

# Climate Pollution Reduction Grants Community Engagement

## Online Survey Results

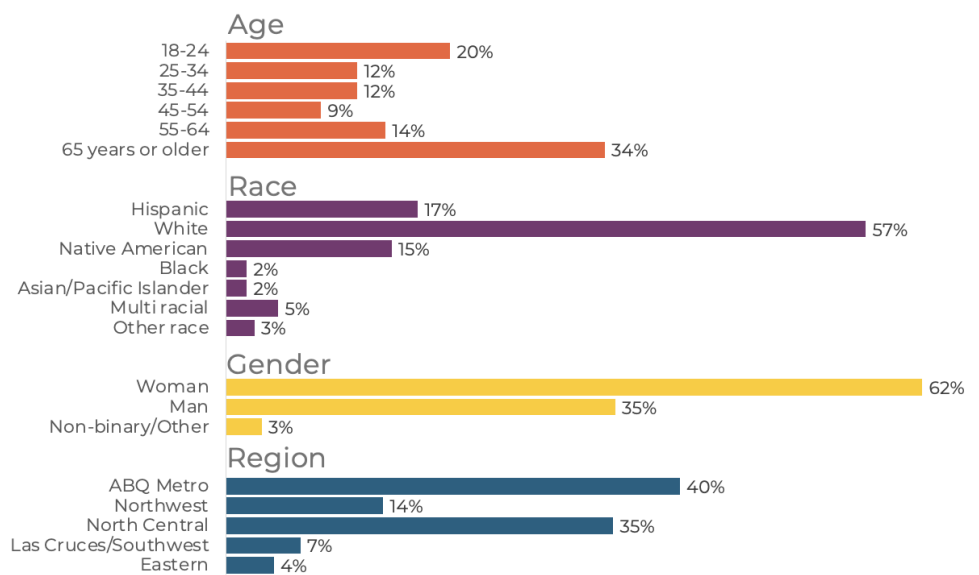
In December of 2023 the New Mexico Environment Department (NMED) contracted the Center for Civic Policy (CCP), representing the Nuevo México Prospera (NMP) coalition to conduct community engagement activities and to solicit public input for the State of New Mexico's Priority Climate Action Plan (PCAP). NMP is a state coalition that includes 8 grassroots environmental justice, conservation and community-based organizations. Activities included three in-person community meetings in Bayard, Gallup and Tucumcari, a statewide virtual meeting, survey and phone bank. This report provides a summary of the public input from these activities.

## Respondent Demographics

# 435

Respondents

The online survey was developed to complement the phone survey and was deployed on January 25, 2024. Links to the online survey were transmitted through email list-servs, social media, flyers, and at public meetings. The survey was offered in English and Spanish.



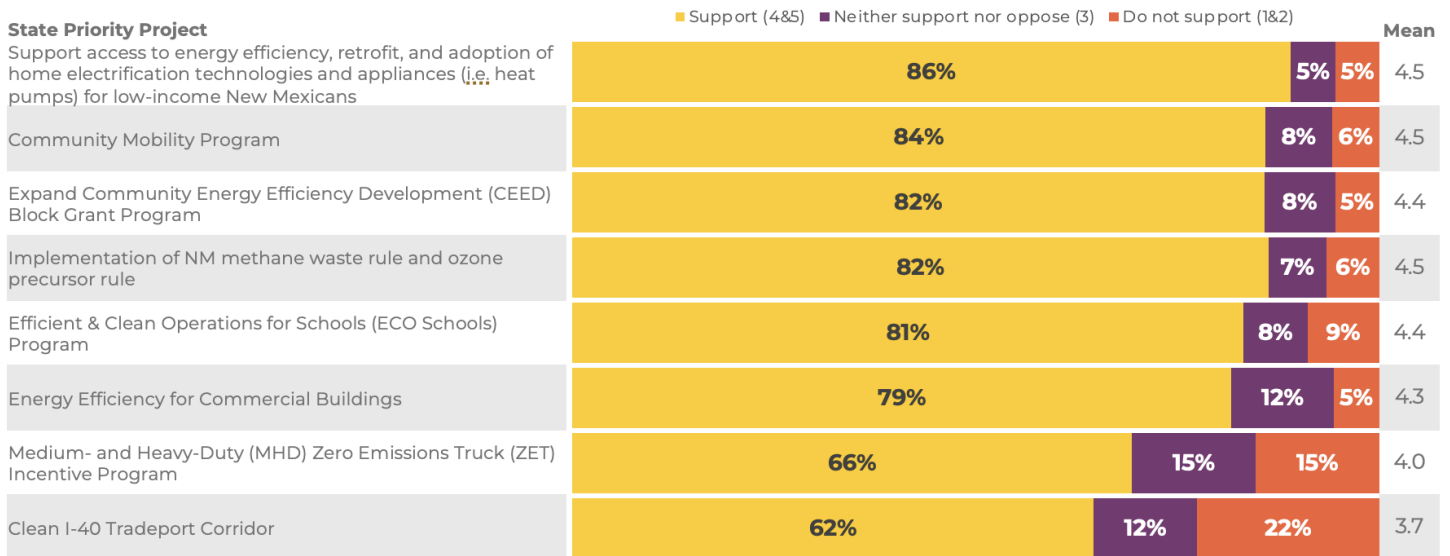
More than two-thirds of respondents live in Bernalillo County; Bernalillo County represents 32% of the total population of New Mexico. Three quarters of respondents live in either Bernalillo, Santa Fe, Sandoval or Doña Ana Counties. About 10% of respondents live in the northwestern counties of San Juan, Rio Arriba, McKinley and Cibola. A handful of respondents live in the southeast part of the state.

People who responded to this online survey are older, more white, and more likely to be women than the general population of New Mexico. Hispanics were significantly underrepresented among online survey respondents, making up only 17% of survey respondents, while Hispanics comprise about 50% of the population of New Mexico. This survey also represents an oversample of Native American populations, and more young people (18-24) than the state as a whole.

# Climate Pollution Reduction Grants Community Engagement Online Survey Results

## Support for Proposed Measures

Respondents were provided with descriptions of the proposed CPRG measures and asked to rate their support on each measure using a five-point scale where 5 was strongly supportive and 1 was not supportive at all. These results are presented below, sorted from most support to least support.



All measures received an approval rate of 62% or higher, with mean approval scores representing neutral to highly supportive responses. Respondents were most likely to support providing low income New Mexicans access to energy efficiency, retrofit, and home electrification technologies and appliances. Only 5% of respondents did not support this measure. More than 80% of respondents supported community mobility programs, expanding the CEED block grant program, implementation of a methane waste rule, and efficient and clean operations for schools. A sizable percentage of respondents also supported energy efficiency for commercial buildings, but a larger proportion of respondents rated their support for this measure as neutral. The medium and heavy duty zero emission truck incentive program received 66% support and the Clean I-40 Tradeport Corridor received 62% support. 22% of do not support the Clean I-40 Tradeport Corridor.

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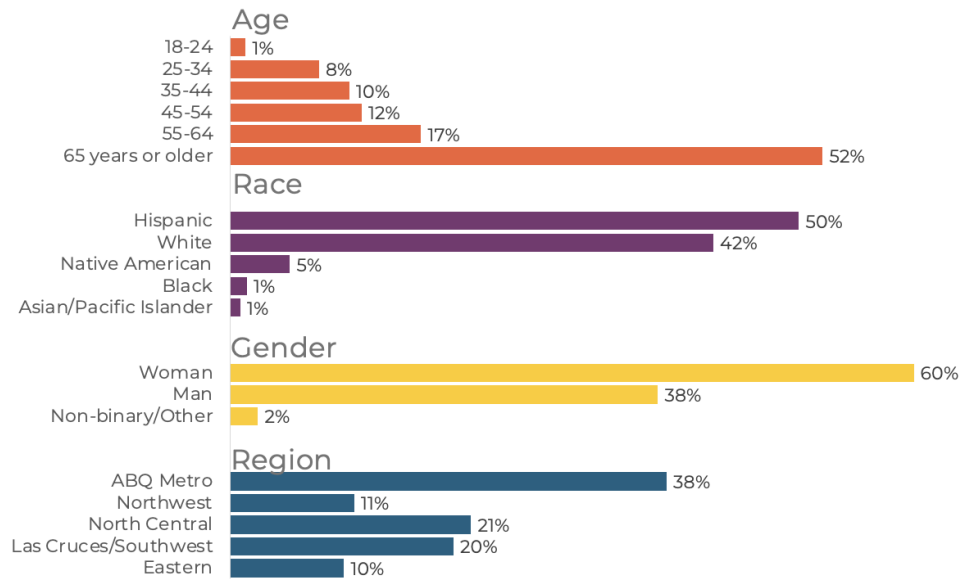
## Phone Survey Results

### Respondent Demographics

# 1,229

Respondents

The phone universe consisted of 164,000 New Mexico residents including both cell phone and landline numbers. 50,705 contacts were made from that list after multiple attempts to each number. Both English and Spanish language scripts were used.



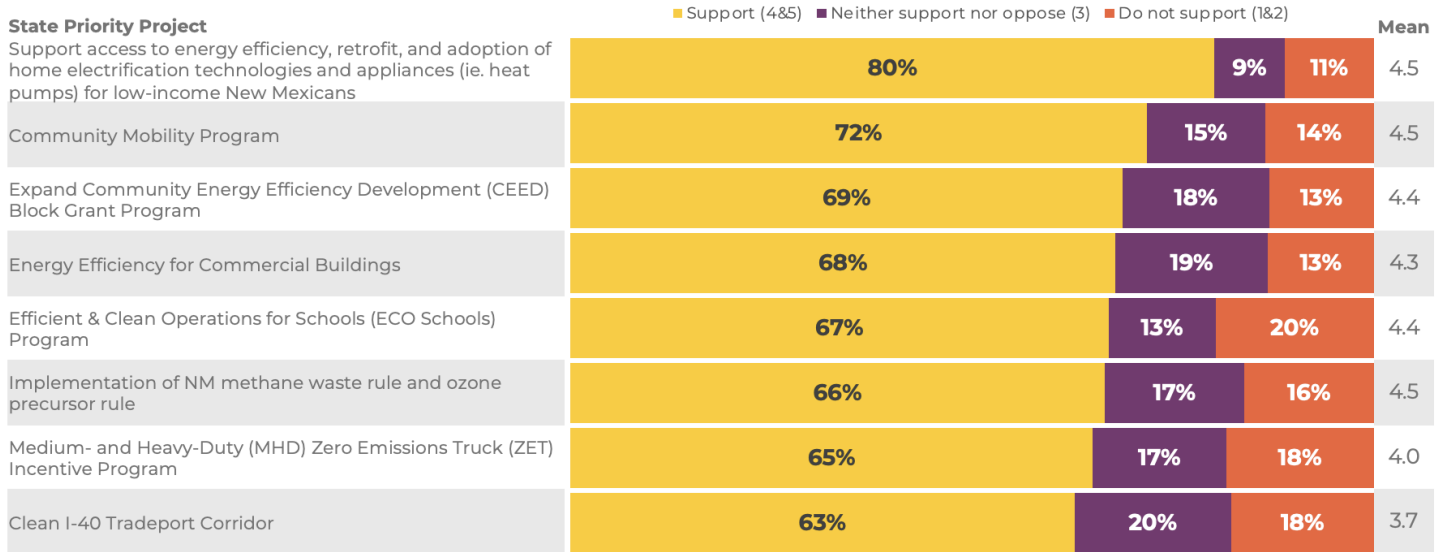
Every county in New Mexico is represented by at least one respondent to the phone survey. The distribution of respondents by county is similar to the proportion of county residents in the general population. Lea and San Juan Counties are slightly underrepresented among respondents.

People who responded to the phone survey are significantly older, more white, and more likely to be women than the general population of New Mexico. Native American, Black, and Asian/Pacific Islander respondents are underrepresented among phone respondents. The proportion of Hispanic survey respondents is similar to the proportion of Hispanic residents in New Mexico.

# Climate Pollution Reduction Grants Community Engagement Phone Survey Results

## Support for Proposed Measures

Respondents were provided with descriptions of the proposed CPRG measures and asked to rate their support on each measure using a five-point scale where 5 was strongly supportive and 1 was not supportive at all. These results are presented below, sorted from most support to least support.



All measures received an approval rate of 63% or higher, with mean approval scores representing neutral to highly supportive responses. Respondents were most likely to support providing low-income New Mexicans access to energy efficiency, retrofit, and home electrification technologies and appliances. Almost three quarters of respondents supported community mobility programs.

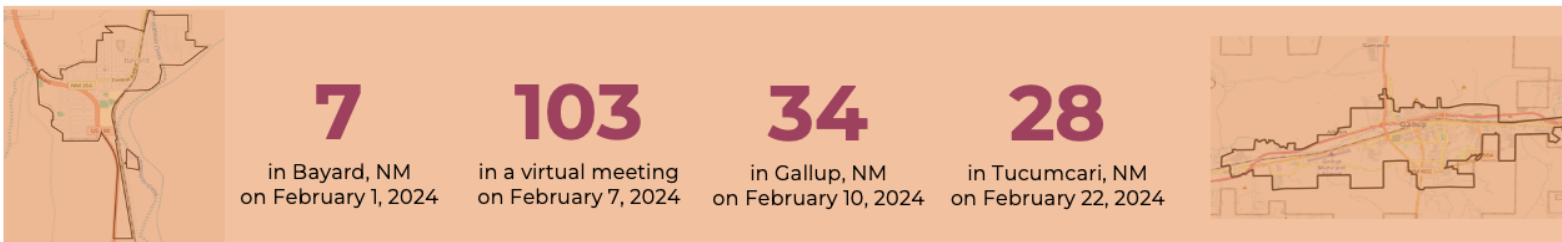
The rest of the measures were supported by around two-thirds of respondents. The highest percentage of respondents reported “do not support” to the Efficient and Clean Operations for Schools program. One in five respondents did not support this measure. The fewest respondents supported the Clean I-40 Tradeport Corridor.

# Climate Pollution Reduction Grants Community Engagement

## Public Meeting Results

### Overview:

The Prospera team convened four public meetings to solicit input on the proposed measures for the State of New Mexico's Climate Action Plan. One meeting was held virtually and the other three meetings were held in person in Bayard, New Mexico, Gallup, New Mexico, and Tucumcari, New Mexico.

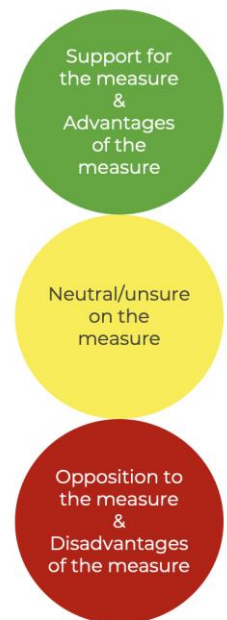


7 people participated in person in Bayard, NM in Grant County, 103 people attended the virtual statewide meeting, 34 community members participated in the meeting in Gallup, and 28 community members participated in the meeting in Tucumcari.

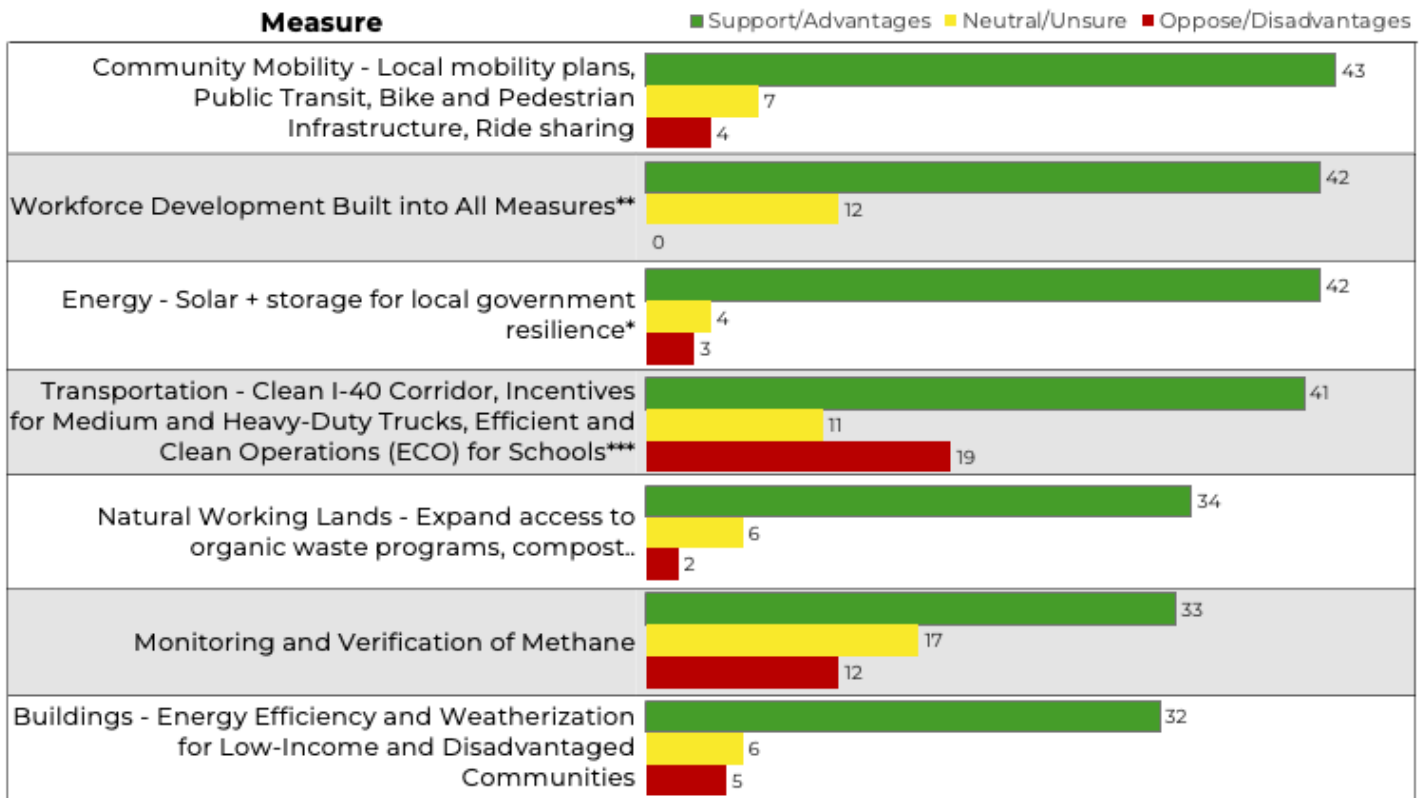
### Support for Proposed Measures

At each session, participants were asked to provide feedback on the state's proposed Climate Action Plan measures using red, yellow, and green colored dots to indicate support for or opposition to the proposed measures. Participants were also given the opportunity to comment on what they perceived to be the advantages and disadvantages of each measures. The colored dots were not available for the Tucumcari meeting, however very valuable input on potential advantages and disadvantages of each measure within their community was collected and recorded.

The results of this exercise are reported below, sorted by the number of green dots each measure received across the first three meetings.



# Climate Pollution Reduction Grants Community Engagement Public Meeting Results



\*Not asked among Bayard participants. \*\*Not asked among Tucumcari participants. \*\*\*Asked as three separate measures among Tucumcari participants

At the community meetings, participants were asked to convey their level of support, as well as any advantages or disadvantages each measure would have within their communities. Participants were most supportive of community mobility measures, workforce development programs being built into all measures, and solar and storage for local government resilience. No participants across any of the meetings noted disadvantages or opposed including workforce development.

Support for the transportation and methane measures was slightly more mixed with a sizable group of participants supporting or noting benefits, but an almost equal number of participants either neutral, noting potential challenges, or opposed. Fewer participants supported the natural working lands measure, but only two participants across the four meetings had specific concerns. The energy efficiency and weatherization for low income and disadvantaged communities measure garnered the lowest levels of support among participants, though this measure did not receive significant opposition.

Taken together, these findings suggest that the community is primarily interested in how the state can leverage the federal CPRG funds to positively and directly impact their communities through workforce development, strengthening alternative mobility programs, and local access to renewable energy.