are looking for something to do tonight, please consider watching "The Burden" online on Vimeo at <https://vimeo.com/ondemand/theburdenfilm>.



Watch The Burden Online | Vimeo On Demand

The Burden tells the story of fossil fuel dependence as our greatest long-term national security threat, and why the military is leading the transition to clean...

I'll reimburse you if you watch it (\$5 for the 24-hour streaming option) if you'll also join me Monday or Friday evening for a climate science, economics, carbon cash-back policy, and HR17 Q&A discussion.

"If we apply [efficient market forces] in energy, we win the triple-play in this American century: we improve national security, create jobs, and clean up the air." - Former US Representative Bob Inglis [R, SC]

You can register for the 7:00 pm Zoom Q&A session(s) at:

- Monday: bit.ly/hr17-info-013122
- Friday: bit.ly/hr17-info-020422

Have a great weekend!

Best Regards,
John Gage
Windham, NH
603-965-1586

Archived: Friday, February 4, 2022 1:23:55 PM

From: John Gage

Sent: Tuesday, January 25, 2022 9:53:33 PM

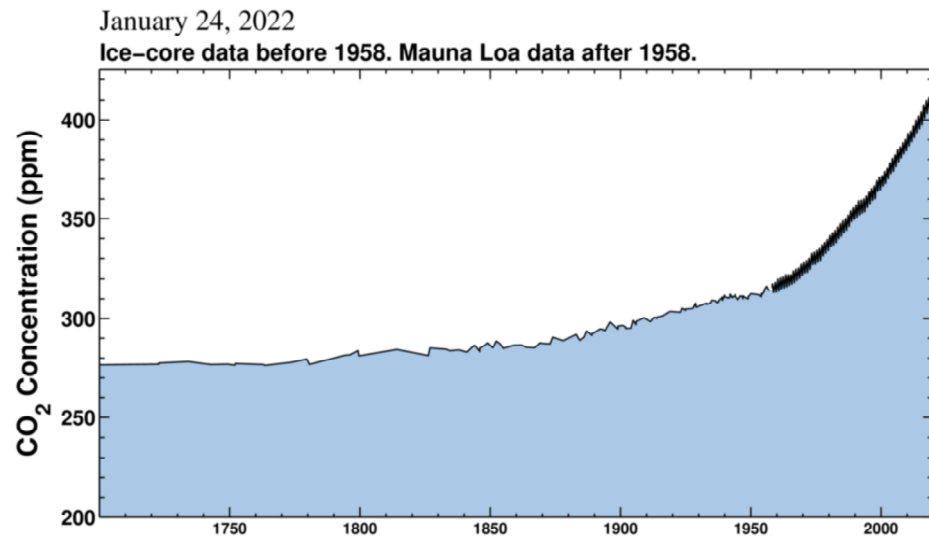
To: ~House State-Federal Relations and Veterans Affairs; ~House Science Technology and Energy

Subject: Please oppose HR17: Why a carbon fee is needed (join me Monday 1/31 at 7pm)

Importance: Normal

Dear Rep. Notter, Rep. Baldasaro, and all NH Representatives on SFRVA and STE Committees,

Carbon emissions from fossil fuels are pollution according to NASA and other scientific agencies. Our pollution has increased CO₂ in the air by 50% and CH₄ by 150%, and half of that change has occurred in the last 30 years. Much of that extra CO₂ will remain in the air for centuries, acting as an additional warming force on the Earth the whole time it's there (see [Keeling Curve](#) - 1700-present and 10K Year views). Here is the result of the 2 trillion tons of CO₂ pollution we have dumped into the air from burning fossil fuels so far:



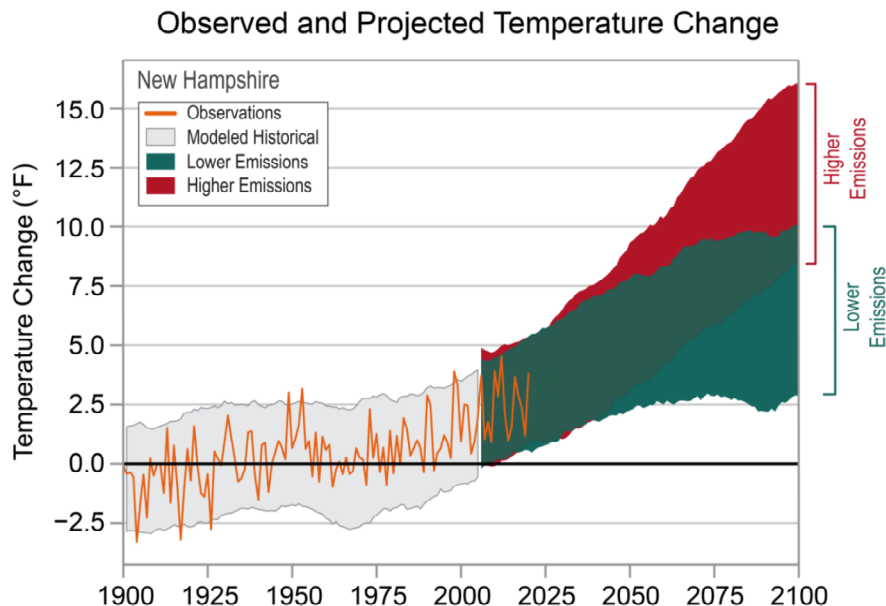
Some CO₂ in the air is necessary for life. 280 ppm worked well for us during the entire evolution of human civilization during the previous 10,000 years. The CO₂ we breathe out was in balance with what plants and seas uptook before we started burning fossil fuels. But the extra CO₂ from fossil fuels is now changing the chemical and physical properties of the world around us, causing a growing list of costly problems that will multiply and amplify for many future generations.

Those who are concerned about CO₂ pollution are concerned for ourselves and for those who follow. No past generation has ever polluted in this way before. Our CO₂ pollution will impact many future generations. Don't you agree we should not leave our pollution and its impacts as a problem for those who follow us?

A price on pollution from fossil fuels is the cheapest way to put the US - and global - economy on a low emissions pathway. See below for how it works. We can do that, while protecting family budgets and growing NH jobs by collecting a carbon fee from fossil fuel producers and giving the money to households on an equal per-capita basis (energyinnovationact.org). Border Carbon

Adjustments can then be used to protect US manufacturer competitiveness and hold all other countries accountable for their pollution too. No other climate policy has such co-benefits or global reach.

From the [NOAA National Centers for Environmental Information](#) - State Climate Summary 2022 for New Hampshire:



Temperatures in New Hampshire have risen more than 3°F since the beginning of the 20th century. Under a higher emissions pathway, historically unprecedented warming is projected during this century. Warming has increased more in the winter than in any other season. Future winter warming will have large effects on snowfall and snow cover.

Precipitation since 2005 has averaged 6.8 inches more than the 1895–2004 average, and the highest number of extreme precipitation events occurred during 2005–2014. Annual average precipitation and the frequency and intensity of extreme precipitation events are projected to increase, with associated increases in flooding.

Global sea level is projected to rise, with a likely range of 1–4 feet by 2100. Rising sea levels pose significant risks to coastal communities and structures, such as inundation, erosion-induced land loss, and greater flood vulnerability due to higher storm surge.

How does a price on carbon where it enters the economy reduce carbon pollution throughout the economy? Here is an explanation and recommendation from the experts: council.org/economists-statement.

Here is a demo of MIT's climate policy simulator, carbon pricing explained with chickens, and more: <https://www.youtube.com/embed/zfX2WV7kfz8?&start=1074&autoplay=1>.

I will hold another climate science, economics, and policy Zoom Q&A session on Monday evening, January 31 at 7:00 pm for state legislators and their guests who have any questions at all about climate science, the economics of climate pollution, and climate policy options, and the cash-back carbon pricing solution. We heard many science-fiction myths promoted by the Heartland Institute at the HR17 hearing last week from the co-sponsors of the bill. Let's clear things up so our state can make informed decisions on climate policy.

- Register in advance for this meeting:
<https://citizensclimate.zoom.us/meeting/register/tJcvdO6srjojEtPaxug3eYt1YCZQEbD2RncG>
- After registering, you will receive a confirmation email containing information about joining the meeting.

Representative Notter, your town voted overwhelmingly (2:1) in favor of doing a study of the effects and benefits of federal Carbon Fee and Dividend legislation for New Hampshire! Please don't shut the door on the experts' recommended solution without learning more about it.

Chairman Baldasaro, your town voted in favor of asking its state and federal legislators to pass Carbon Fee and Dividend legislation to address the costs and risks of climate pollution from fossil fuels! Please investigate why the voters of your town (and 32 other NH towns out of 44) favor this policy approach.

Please listen to NH voters. 149 of them weighed in to oppose the HR17 resolution for the hearing, compared with only 4 in favor.

Please don't be fooled by Heartland Institute's science fiction. Consider that Heartland Institute is a Koch-funded, ideologically-motivated PR firm that takes money from industry and produces misleading conferences, books, and materials honed to delay acting on the scientifically-identified pollution that comes from Koch products. Not a single scientific organization in the world supports Heartland's take on climate pollution. Here's a list of 200 scientific organizations, including NASA, NOAA, EPA, DOD, DOE, and the National Academy of Science that say it is a big problem:
climate.nasa.gov/scientific-consensus.

I hope to see you Monday at 7pm!

Sincerely,
John Gage
Windham, NH
603-965-1586

Archived: Friday, February 4, 2022 1:23:55 PM

From: John Mann

Sent: Friday, January 21, 2022 2:41:13 PM

To: ~House State-Federal Relations and Veterans Affairs; ~House Science Technology and Energy

Cc: John Gage

Subject: Re: HR17: Voices for carbon pricing include Rex Tillerson

Importance: Normal

Hello,

As a member of the House Science, Technology, and Energy Committee for 8 years now, (and as a grandparent of fine young people), I strongly oppose HR17.

I will be as brief as possible. The purpose of a carbon tax is to encourage reductions in CO2 emissions in a way that minimizes regulations, penalties, and costs. The tax rate starts small and increases gradually. The receipts are redistributed “evenly” back to all citizens, so anyone able to reduce CO2 emissions will be “automatically” rewarded for doing so [**lower tax, same cashback**] while others will **still get the cashback**. The fact that the tax rate may be increased over time should motivate people to reduce emissions sooner rather than later.

We in NH, if necessary, could probably figure out a way to identify and help NH citizens who are negatively impacted by a carbon tax and can't afford to escape it. An example of such a state program would be an energy-efficiency program like NHSAVES, and maybe a similar kind of program to replace crappy pickups with “cleaner” vehicles. Personally, I would support such a program as I also enthusiastically support NHSAVES.

And a state-level carbon tax is not at all practical.

Cheers -

John Mann Cheshire02

From: John Gage <jhgage@gmail.com>

Sent: Friday, January 21, 2022 10:21 AM

To: ~House State-Federal Relations and Veterans Affairs <HouseState-FederalRelationsandVeteransAffairs@leg.state.nh.us>

Cc: ~House Science Technology and Energy <HouseScienceTechnologyandEnergy@leg.state.nh.us>

Subject: Re: HR17: Voices for carbon pricing include Rex Tillerson

Dear Representatives,

It's not just an overwhelming number of NH citizens who support border-adjusted, cash-back carbon pricing. Businesses and business organizations support carbon pricing with border adjustments to address the climate pollution problem because it is predictable, protects US competitiveness, and is market-based.

Rex Tillerson while heading Exxon: [10 minutes on why Congress should pass Carbon Fee and Dividend legislation](#).

A list of energy and business organizations and others in favor of carbon pricing: [Business Group Support](#).

Former Sec. of State George Shultz: [The winning conservative climate solution](#).

See Dartmouth Economist Professor Charles Wheelan's support and explanation of how it works in a 6-minute video near the top of carboncashback.org/carbon-cash-back.

Thank you again for your reception to this information about why the NH State Legislature should oppose HR17, or even reverse it and resolve to ask Congress to do what 33 NH towns and several cities have asked you and Congress to do through the Carbon Cash-Back citizens' petitioned warrant article project: carboncashback.org/celebration.

Best Regards,
John Gage
12 Fordway Extension
Windham, NH
Citizens' Climate Lobby volunteer
603-965-1586

Archived: Friday, February 4, 2022 1:23:55 PM
From: [John Gage](#)
Sent: Friday, January 21, 2022 10:22:08 AM
To: ~House State-Federal Relations and Veterans Affairs
Cc: ~House Science Technology and Energy
Subject: Re: HR17: Voices for carbon pricing include Rex Tillerson
Importance: Normal

Dear Representatives,

It's not just an overwhelming number of NH citizens who support border-adjusted, cash-back carbon pricing. Businesses and business organizations support carbon pricing with border adjustments to address the climate pollution problem because it is predictable, protects US competitiveness, and is market-based.

Rex Tillerson while heading Exxon: [10 minutes on why Congress should pass Carbon Fee and Dividend legislation.](#)

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Best Regards,
John Gage
12 Fordway Extension
Windham, NH
Citizens' Climate Lobby volunteer
603-965-1586

Archived: Friday, February 4, 2022 1:23:55 PM
From: [Susan Wiley](#)
Sent: Wednesday, January 19, 2022 9:52:21 AM
To: ~House State-Federal Relations and Veterans Affairs
Subject: HB17
Importance: Normal

Susan Wiley 222 Diamond Ledge Sandwich, NH 03227
seeksusan@myfairpoint.net 03.284.6990

January 19, 2022

The Honorable Representatives State – Federal Relations – Veterans Affairs
Committee

State of NH House of Representatives

Dear Honorable Representative:

Please accept this letter as opposition to HR17: **opposing all federal and state efforts to establish a carbon tax on fuels for electricity and transportation.**

I am firmly opposed to legislation that is not in the best interest of the people of New Hampshire.

Everyday life in NH shows the benefit of cooperative and collaborative initiatives. The Constitution of the State of NH became effective in 1784; a glance tells of the wise decisions that make government work to benefit the State of New Hampshire and her citizens. Simple example - it was 1936 when the cooperation of States allowed for the implementation of the Rural Electrification Act. It was half century ago The Clean Air Act passed the Congress and was signed into law in 1970. Add to that – public schools, public health, public highways, etc.

We now know the impact of fossil fuels. We now understand climate change. We have witnessed the extreme weather events. While we continue to maintain the reputation of independent NH may we set aside legislation that pushes us into the status of being

insensitive to the needs of the population and planet while supporting the profits of fossil fuel companies.

Thank you for serving the people of NH and voting against HB17

Sincerely,

S. Susan E. Wiley

Archived: Friday, February 4, 2022 1:23:55 PM
From: [Jim Mason](#)
Sent: Tuesday, January 18, 2022 12:17:08 PM
To: [~House State-Federal Relations and Veterans Affairs](#)
Subject: Please Oppose HR17
Importance: Normal

Dear Committee Members,

Please oppose HR17.

The world is on fire and here we are burying our heads in the sand instead of doing everything that we can to support action on climate change.

Carbon Cash-Back works, and it is also popular.

Please do the right thing and kill this bill.

Thank you.

Sincerely,
Jim Mason
Hancock, NH

Archived: Friday, February 4, 2022 1:23:55 PM

From: [Melanie Nesheim](#)

Sent: Monday, January 17, 2022 9:10:56 AM

To: ~[House State-Federal Relations and Veterans Affairs](#)

Subject: NH House Remote Testify: 11:15 am - HR17 in House State-Federal Relations and Veterans Affairs

Importance: Normal

To the NH House State-Federal Relations and Veterans Affairs Committee,

Here's why I strongly oppose HR17:

WHEREAS, the application of a carbon tax to gasoline and other transportation fuels will have a dramatic, immediate impact on transportation costs; and

This is not true. The carbon price is phased in slowly over time, giving people and companies time and incentive to switch to non-carbon-producing methods of transportation. There is no dramatic, immediate impact. Also, the carbon fee collected is re-distributed to households, removing the financial burden from families, yet still providing incentives to companies to reduce carbon production.

WHEREAS, a carbon tax, by design, will result in substantial, immediate increases in the price of electricity, making electricity less affordable for millions of Americans; and

Again, not true. NEARLY 3/4 OF NH'S POWER GENERATION WILL NOT BE IMPACTED BY A CARBON FEE. In New Hampshire, about 55% of electric power comes from nuclear, and about 19% comes from renewable and hydroelectric. These sources are not impacted by the carbon fee. HR17's failure to mention this is dishonest and manipulative. It should be rejected.

WHEREAS, a carbon tax in the United States will have no impact on China, India, and other major sources of carbon emissions throughout the world, except to increase their competitiveness relative to the United States; and

Not correct. The carbon price is coupled with a border carbon adjustment. This creates an incentive for China, India, and other exporters to enact their own carbon price and benefit the climate, like us.

Every currently proposed carbon pricing legislation includes this feature. HR17's failure to mention this is again dishonest. HR17 willfully misrepresents the carbon pricing technique's effects. By the way, both Europe and Canada have enacted carbon pricing with a border carbon adjustment; it behooves the US to do the same so we don't have to pay their carbon border adjustment.

WHEREAS, a carbon tax will put United States exporters and manufacturers at a competitive disadvantage by increasing domestic manufacturing production costs; and

Incorrect, because of the carbon border adjustment. See above. US exporters will NOT be at a competitive disadvantage. In fact, they'll be better off with the carbon tax enacted, because they won't be paying a carbon border adjustment fee when exporting to other countries who have the carbon tax, like Europe and Canada do now. The US's carbon border adjustment would ensure US exporters are competing on a level playing field with the exporting countries who do not yet have the carbon tax.

The authors of HB17 really need to look at ALL aspects of a proposed tax before condemning it. And they need to back away from black-and-white thinking; it really clouds one's ability to function accurately in the world.

WHEREAS, the sole purpose of the tax code should be to fund necessary government functions rather than to manipulate consumer decisions; now, therefore, be it

In reality, taxes, both their assessment and their reduction, have been employed many times by both parties to influence behavior by companies and individuals. This is not a problem, because marketplace incentives sometimes lead to unhealthy outcomes that must be addressed. Putting too much carbon into the air for free and causing disastrous climate change is just one example. Another example is the tax credit program currently in place to encourage the construction of more affordable housing instead of the more marketplace-lucrative McMansions. Use of taxes to encourage behavior needed by the community: Not a problem at all.

When marketplace incentives create unhealthy outcomes, the government is correct to try to address that where people and companies will pay attention: make the unhealthy behavior cost them something.

Currently, dumping carbon into the atmosphere is free. It should cost something, because this behavior costs everyone else by creating the wild, destructive weather we've recently experienced due to the warming of the atmosphere, due to carbon dumped into the atmosphere.

I'm sure you can all see now why HR17 is no good. There's no point in pre-emptively banning a suggested course of action without taking an honest look at what it is and what it does.

Thank you,

Melanie Nesheim
Holderness, NH

Archived: Friday, February 4, 2022 1:23:55 PM
From: Regina Eastman
Sent: Saturday, January 15, 2022 10:15:28 AM
To: ~House State-Federal Relations and Veterans Affairs
Subject: Remote Testify 20 Jan 11:15 AM HR17 Rebuttal
Importance: Normal

WHEREAS, a carbon tax, by design, will result in substantial, immediate increases in the price of electricity, making electricity less affordable for millions of Americans; and

No, this is incorrect except for electricity generated using fossil fuels. It's wrong for all clean forms of electricity. In New Hampshire, about 55% of electric power comes from nuclear, and about 19% is from renewable and hydroelectric, so almost 3/4 of our power generation. These would have no exposure to a carbon fee. A carbon price will lead to even more clean power, and therefore a steadily diminishing carbon-fee exposure. HR17's failure to mention these enormous caveats is part of why it's really a disingenuous and dishonest political stunt, a disservice to our state, and should be rejected.

--

Regina Eastman, MA, LCMHC, MLADC, NCC, SEP, LMT
Somatic Psychotherapy through the Mind-Body Connection
Ariel-Grace Integrative Therapies, LLC

"It is through the connection to our own inner beauty that the world illuminates".

- R. G. E.

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Archived: Friday, February 4, 2022 1:23:55 PM

From: Wharton Sinkler

Sent: Saturday, January 15, 2022 9:31:49 AM

To: ~House State-Federal Relations and Veterans Affairs

Subject: NH House Remote Testify: 11:15 am - HR17 in House State-Federal Relations and Veterans Affairs

Importance: Normal

Dear Committee Members,

I strongly disapprove of HR 17, the proposed resolution opposing federal and state carbon taxes. I hope you will reject HR 17 in your hearing on the topic next Thursday, Jan. 20th.

Global warming is real and is having damaging consequences for Americans, including wildfires, heat waves, flooding and sea level rise. It's urgent that we act swiftly to address this by reducing our reliance on greenhouse gas-emitting technology, primarily use of fossil fuels (without carbon capture).

Putting a price on fossil-based carbon destined for emission is a transparent, fair and effective way of achieving emissions reductions. We should not renounce this important policy, certainly without carefully considering what it entails.

HR 17 does not do this. Instead, it uses a caricature of a poorly-designed carbon tax to come to the wrong conclusion.

- For example, by starting low and increasing over time, the threatened 'dramatic' and 'immediate' increases in transportation costs will be moderate and gradual, and avoidable through adopting new technology and efficiency. Returning revenue to households as a rebate, as most real carbon pricing proposals call for, offsets any increased costs, rewards emissions reductions, and helps with investments we need in more efficient, cleaner transportation.
- If coupled with a Carbon Border Adjustment Mechanism which would level the playing field for American manufacturers, our industry remains competitive and will not be undercut by exports from countries without a carbon price. Every serious carbon pricing proposal includes such a CBAM. HR 17, in making a competitiveness argument against carbon pricing, willfully ignores this key feature of real carbon pricing proposals.
- HR 17 claims a carbon tax will cause "substantial, immediate increases in the price of electricity". This is a misleading over-generalization. Most of New Hampshire's electricity wouldn't be effected at all, because 55% comes from nuclear and another 19% from renewable sources. Furthermore, a carbon price which starts low and increases gradually will allow electricity generators to invest in more clean energy and thereby completely avoid any exposure to the carbon price for themselves and their customers.

Well designed carbon pricing is an important policy for combating climate change. It has the support of more than 3,500 U.S. economists, including 4 former Fed Chairs, 28 Nobel laureates and 15 former chairs of the Council of Economic Advisers (see <https://clcouncil.org/economists-statement/>). New

Hampshire legislators absolutely must not reject carbon pricing. HR 17's attempt to do this without carefully considering the pros and cons is shameful and not worthy of consideration!

Thanks and Regards,
Wharton Sinkler
14 Bickford Crossing Rd.
Sandwich, NH 03227
847-902-3869

Archived: Friday, February 4, 2022 1:23:55 PM
From: [Jennifer Highland](#)
Sent: Friday, January 14, 2022 4:05:41 PM
To: [~House State-Federal Relations and Veterans Affairs](#)
Subject: NH House Remote Testify: 11:15 am - HR17
Importance: Normal

To the Committee,
I OPPOSE HR17 as an inaccurate and short-sighted measure that runs counter to the interests of our state.

The bill contains numerous inaccurate statements about the mechanics and effects of a carbon tax, as compared with current well-designed proposals in the US and those enacted in other nations. For example, carbon taxes or fees that are phased in gradually would avoid the "dramatic, immediate impact" on transportation and carbon-based electricity costs claimed in the bill, and are by no means an inevitable result.

Likewise, a border carbon adjustment, as articulated in legislation that has been drafted in the US House of Representatives, is designed to protect American manufacturers from the competitive disadvantage mentioned in the bill. Furthermore, by encouraging a national shift away from reliance on limited fossil fuel reserves, good carbon policy will increase the competitiveness and resilience of American industries and our nation as a whole.

A carbon-tax-and-rebate system is designed to return the money directly to citizens to help offset any rise in prices. It also incentivizes everyone to reduce their carbon footprint, therefore saving money and impacting climate at the same time. It is Win-Win.

Climate change is already costing our country tens of millions of dollars, and causing devastation in communities from Colorado to the Gulf Coast to Kentucky, in the form of unprecedented extreme weather events. Rising sea level is already impacting coastal cities like Miami, not to mention island nations such as the Maldives. New Hampshire's economy depends in part upon cold winters and stable weather. Our ski, tourism, and maple syrup industries are a few examples of areas that are particularly vulnerable.

New Hampshire deserves better than HR 17. Please help keep all creative tools on the table, and reject this bill.

Thank you.

Jennifer Highland
2808 Dick Brown Rd.
Bridgewater, NH

HOUSE COMMITTEE ON STATE-FEDERAL RELATIONS AND VETERANS AFFAIRS

EXECUTIVE SESSION on HR 17

BILL TITLE: opposing all federal and state efforts to establish a carbon tax on fuels for electricity and transportation.

DATE: January 21, 2022

LOB ROOM: 201-203

MOTIONS: **OUGHT TO PASS**

Moved by Rep. Foster

Seconded by Rep. Baldasaro

Vote: 11-10

CONSENT CALENDAR: NO

Statement of Intent: Refer to Committee Report

Respectfully submitted,

Rep Susan DeLemus, Clerk



2022 SESSION

State-Federal Relations and Veterans Affairs

 Bill #: HR 17 Motion: OTP AM #: _____ Exec Session Date: 1/21/22

<u>Members</u>	<u>YEAS</u>	<u>Nays</u>	<u>NV</u>
Baldasaro, Al P. Chairman	✓		
Moffett, Michael Vice Chairman	✓		
Lundgren, David C.	✓		
Katsakiores, Phyllis M.	✓		
Rollins, Skip A.	✓		
DeLemus, Susan C. Clerk	✓		
Binford, David W. <i>Notter, Jeanine</i>	✓		
Foster, William S.	✓		
Deshaies, Brodie S.	✓		
Harley, Tina L.	✓		
Leavitt, John A.	✓		
Massimilla, Linda A.		✓	
Piedra, Israel F.		✓	
Booras, Efstathia C. <i>Query</i>		✓	
Wilhelm, Matthew B. <i>Jack</i>		✓	
Espitia, Manny <i>Horrigan</i>		✓	
Griffith, Willis F. <i>Galliger, Eric</i>		✓	
Toll, Amanda Elizabeth Elizabeth		✓	
Labranche, Tony		✓	
Laughton, Stacie-Marie		✓	
Welkowitz, Lawrence		✓	



1/10/2022 9:12:48 AM
Roll Call Committee Registers
Report

2022 SESSION

State-Federal Relations and Veterans Affairs

Bill #: _____ Motion: _____ AM #: _____ Exec Session Date: _____

TOTAL VOTE:

