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Southwest Energy Efficiency Project (SWEET)

# Annual Report

2021



[swenergy.org](http://swenergy.org)

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## A message from our Executive Director

Even amidst the ongoing challenge of the COVID pandemic and a relentless spate of climate-fueled disasters, including the devastating Marshall Fire that destroyed more than 1,000 homes in the Southwest Energy Efficiency Project's (SWEET) home county, this past year marked a joyous milestone for SWEET: our 20th anniversary.

Founded in 2001 by Howard Geller as a one-person organization, SWEET has grown to 13 staff spread across the Southwest. In the past two decades we've logged an impressive array of accomplishments, most notably catalyzing a steady increase in annual funding for electric utility energy efficiency programs in the region, from about \$21 million in 2001 to \$375 million in 2020.

SWEET marked this auspicious birthday last September with coalition partners, SWEET business Allies, lawmakers, staff, and Board at an event in Boulder to both celebrate our 20 years of progress and to honor Howard with a Lifetime Achievement Award for his decades of outstanding service.

In the pages ahead, you'll read about some of our most exciting wins from just the last 12 months: Championing a landmark package of four building decarbonization bills at the Colorado state legislature; working with coalition partners to make Nevada the 16th state to adopt clean car standards to reduce emissions from the transportation sector; updating the New Mexico sustainable tax credit to promote higher performance homes and greater benefits to low-income residents; collaborating with the Navajo Nation in Arizona to advocate for Just and Equitable Transition funding for tribes and other communities impacted by coal plant closures; pursuing adoption of a new holistic, deep energy efficiency incentive program for new commercial buildings in Utah; and partnering with the new federal administration, which happily has resumed investing in energy efficiency programs again.

I'm proud of the work we've accomplished in the past year even in the face of significant headwinds. Yet there is so much more to be done.

Which is why SWEET is excited to roll up our proverbial sleeves and get to work on the next chapter of our future. In the coming year, we will launch implementation of a new strategic plan that will build upon our foundation of past success by strategically expanding to take on emerging challenges and opportunities.

One growing focus area will be explicitly amplifying our work to identify and advocate for solutions to the climate crisis, including how to speed up the necessary transition away from fossil fuels through beneficial electrification of our homes and buildings, as well as our cars, taking advantage of decreasing costs and improving technologies. Similarly, as we acknowledge the institutional racism that has shaped our country, SWEET will join with others in the conservation community to apply an equity and environmental justice lens to our work, and prioritize policies, projects, and processes that target efficiency investments and other benefits in disproportionately impacted communities. Additionally, we will take on the new opportunity presented by the historic levels of federal economic recovery and infrastructure dollars that are flowing to state and local governments; these dollars could trigger transformative changes in how we power our vehicles, buildings and industries — if groups like SWEET can strategically shape how they are spent.

Looking back over the past year — my first at SWEET — I'm grateful to have joined this impactful and nimble nonprofit as we dive deep in trying to solve the Southwest's energy and climate challenges. What a fantastic team to be a part of!

Here's to celebrating SWEET's first 20 years — as well as our next 20! We hope you will continue to be a partner with us on this next leg of our journey.

A handwritten signature in black ink, appearing to read 'Elise Jones'. The signature is stylized and fluid, with a large initial 'E' and 'J'.

**Elise Jones**

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## 20 YEARS of energy efficiency success: 2001-21

In its first 20 years as an organization, SWEEP has made significant, forward-thinking investments in energy savings that benefit underserved communities, small businesses, commuters, homeowners, and all of the planet's inhabitants. Our major energy efficiency accomplishments include:

- Due in large part to SWEEP's advocacy efforts, funding for electric utility energy efficiency and demand-side management (DSM) programs in the region increased from about \$21 million per year in 2001 to about \$375 million per year in 2020.
- The annual energy savings from electric utility DSM programs in the region increased from 625 gigawatt-hours (GWh) per year in 2006 to 2300 GWh per year in 2020. SWEEP has helped utilities expand the scope and increase the impact of their efficiency programs, including increasing efforts to assist income-qualified households and historically underserved communities.
- Households and businesses in the region are expected save about \$7.6 billion as a result of utility energy efficiency programs implemented in the region over the past 10 years.
- Southwestern utilities and states are implementing a number of innovative energy efficiency programs proposed by SWEEP, including programs to support multifamily housing retrofits, advanced LED lighting, connected smart thermostats, heat pumps and heat pump water heaters (HPWHs), and Strategic Energy Management.
- The region has avoided the need for ten large baseload power plants as a result of utility energy efficiency programs implemented over the past decade. These energy efficiency programs also prevented about 80 million tons of CO<sub>2</sub> emissions during the past decade, as well as reducing other pollutants.
- States in the region have enacted over 130 laws that SWEEP proposed or influenced, including measures on utility efficiency programs, minimum efficiency standards for light bulbs and other products, expanded energy efficiency assistance for income-qualified households, and new efficiency financing mechanisms.
- With SWEEP's support, Arizona adopted some of the strongest energy efficiency requirements for investor-owned electric utilities in the nation, requiring electricity savings of 20% by 2020.
- With input and leadership from SWEEP, Colorado adopted minimum energy and water efficiency standards on 15 residential and commercial products sold in the state.
- SWEEP developed and implemented the Colorado Industrial Energy Challenge program, which facilitated adoption of energy savings goals and efficiency improvements in numerous manufacturing and other industrial facilities.
- SWEEP has helped unlock approximately \$1 billion in funding for utility- and state-funded transportation electrification programs across our region.



**SOUTHWEST ENERGY EFFICIENCY PROJECT**



## Arizona

SWEEP's work in Arizona in 2021 moved the needle on protections for marginalized communities from climate change, as well as enabling an influx of more electric vehicles (EVs) onto the state's roadways. We worked to include increased energy efficiency and EV infrastructure requirements in the 2022-23 low-income housing tax credit program in the state's Qualified Allocation Plan (QAP) to provide tax credits for low-income and affordable housing. Increased energy efficiency in these new buildings will benefit the residents of these affordable multifamily properties through better indoor air quality, lower utility bills, and more resilient housing. It was important to add minimum efficiency requirements for new construction since Arizona's mix of home-rule adopted codes means some communities have no energy code. And the new QAP allows developers to add EV parking as part of the development costs.

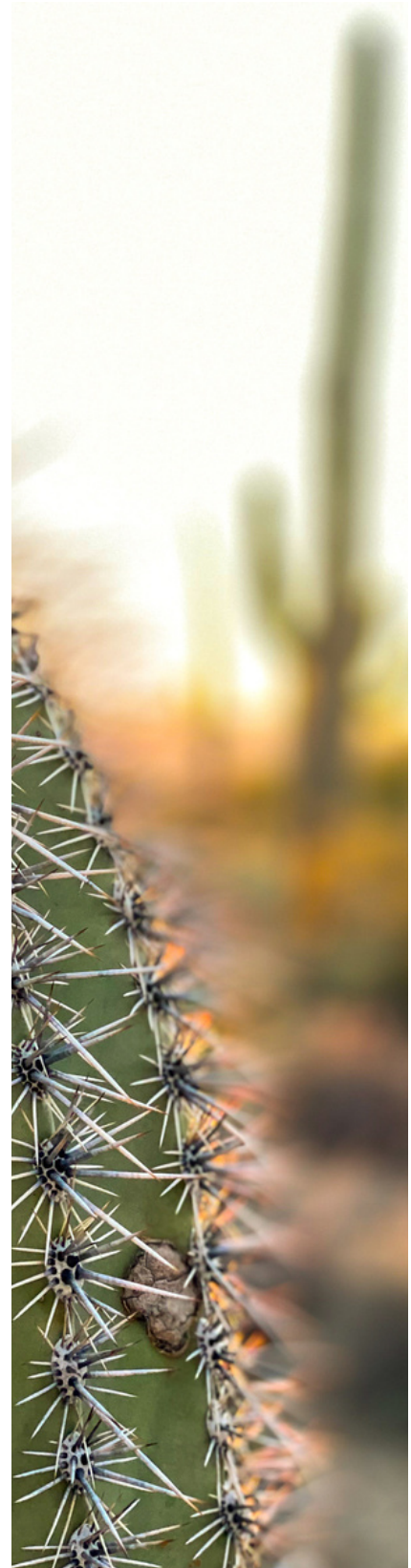
Also, SWEEP worked with local jurisdictions across Arizona to ensure adoption of the 2021 International Energy Conservation Code (IECC) while also assuring new construction is wired to enable future EV charging. This new code will reduce energy use by up to 14% for new residential homes and approximately 10% for new commercial buildings. One of the greatest success stories for EV-readiness code adoption in Arizona was in Tucson. The Tucson Mayor and Council approved an amendment to the International Residential Code (IRC) to require EV charging outlets in all new one- and two-family dwellings. Shortly after, the city began its process to enact an EV-readiness code for multifamily, commercial, and retail buildings as well.

In more climate action planning, SWEEP continued to promote building electrification as a solution for Flagstaff's Carbon Neutrality Plan, which establishes a framework for reaching net-zero carbon emissions by 2030. The plan also calls for upwards of 12,500 residential properties (about 50% of the residential properties currently connected to gas) to conduct a deep energy efficiency retrofit including the electrification of at least one major appliance.

After multiple years of hard work by SWEEP staff and allies, in December the Arizona Corporation Commission (ACC) voted to approve the Statewide Transportation Electrification Plan, setting ambitious, but achievable, goals for EV and charging infrastructure deployment and requiring Arizona Public Service (APS) and Tucson Electric Power's plans to allow for the growth of nearly one million EVs in the utilities' service territories by 2030.

And on the public transportation front, SWEEP worked to reduce the number of compressed natural gas buses that Phoenix invested in over the next 5-10 years, instead scaling up cleaner electric bus investments for public transit.

On the utility side, at the ACC, SWEEP intervened as a party to APS' rate case. After months of cross examination, hearings, and negotiations, the ACC voted to slash energy rates for a vast majority of APS customers. The regulators reduced the utility's revenues by \$119 million by denying cost recovery on the utility's investments in the Four Corners coal plant — a significant departure from the \$184 million increase APS had originally sought. As part of its decision on APS' customer rate design, regulators also



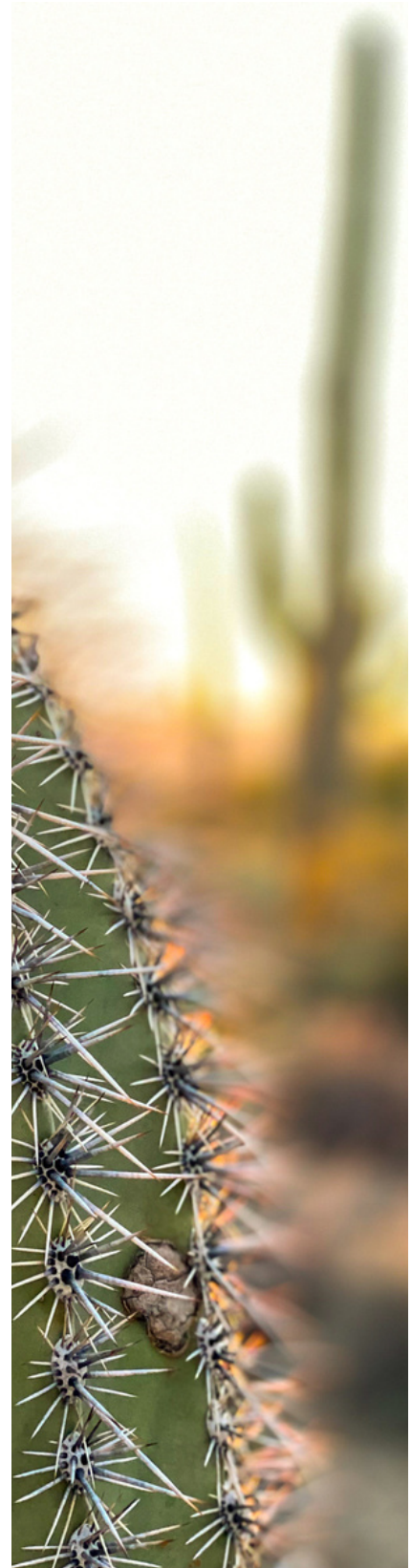
## Arizona

directed several changes championed by SWEEP, in partnership with Western Resource Advocates (WRA), which favored EV charging and other energy efficiency programs. The ACC also directed \$10 million to support communities economically impacted by the closure of coal-fired power plants, with the opportunity for more Just Transition funding support in the coming years.

Furthermore, SWEEP's work at the ACC led to bipartisan approval of APS' 2021 Demand-Side Management Plan. The expanded plan will provide APS customers with additional access to incentives and services to fix broken air conditioners, replace inefficient water heaters, install smart thermostats, and otherwise cut energy waste. Regulators also extended special emergency financial relief for low-income customers and businesses and residents economically impacted by the COVID-19 pandemic.

“Energy efficiency is the cheapest way for Arizona to meet its energy needs. By eliminating energy waste, we reduce the need to generate power from more expensive options while supporting more local jobs, cleaner air and water, healthier families, and more affordable electricity.”

*Ellen Zuckerman, Utility Program  
Co-Director*





## Colorado

Notwithstanding the recent climate disasters in Colorado, including the tragic and devastating Marshall Fire, the state, with SWEEP's help, continues to make important strides on building rules, electric transportation, and climate policy. SWEEP's Buildings Team worked to get local jurisdictions to adopt the new, highly efficient 2021 code. The City of Louisville was the first in the state, and it added extra efficiency, EV-ready, electric-ready, solar-ready, and net zero rules to the mix. This will save new homeowners and building tenants on their utility bills and provide resilient housing to better endure hot and cold weather extremes.

At the legislature, SWEEP led Colorado's effort to draft and pass a first-of-its-kind law requiring regulated utilities to develop plans to help customers replace gas- and propane-fueled equipment with high efficiency heat pumps, HPWHs, and other electric equipment. In a key win, the bill includes labor standards for electrification projects implemented in larger commercial buildings.

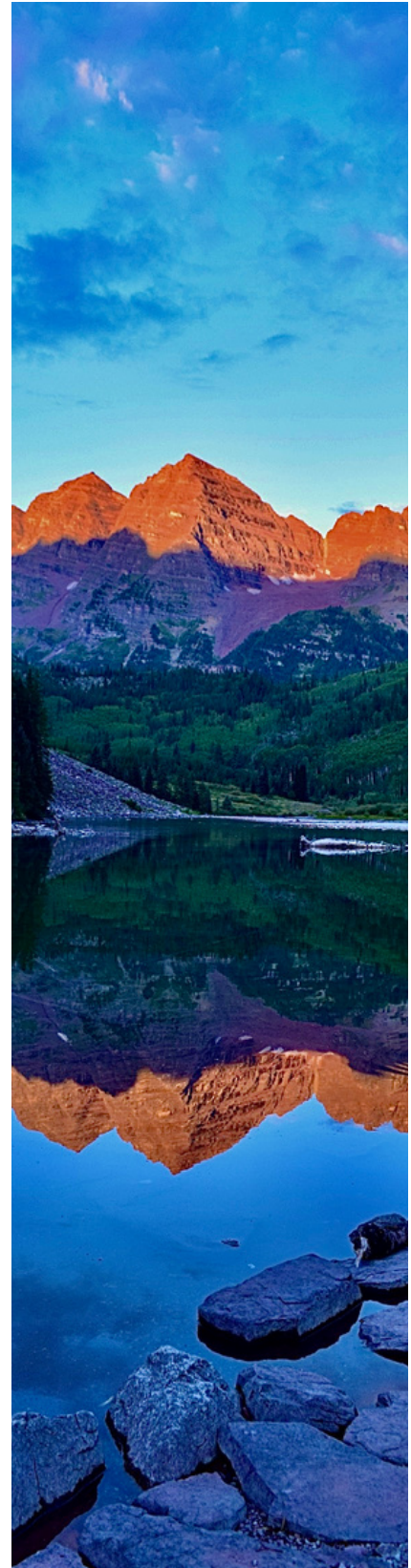
Through another key legislative victory championed by SWEEP, Colorado became only the second state in the nation to establish benchmarking requirements and building energy performance standards for existing large commercial and multifamily properties.

Additionally, SWEEP led successful gas DSM legislation to establish energy savings targets for gas utility energy efficiency programs. We also assisted on another first-of-its-kind "Clean Heat" bill, requiring gas utilities to reduce greenhouse gas (GHG) emissions 4% by 2025 and 22% by 2030. The reductions can come from a combination of energy efficiency, electrification, upstream leak reduction, recovered biogas, and recovered coal mine gas.

At the local level, SWEEP actively engaged in the development and adoption of Denver's Net Zero Energy New Buildings & Homes Implementation Plan, which lays out a strategy for all new construction to be net zero by 2030 (defined as highly efficient, all-electric, powered by renewable energy, and grid flexible). The Plan is framed and informed by equity, social sustainability, and economic considerations at every step. SWEEP also developed and submitted code proposals in Denver's IECC adoption process to achieve all-electric heating and water heating in most residential and commercial new construction. These proposals will be evaluated and voted on by committees and the City Council in 2022.

Working with the Beneficial Electrification League of Colorado, SWEEP developed and launched the Love Electric website ([loveelectric.org](http://loveelectric.org)), which provides information and resources for homeowners on heat pumps, HPWHs, and induction stoves.

In 2021, SWEEP continued to engage at the Public Utilities Commission to advance energy efficiency, demand response, and electrification. We worked with Xcel Energy to adopt its highest ever electricity and gas savings goals and develop the company's first beneficial electrification incentives — to encourage customers to replace gas heating and hot water with clean electric



## Colorado

alternatives. SWEEP also played a key role in significantly expanding the budget for income-qualified programs in Colorado.

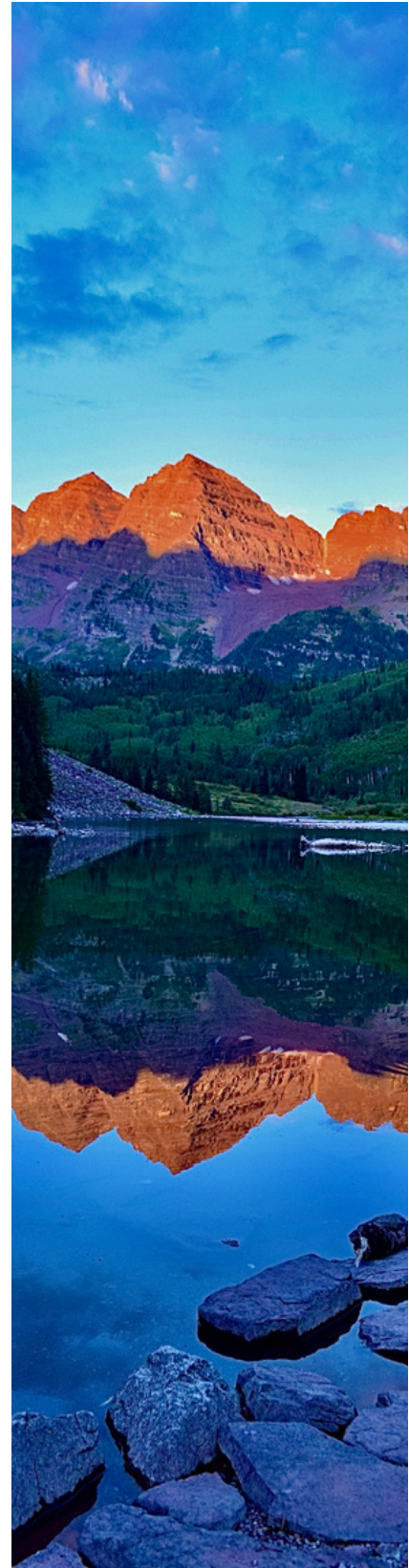
SWEEP's unrelenting push for better public transportation and more EV options accelerated in 2021. In December, the Colorado Transportation Commission voted overwhelmingly to adopt a new nation-leading rule to make smarter investments in the state's transportation system. The rule sets climate pollution reduction targets that must be met by the Colorado Department of Transportation (CDOT) and the state's five Metropolitan Planning Organizations, which oversee transportation infrastructure planning across much of the state. SWEEP worked with CDOT leadership and staff over the course of the year to help shape the rule and maximize its effectiveness. We also partnered with allied organizations to build public and Commission support for taking this bold step forward. The rule will increase investment in more efficient and less polluting modes of transportation, including transit, biking, and walking — while also promoting more transportation-efficient land use patterns to shorten travel distances between housing, jobs, and other services. Along with vehicle electrification, these tools will be essential to successfully cut state carbon pollution in half by 2030, as required by state law. CDOT projects that the rule will deliver more than \$26 billion in benefits for Colorado residents, visitors, and businesses through 2040. The rule received national attention, including coverage in *The New York Times*.

Additionally, with SWEEP's advocacy, Governor Polis and the Colorado legislature approved more than \$730 million in new funding for transportation electrification and clean transportation projects as part of a large transportation funding bill, Senate Bill 21-260. The bill included SWEEP's recommendations for new fees indexed to inflation, increased funding for electrification and transit, and support for smarter transportation and land-use planning. It also informed a new Environmental Justice and Equity Branch at CDOT.

Finally, in the industrial space, SWEEP provided comments to the Air Pollution Control Division on the first phase of the rule to decrease GHG emissions from large industrial facilities. Our recommendations were instrumental in improving the final rule, with the goal of achieving meaningful emission reductions from the state's cement and steel facilities. And in Boulder County, SWEEP helped develop its "carbon-conscious certification" program for cannabis growers to encourage consumers to support cultivators who are working towards carbon neutral cannabis production.

"Let's build a future where we can get where we need to go without disrupting our climate, polluting our air, or spending all our time stuck in traffic. To get there, we need to both electrify our cars and trucks AND build communities where driving isn't the only option to get from point A to B."

*Matt Frommer, Senior Transportation Associate*





## Nevada

Nevada, especially Reno and Las Vegas, is home to some of the fastest warming areas in the country. Through our work with the Governor and several coalitions, SWEEP was able to make headway in 2021 with EVs, building codes, and climate mitigation.

In an enormous win, Nevada adopted the Advanced Clean Cars program in 2021. This came after an 18-month-long campaign led by SWEEP and the Nevada Clean Cars Coalition, a diverse coalition of more than 75 organizations and businesses across the state. The policy requires automakers to sell more efficient vehicles in Nevada, including more plug-in electric cars and trucks. The measure will help accelerate EV deployment and increase the value of the investments that NV Energy is making to support electric transportation. By taking this action, Nevada became the 16th Clean Car state.

With our urging, Nevada updated its statewide building energy code to the 2021 IECC, and the Governor's Office of Energy, through public comments and meetings, presented the benefits of having the state and its municipalities advance from the earlier 2018 code to this latest and much more efficient version: helping Nevadans to eliminate wasted energy, lower their energy bills, and reduce emissions that contribute to climate change. As stated in the Arizona update, this new code can reduce energy use by up to 14% for new residential homes and approximately 10% for new commercial buildings.

SWEEP continued to work with Clark County on the development of an EV-ready infrastructure ordinance in early-mid 2021; however, once this process was put on hold due to concerns over cost, efforts shifted to the All-In Clark County planning process to develop a comprehensive Sustainability & Climate Action Plan. As part of this effort, Clark County conducted an inventory, which identified the buildings sector as the highest emitter of GHG emissions in the county at 41.5% of emissions. To help address emissions reductions in the building sector, SWEEP participated in the planning process and met with Commissioners and Department of Environment and Sustainability staff to provide feedback and recommendations. SWEEP was represented in the Sustainability and Climate Advisory Group as well as the Transportation Electrification working group and participated in numerous stakeholder meetings throughout the year. We also coordinated with Nevada coalition partner organizations to provide feedback and priority policy recommendations for the County to consider including in the plan.

At the legislature, Senator Brooks sponsored omnibus energy legislation that included authorization for NV Energy to invest \$100 million in near-term transportation electrification infrastructure and programs, with at least 40% of the infrastructure located in historically underserved communities. Further, the bill requires NV Energy to develop a long-term transportation electrification plan and update it every three years — setting up sustained utility support for more efficient electric transportation. SWEEP staff helped set up this victory in several ways; for example, we released a report with WRA and the Natural Resources Defense Council (NRDC) in February that





## Nevada

documented the benefits of electric transportation, including an analysis of how revenues from EV charging more than pay for utility investments, creating a virtuous cycle that can save both energy and money.

SWEEP also worked with partners to successfully pass Assembly Bill 383 in the Nevada Legislature. This legislation provides access to the most technologically advanced appliances while removing the least efficient, energy-guzzling, and water-wasting products from the market. Estimates by the Appliance Standards Awareness Project conclude that the bill will save Nevadans more than \$29 million per year by 2035 and remove the carbon emissions equivalent of 28,000 cars from our roads.

Lastly, SWEEP staff lobbied Nevada legislators to help achieve passage of three important clean energy bills, including one that closed a loophole in an existing law that allowed dirty cars to stay on the road and another that gave local governments the ability to set up incentives for drivers to switch to EVs.

"It's exciting to see Nevada hit the accelerator on clean, electric cars. A wide range of stakeholders unanimously supported [electrification policies] because of the many benefits it will bring, from cheaper driving to cleaner air."

*Angie Dykema, Nevada Representative*



## New Mexico

Throughout 2021, SWEEP worked alongside our allies to advance utility investment in transportation electrification in New Mexico. As a result of legislation passed in 2019, all three investor-owned utilities submitted transportation electrification plans to the New Mexico Public Regulatory Commission (PRC) for approval. SWEEP participated in the proceedings as part of the Coalition for Clean and Affordable Energy, making the case that transportation electrification is a can't-miss opportunity to save energy, reduce transportation costs, and help the state meet its climate goals. We also advocated improving the plans where necessary, while securing enough funding to deliver results. By the end of the year, the PRC had approved all three utility transportation electrification plans, with investments totaling more than \$14 million over the next several years.

Also in 2021, the City of Las Cruces led the state with electrification requirements for municipal buildings. Informed by SWEEP's latest building electrification report, we worked with the City's buildings and sustainability department to develop appropriate code language. The new municipal codes will require electrification of heating, water heating, and any cooking appliances or laundry facilities in city buildings. In 2022, the City will work with SWEEP to develop electrification policies for new privately constructed buildings. By transitioning to all-electric buildings, Las Cruces hopes to foster healthier homes for residents, create valuable jobs, clean up indoor air pollution, and protect the climate.

SWEEP, together with our partners, worked to update the New Mexico PRC's rules after the 2019 changes to the Efficient Use of Energy Act (EUEA). Once the rules were complete, we secured increased funding and new programs for low-income customers in the Public Service Company of New Mexico's service territory. SWEEP also worked with Southwestern Public Service to develop significantly increased energy savings goals filed under the modified EUEA.

At the same time, SWEEP worked with coalition partners to advance adoption of the Clean Cars Program, to require vehicle manufacturers to deliver more zero emission options for sale in the state. Governor Grisham committed to adopt the policy early in her term, and it was included in the state Climate Action Plan for 2021. When it became clear that adoption might be delayed, SWEEP joined other organizations in petitioning the Environmental Improvement Board to act. While the petition was ultimately unsuccessful, the Grisham administration did move by the end of the year to launch a rulemaking process to culminate with an adopted Clean Cars Rule in May 2022.

Electrifying passenger vehicles on the trajectory needed to reach New Mexico's climate goals will save drivers \$20 billion through 2050, save utility customers almost \$5 billion over the next 30 years in the form of reduced electricity bills, and prevent climate-changing pollution with a social value of \$5 billion, according to a 2020 report commissioned by SWEEP and NRDC.



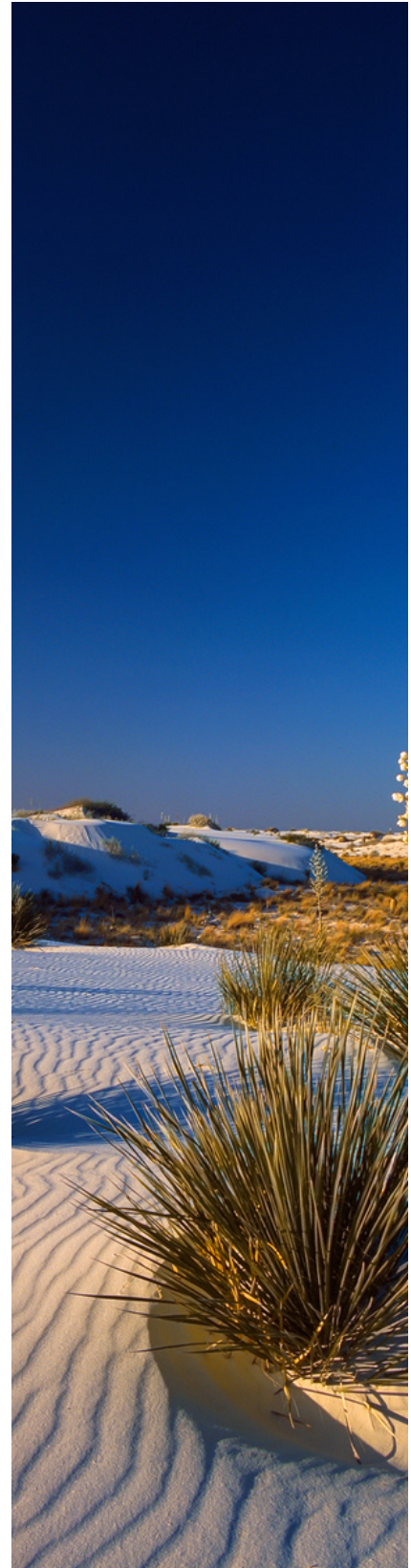


## New Mexico

Finally, SWEEP helped expand and lead a diverse coalition of environmental, faith-based, low-income, frontline community, and public health organizations to continue to press for the creation of an energy efficiency fund at the State to provide energy efficiency grants to local jurisdictions to improve efficiency and reduce energy bills for low-income underserved communities around New Mexico. This is our top priority for the 2022 legislative session.

"Deploying EVs at a scale consistent with climate action will save New Mexicans more than \$20 billion on fuel and maintenance through mid-century, because electricity is cheaper than gasoline and EVs are far more efficient than conventional combustion cars."

*Tammy Fiebelkorn, New Mexico Representative*



## Utah



SWEEP partners with Utah Clean Energy (UCE) on energy efficiency matters in Utah. In this capacity, UCE Executive Director Sarah Wright and Building Efficiency & Decarbonization Director Kevin Emerson serve as SWEEP's Utah representatives.

Throughout 2021, UCE continued to provide technical support for Utah's review of the 2021 IECC codes. They provided several presentations highlighting the primary changes in the new code and the cost-effectiveness of adopting updated energy codes, as projected in Utah-based Pacific Northwest National Laboratory's 2021 IECC cost-effectiveness analyses. UCE also engaged Nexant (now Resource Innovations) in developing a separate Utah 2021 IECC analysis to highlight the energy savings, cost savings, and emission reduction benefits of adopting the residential 2021 IECC. The results of both studies show that the 2021 IECC will provide meaningful levels of energy savings, cost savings, and emission reductions for Utah. In collaboration with SWEEP, UCE will use these analyses to support Utah's adoption of the new codes.

Home energy transparency was a priority in 2021. UCE continued its work on the state-led effort to create model rules for launching a home energy labeling pilot program. This included serving on the Home Energy Information Advisory Committee and providing feedback and recommendations to the Office of Energy Development (OED) and the national Association of State Energy Officials (NASEO) on the report and model rules for a voluntary pilot program. UCE developed recommendations in coordination with SWEEP, as well as Park City and Summit County governments, both of which are considering home energy labeling programs. In November 2021, OED submitted its final report to the Utah Legislature. As a result of this work, UCE was invited to join NASEO's national Home Energy Labeling Working Group. In 2022, UCE will advocate for the development of a state-wide home energy labeling program that uses federal funds from the Infrastructure Investment and Jobs Act.

For commercial buildings, UCE worked closely with a group of commercial real estate companies, architects, engineers, and local government sustainability representatives, to help shape a new utility-sponsored energy efficiency incentive program that will help new commercial buildings or major retrofits get on the path to net zero. Rocky Mountain Power's (RMP) proposal for the new whole-building incentive program was approved by the Utah Public Service Commission (PSC) in late 2021 and took effect January 1, 2022. This new program includes incentives to ensure buildings operate as efficiently as designed, and will coordinate with the utility's solar, battery storage, and EV charging incentives, which are part of the program's new emphasis on whole-building design and operations.

To support grid modernization and expand multifamily home efficiency in Utah, UCE participated in a new grid modernization docket for RMP and, along with SWEEP, filed comments to support the utility's proposal to increase and shift its Custom Multifamily Program incentive from a flat-rate incentive to an incentive structure based on individual measures. UCE also recommended continuing to modernize these incentives by adding demand





## Utah



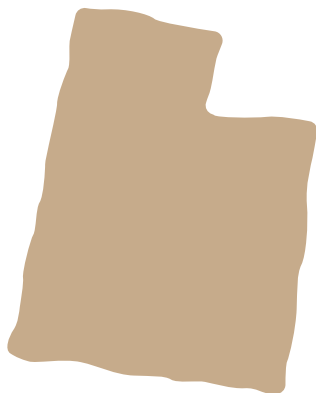
response measures and a whole-building energy use intensity target to the program. RMP committed to working with its implementer to cross-promote demand response programs and develop more intensive energy efficiency measures as part of future multifamily program changes.

In the transportation sector, Utah made positive strides toward greater EV infrastructure funding. UCE collaborated with SWEEP and WRA to advocate for a robust and inclusive Electric Vehicle Infrastructure Plan (EVIP) developed by RMP. In August, RMP filed for approval of its EVIP before the Utah PSC. UCE staff participated in a series of stakeholder meetings as well as confidential settlement negotiations, and the Commission-sponsored public hearing. During these meetings, UCE advocated for increased charging incentives and the reallocation of approximately \$5 million dollars of the overall budget to “make-ready” infrastructure. The EVIP is a \$50 million dollar investment in EV charging infrastructure in Utah.

Approximately 45% of the funds will be used to deploy 20-25 utility-owned and operated fast charging stations in needed corridor and metropolitan locations, about 45% will be used to fund make-ready applications, and the remainder will be used to incentivize at-home charging. The new EVIP is anticipated to go live in the second quarter of 2022.

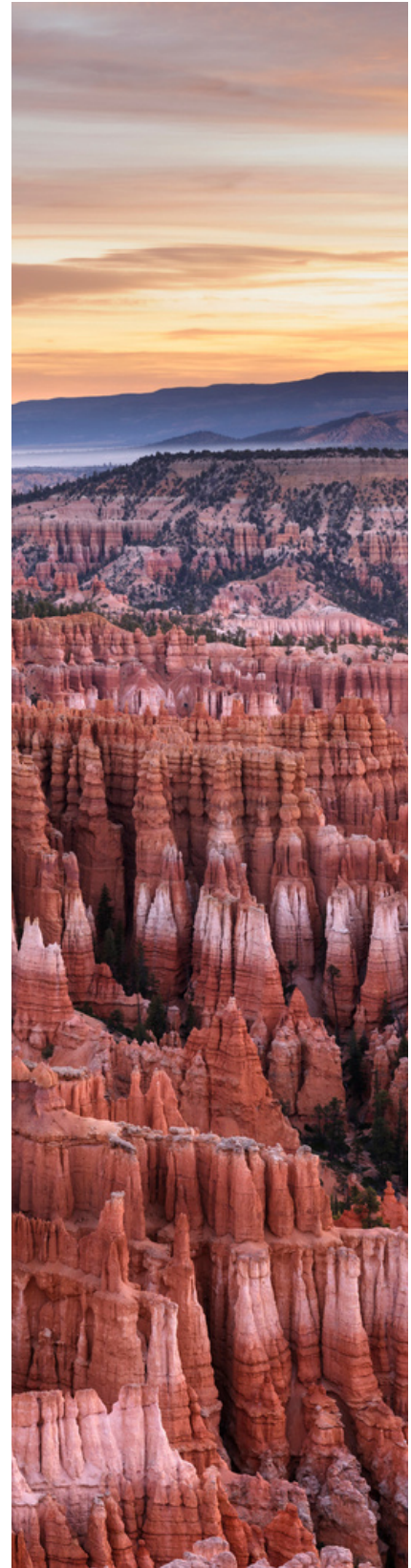
In 2021, UCE engaged in the Utah Department of Transportation’s (UDOT) process for developing an EV charging network report for the state. They discussed technical recommendations with decision makers and submitted comments to UDOT, including requesting that a UCE representative be added to the proposed advisory committee to advocate for rapid implementation and equitable distribution of EV chargers as part of the UDOT EV charging network plan.

Finally, as a strategy to prevent a large EV fee from being adopted in Utah, UCE and SWEEP worked with WRA to develop proposed principles for how to design a road usage charge (RUC) program that would not disincentivize EV adoption. UCE and SWEEP educated state decision makers about proposed principles, resulting in the development of a compromise legislative proposal for the 2022 legislative session. When passed, the bill will incentivize EV owners to join the RUC program by offering a discounted per mile rate and a cap on the fees collected, which will grow as EV adoption increases, starting in 2026 and again in 2032.



“Utah is [one of] the fastest growing state[s] in the country, and new construction codes are a sensible avenue to help address clean air at the same time as the state considers improvements for energy conservation in new construction.”

*Kevin Emerson, UCE Building Efficiency & Decarbonization Director*





### By-The-Numbers



*SWEEP's achievements*

#### ENERGY SAVINGS *gigawatt hours*

AZ	1,053
CO	580
NM	173
NV	317
UT	309
WY	62

**TOTAL**  
**2,494**

#### NET BENEFITS *\$ millions*

243.7
209.3
30.8
145.6
66
3.7

**TOTAL**  
**\$699,100,000**



SWEEP works to improve the efficiency of the transportation system in the southwestern United States by accelerating the deployment of EVs and reducing overall transportation demand.



The results of our work are apparent in the market share of light-duty plug-in vehicles, which has been growing at a rate of about 50% per year. In 2021, plug-in vehicles claimed 5% of the light-duty market, up from half a percent in 2015.



Additionally, the number of public charging ports installed annually has been increasing steadily by about 40% per year.



### Financials

#### 2021 REVENUES

Grants & Contributions	\$1,518,878
Contracts	\$136,838
Memberships	\$119,870
Other	\$202

**TOTAL**  
**\$1,775,787**

#### 2021 EXPENSES

Programs	\$1,389,098
General & Administrative	\$399,820
Fundraising	\$28,170

**TOTAL**  
**\$1,817,089**



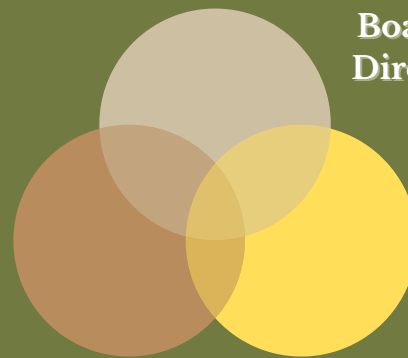
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Staff

- Elise Jones *Executive Director*
- Justin Brant *Utility Program Co-Director*
- Christine Brinker *Senior Buildings Policy Manager*
- Angie Dykema *Nevada Representative*
- Kevin Emerson *UCE Building Efficiency & Decarbonization Director*
- Tammy Fiebelkorn *New Mexico Representative*
- Matt Frommer *Senior Transportation Associate*
- Kirsten Frysinger *Operations Director*
- Howard Geller *Senior Policy Advisor*
- Neil Kolwey *Industrial Program Director*
- Travis Madsen *Transportation Program Director*
- Jim Meyers *Buildings Program Director*
- Caryn Potter *Utility Program Manager*
- Josh Valentine *Communications Director*
- Sarah Wright *UCE Executive Director*
- Ellen Zuckerman *Utility Program Co-Director*



Board of Directors

- Bruce Ray, Chair *Johns Manville*
- Sue Reilly, Vice-Chair *Group 14 Engineering*
- Patricia Rodriguez, Treasurer *NV Energy*
- Brent Rice *National Renewable Energy Laboratory (NREL)*
- Ron Binz *Public Policy Consulting*
- Mary Caulkins *Caulkins Family Foundation*
- Howard Geller *SWEEP*
- Roderick Jackson *NREL*
- Elise Jones *SWEEP*
- Michael Orton *Questar Gas Company*
- Tony Schaffhauser *ACS Energy*
- Daniel Sperling *UC Davis Institute of Transportation Studies*
- Brody Wilson, P.E. *IBM*
- Cynthia Zwick *Wildfire*



SOUTHWEST ENERGY EFFICIENCY PROJECT

# Allies 2021



SWEEP's business Allies help expand its work with utilities, state and local governments, and in the transportation sector through an annual contribution of \$5000 (or \$2500 for nonprofits). The Allies program is a collaborative and immersive partnership designed to directly benefit Ally organizations and companies through SWEEP's advocacy work, policy positions, and mission.

American Council for an  
Energy-Efficient Economy (ACEEE)  
ADM Energy  
Air Movement &  
Control Association (AMCA)  
American Chemistry Council  
Apex Analytics  
Bidgely  
Cascade Energy  
ChargePoint  
CLEAResult  
Daikin  
DNV  
E4TheFuture  
Energy Solutions  
ETC Group  
Evergreen Consulting  
Franklin Energy  
General Motors  
Google Nest  
Greenlots

Group 14 Engineering  
Guidehouse  
ICAST (International Center for  
Appropriate & Sustainable Technology)  
Johns Manville  
Metrus Energy  
Michaels Energy  
NAIMA (North American Insulation  
Manufacturers Association)  
Nexant  
Opinion Dynamics  
Oracle Utilities  
Owens Corning  
Power TakeOff  
Proctor Engineering Group  
Recurve  
Tesla  
Trane Technologies  
Uplight  
Western Mechanical Solutions



**SOUTHWEST ENERGY EFFICIENCY PROJECT**