



“The TCI is a regional collaboration of 12 Northeast and Mid-Atlantic jurisdictions that seeks to develop the clean energy economy and reduce greenhouse gas emissions in the transportation sector.”

The initiative covers many factors within the transportation sector including Clean Vehicles and Fuels, Sustainable Communities, and Freight Efficiency.

Participating States:

Transportation, energy, and environment agency heads from the following jurisdictions direct the work of the TCI.

The initiative is facilitated by the Georgetown Climate Center.

Connecticut	Delaware	District of Columbia	Maryland
Maine	Massachusetts	New Hampshire	New Jersey
New York	Pennsylvania	Rhode Island	Vermont

Six-Jurisdiction Agreement within TCI

In November 2015, 5 states (Connecticut, Delaware, New York, Rhode Island and Vermont) and the District of Columbia agreed to work together to develop potential market-based policies to act on climate and reduce pollution.

Supportive Statement from Ben Grumbles, Maryland Secretary of the Environment:

(Released 11/24/15)

"Maryland is committed to reducing emissions and improving transportation throughout the state. It's important to do the two together. We continue to benefit from regional collaborations with states, communities, businesses, and educational organizations such as Georgetown Climate Center and the TCI. Our primary focus right now is on Maryland-specific actions to reduce smog, improve transportation choices, and boost the state's economy through balanced decisions on energy and climate policy."

Included in 40 by 30 update - let's make it more certain!

Emerging Efforts - Potential Enhancements

Methane (3 MDE Initiatives and Fracking Ban) and Other Short-Lived Climate Pollutants (Clean Diesel) - Maybe 1 MMtCO ₂ e
Zero and Electric Vehicle Initiatives - VW Settlement (Governor's Clean Car Act of 2017 ... Multiple MDOT/MDE/MEA initiatives) - 1 to 4 MMtCO ₂ e
Grid-of-the-Future Proceedings (PSC) - 0 to 5 MMtCO ₂ e
Healthy Soils Initiative (Ag) - 0 to 4 MMtCO ₂ e
Other Sequestration Efforts (DNR) - 0 to 2 MMtCO ₂ e
Zero Waste and Recycling Efforts (MDE) - Maybe 1 or 2 MMtCO ₂ e
ECO Climate Ambassadors/Climate Champion Initiative and other Enhanced Partnerships - Maybe 1 MMtCO ₂ e
Multi-State Transportation and Climate Initiative (TCI) - 0 to 2 MMtCO ₂ e

- Less Certain Initiatives
 - Grid-of-the-Future
 - TCI ... Multi-State transportation initiative
 - Enhanced sequestration
 - Zero Waste
 - Climate Ambassador/Climate Champion partnership effort

Figure 1.1 Comprehensive Policy Bundle Approach

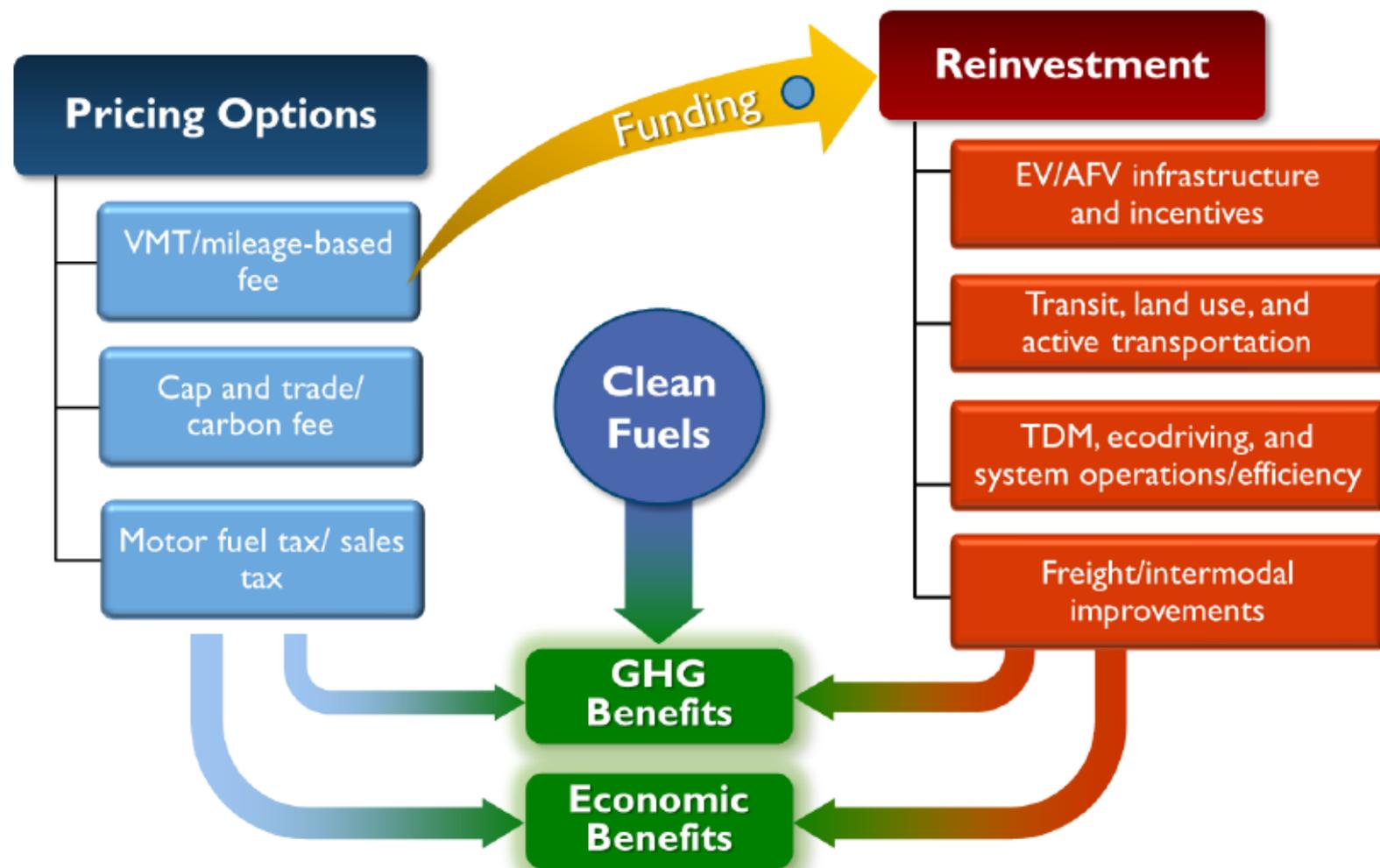


Table 1.1b Pricing Policy Proceeds and Reinvestment Allocation Scenarios

Strategy	Reinvestment Percent		New Average Annual Funding 2015-2030 (millions of current dollars)			
	100% GHG Mitigation	50% Mit./ 50% Other	Primary Pricing, 100% Mitigation	Primary Pricing, 50% Mit./ 50% Other	Double Pricing, 100% Mitigation	Double Pricing, 50% Mit./ 50% Other
GHG mitigation						
EV/alt. fuel infra. and incentives	20.0%	10.0%	\$613	\$311	\$1,227	\$621
Urban and intercity transit	25.0%	12.5%	\$767	\$388	\$1,533	\$777
Land use/smart growth	7.5%	3.75%	\$230	\$116	\$460	\$233
Active transportation	7.5%	3.75%	\$230	\$116	\$460	\$233
TDM and ecodriving	10.0%	5.0%	\$307	\$155	\$613	\$311
System operations/efficiency	15.0%	7.5%	\$460	\$233	\$920	\$466
Freight/intermodal infra./operations	15.0%	7.5%	\$460	\$233	\$920	\$466
Other sustainable transportation						
Highway preservation		32.5%	\$-	\$544	\$-	\$1,087
Transit operations		16.5%	\$-	\$1,010	\$-	\$2,019
Total	100.0%	100.0%	\$3,067	\$3,106	\$6,133	\$6,213
Cumulative, 2015-2030			\$49,064	\$49,702	\$98,128	\$99,404

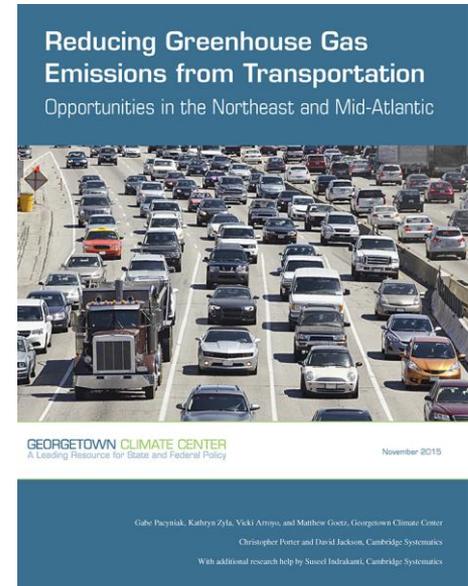
Table 1.2 Pricing Policy Proceeds by State (millions of current dollars)

State	State Motor Fuel Tax Receipts - 2012	Avg. Annual, Primary Pricing	Avg. Annual, Double Pricing	2015-2030 Total, Primary Pricing	2015-2030 Total, Double Pricing
Connecticut	\$700	\$196	\$392	\$3,134	\$6,268
Delaware	\$116	\$56	\$113	\$901	\$1,801
Dist. of Columbia	\$23	\$24	\$47	\$379	\$758
Maine	\$248	\$88	\$175	\$1,402	\$2,803
Maryland	\$720	\$343	\$687	\$5,495	\$10,989
Massachusetts	\$653	\$339	\$678	\$5,420	\$10,841
New Hampshire	\$144	\$80	\$161	\$1,284	\$2,569
New Jersey	\$529	\$449	\$898	\$7,185	\$14,371
New York	\$1,594	\$780	\$1,559	\$12,473	\$24,946
Pennsylvania	\$2,115	\$620	\$1,239	\$9,912	\$19,824
Rhode Island	\$139	\$49	\$98	\$783	\$1,567
Vermont	\$102	\$43	\$87	\$696	\$1,391
TCI Region Total	\$7,081	\$3,067	\$6,133	\$49,064	\$98,128

By the numbers

- GHG reductions – more than 1 million tons annually by 2030 in Maryland alone
- Nearly 12,000 net new jobs annually in 2030 in Maryland/DC
- More than \$13 billion added to Maryland/DC economy through 2030
- Thousands of lives saved annually across the region, hundreds of millions of dollars savings in lower infrastructure costs
- More access to clean mobility opportunities for overburdened and underserved communities

<http://www.georgetownclimate.org/reports/reducing-greenhouse-gas-emissions-from-transportation-opportunities-in-the-northeast-and-mid-atlantic.html>

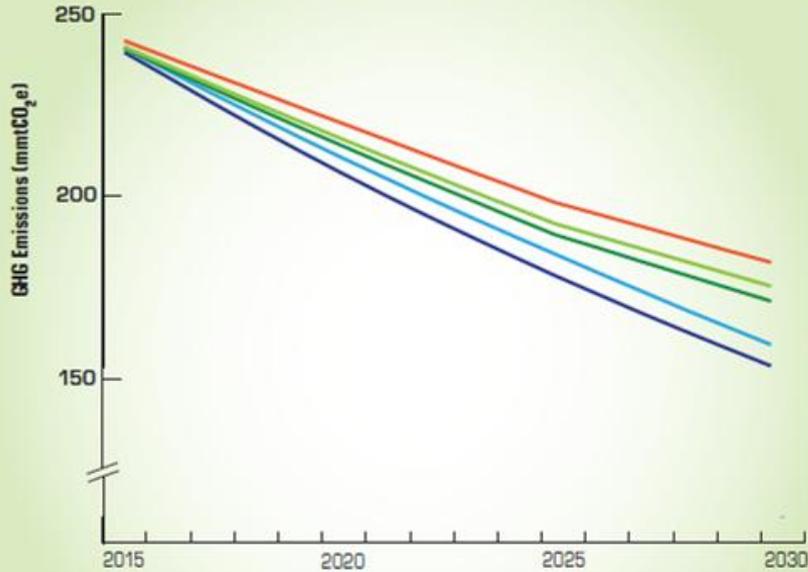


“Now, more than ever, state and regional leadership is needed to advance bold and pragmatic solutions. We must rise to the challenge of climate change, modernize transportation systems and local economies, and promote equitable and sustainable growth. The current transportation system is outdated, underfunded, heavily-polluting and fails to serve all communities. We call on you to seize this opportunity to develop regional and state policy solutions that contribute to achieving climate commitments and build a cleaner, more equitable and modern transportation system.”

350 Mass for a Better Future
A Better City
Acadia Center
Alliance for Clean Energy New York
Berkshire Environmental Action Team, Inc.
(BEAT)
Ceres
ChargePoint
Chesapeake Physicians for Social Responsibility
Citizens' Environmental Coalition
Citizens for Local Power
Clean Air Council
Climate Action Now, Western Mass
Climate-Xchange
Connecticut Clean Water Action
Connecticut EV Coalition
Connecticut Fund for the Environment
Conservation Law Foundation
CT Sustainable Business Council
DC Interfaith Power & Light
Elders Climate Action
Environmental Advocates of New York
Environmental Entrepreneurs (E2)
Environmental League of Massachusetts
Franklin County Continuing the Political
Revolution Climate Task Force
Green For All
Hartford2000
Health Care Without Harm
Marion Institute - SouthCoast Energy
Challenge
Maryland Interfaith Power & Light
Maryland League of Conservation Voters
Mass Energy Consumers Alliance
Mass Quaker Legislative Action Network

Massachusetts Clean Water Action
Massachusetts Climate Action Network
Massachusetts Smart Growth Alliance
Nashoba Conservation Trust
Natural Resources Defense Council
Nature Abounds
New York Communities for Change (NYCC)
New Yorkers for Clean Power
No Canton Gas Pipeline
No Fracked Gas in Mass
No Sharon Gas Pipeline - Clean Energy Now
North Quabbin Energy
Northern Virginia Interfaith Power & Light
Pace Energy and Climate Center
Philadelphia Physicians for Social
Responsibility
Pipeline Awareness Network for the Northeast
Renewable Energy Long Island
Rhode Island Clean Water Action
Rhode Island People's Power & Light
Sierra Club
Sierra Club Mass. Chapter
StopNED
Toxics Action Center
Transportation for Massachusetts
Transportation Working Group of 350 Mass.
Union of Concerned Scientists
Unitarian Universalist Legislative Ministry of
Maryland
Vermont Conservation Voters
Vermont Energy Investment Corporation
Vermont Natural Resources Council
Vermont Public Interest Research Group

FIGURE 9: *Projected GHG Emission Reductions from Investment Scenarios With Pricing Policies Included*



- Existing Federal & State Policies (29% reduction by 2030)
- Modest Investment Scenario + \$3 billion Pricing Policy (32% reduction by 2030)
- Moderate Investment Scenario + \$3 billion Pricing Policy (33% reduction by 2030)
- Moderate Investment Scenario + 15% Clean Fuels Policy + \$3 billion Pricing Policy (38% reduction by 2030)
- Aggressive Investment Scenario + 15% Clean Fuels Policy + \$6 billion Pricing Policy (40% reduction by 2030)

Source: Cambridge Systematics; see Appendix Emission Strategy Analysis

Massachusetts Governor Baker Executive Order No. 569: “work, in consultation with the Secretary of Transportation, with New England and Northeastern state transportation, environment and energy agencies to develop regional policies to reduce greenhouse gas emissions from the transportation sector consistent with meeting the GWSA’s 2050 and interim emissions limits”

Connecticut Governor’s Council on Climate Change Exploratory Report: “Participating in the Transportation and Climate Initiative, a regional collaboration that seeks to reduce GHG emissions in the transportation sector.”

Proposed Recommendation Language

"The Commission recommends that MDOT and MDE continue their participation in the work of the Transportation and Climate Initiative to develop a regional clean and equitable transportation policy and formally support and enter the discussions on the development of a regional market-based program. MDOT and MDE should regularly report back to and engage with the Commission and appropriate Working Groups."

What we're asking the Commission to recommend:

1. Continued participation in robust TCI discussions
2. Formal support and engagement in the market-based policy discussions within TCI