

# Draft Proposed Strategies for Regional Collaboration

*Presented by the current TCI-P Jurisdictions, in consultation with the other TCI collaborating states*

The TCI-P jurisdictions are proposing to include the following policies and programs as components of our respective Implementation Plans, and to pursue these strategies in collaboration with each other. Through collaboration, we can learn from each other's experiences and leverage resources to achieve better outcomes for our communities, businesses, and workers.

Public input is invited on how these proposals and other strategies could help to further reduce emissions and achieve other TCI-P program goals, including direct benefits for overburdened and underserved communities.

Each of the proposed strategies for regional collaboration that are outlined in this document relate to sections of the [Draft TCI-P Model Implementation Plan \(MIP\)](#) that are contemplated to be included in individual TCI-P jurisdictions' Implementation Plans, as follows:

In Section 6 of the MIP, Ensuring transparency and accountability regarding TCI-P implementation and progress toward achieving program goals:

1. Air quality monitoring in communities overburdened by air pollution to ensure transparency regarding the effectiveness of emissions reduction policies.

In Section 7 of the MIP, Investing proceeds and creating high-quality jobs through transparent processes:

2. Ensuring high-quality domestic jobs and workforce development; and
3. Investing in transit to ensure safe, reliable and equitable service.

In Section 9 of the MIP, Advancing additional policies to help achieve the goals of TCI-P:

4. Coordinating public engagement and implementation plans to replace diesel trucks and buses with zero emissions vehicles; and
5. Multi-state electric vehicle corridor planning to enable equitable access to electric vehicle charging.

In addition to the proposed regional collaborations outlined here, individual jurisdictions will also continue to develop other equitable clean transportation and emission reduction policies to advance shared climate and low-carbon transportation goals.

## 1. Air Quality Monitoring in Communities Overburdened by Air Pollution to Ensure Transparency Regarding the Effectiveness of Emissions Reduction Policies

Air quality monitoring is critically important to the successful implementation of TCI-P. In response to robust public input, TCI-P jurisdictions committed to monitor air quality in communities overburdened by air pollution, to transparently ensure the effectiveness of policies and investments. To help ensure that these efforts are successful, TCI-P jurisdictions will work collaboratively and with our respective Equity Advisory Bodies and communities on opportunities to integrate TCI-P implementation into existing air quality monitoring programs and address the need for community-scale monitoring.

TCI-P jurisdictions will work with communities and organizations in the region, particularly those communities overburdened by air pollution, to develop community-based air quality monitoring approaches. This will include sharing best practices, discussing new monitoring technologies and equipment, and reviewing data. Each jurisdiction will work with technical experts and communities to inform air quality monitoring.

To support collaborative air quality monitoring efforts, TCI-P jurisdictions will conduct public engagement and seek input on the following topics:

- What locations and types of areas are the highest priorities for jurisdiction air monitoring efforts?
- What parameters should be monitored; including pollutant types (e.g., particulate matter including ultra-fine particulates, black carbon)?
- How can air quality monitoring provide a baseline that can be used to measure progress and improvements as a result of TCI-P and other complementary policies and programs?
- What kinds of community air quality monitoring strategies can be used to inform TCI-P?
- How can air quality monitoring findings and results be shared with residents and stakeholders using communication methods that are accessible, timely, and transparent?

## 2. Ensuring High-Quality Domestic Jobs and Workforce Development

In the 2020 TCI-P MOU, Signatory Jurisdictions “committed to working with communities, businesses and labor to accelerate the transition to an equitable, safe, and affordable low-carbon transportation sector.” The MOU also established “promoting local economic opportunity and creating high quality jobs” as a goal of the TCI-P program, and TCI-P jurisdictions recognize that unionization is an important strategy for achieving this goal.

TCI-P jurisdictions will, to the extent consistent with applicable law, work toward ensuring that TCI-P investments reduce pollution while creating well-paying jobs and economic benefits.

- Low-carbon transportation investments funded by TCI-P program proceeds will aim to prioritize projects that are subject to prevailing wage rules.

- Low-carbon transportation investments funded by TCI-P program proceeds will aim to source a high percentage of components from US-based manufacturers.
- Low-carbon transportation investments funded by TCI-P program proceeds, where applicable, will aim to provide for workforce development that creates economic opportunities for people of color and low-income communities.
- Low-carbon transportation investments funded by TCI-P program proceeds will aim to prioritize employers with “Ban the Box” or “Fair Chance” hiring policies in place, to help enable previously incarcerated job applicants to make it past the first screen of hiring processes.

### 3. Investing in Transit to Ensure Safe, Reliable and Equitable Service

TCI-P jurisdictions are committed to providing safe, reliable and equitable transit service for communities and businesses. Robust and affordable transit systems are critical for providing people with access to jobs, healthcare and education. Our goal is to leverage state and federal investments to help transit recover from recent revenue and budget shortfalls while prioritizing TCI-P investments for new and expanded transit projects that reduce emissions from transportation and/or make low-carbon transportation more affordable and accessible, particularly for overburdened and underserved communities.

### 4. Coordinating Public Engagement and Implementation Plans to Replace Diesel Trucks and Buses with Zero-Emission Vehicles

The current TCI-P jurisdictions are also signatories of the Multi-State Medium- and Heavy-Duty Zero Emission Vehicle Memorandum of Understanding (M/HD ZEV MOU), a multi-jurisdiction commitment to advance and accelerate the market for electric medium- and heavy-duty vehicles, including trucks and buses, with a goal of ensuring 100 percent of new trucks and buses are zero-emission by 2050 and an interim target of 30 percent by 2030. The M/HD ZEV MOU jurisdictions are currently working together, with the facilitation of Northeast States for Coordinated Air Use Management (NESCAUM) to engage with stakeholders and develop a multi-state action plan “to identify barriers and propose solutions to support widespread electrification of medium- and heavy-duty vehicles.”<sup>1</sup>

When planning and implementing low-carbon transportation policies, TCI-P jurisdictions recognize the importance of meaningful, equitable, and inclusive participation by people and communities—particularly those in communities overburdened by air pollution. TCI-P jurisdictions propose to coordinate public engagement around M/HD ZEV MOU action plan development, TCI-P implementation, and other low-carbon transportation strategies. For example, TCI-P jurisdictions propose to hold discussions with community groups, Equity Advisory Bodies, technical advisory bodies, and other

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<sup>1</sup> Multi-State Medium- and Heavy-Duty Zero Emission Vehicle Memorandum of Understanding (2020), <https://www.nescaum.org/documents/multistate-truck-zev-governors-mou-20200714.pdf>

organizations, as well as develop materials and technical analysis, about how each policy helps to achieve important TCI-P objectives, including better air quality and access to transportation, particularly for underserved and overburdened communities.

Along with input on the [Draft Framework for Public Engagement](#), TCI-P jurisdictions seek input on opportunities to coordinate public input and engagement for multiple low-carbon transportation policies to ensure meaningful public participation.

## 5. Equitable Electric Vehicle Corridor Planning

TCI-P jurisdictions are working to electrify the transportation sector as a key strategy to meet climate goals, reduce air pollution, and generate fuel and maintenance costs savings for people and businesses. Jurisdictions are supporting EV adoption through a range of policies and investments, such as funding the electrification of bus fleets, trucks, and port equipment; offering rebates for EV purchases—with targeted rebates for low-income drivers; installing EV charging stations; EV ride- and car-sharing networks; public education efforts, and developing utility rate structures to promote efficient and low-cost EV charging. A robust network of EV fast charging stations along highway corridors and other major roadways is one strategy to ensure that people throughout the region can conveniently drive an electric vehicle, including people in rural communities and people without access to home charging. While investment in EV charging stations will come from federal, state, and local governments, electric utilities, automakers, EV charging providers, and other businesses, state policies have a critical role in planning and implementing fast charging networks.

TCI-P jurisdictions propose multi-state electric vehicle corridor planning as one complementary policy for regional collaboration, including: developing an inventory of fast charging stations across the TCI-P region; developing criteria for prioritizing additional locations for equitable EV fast charging investments; and identifying priority locations for EV fast charging investment. TCI-P jurisdictions will work collaboratively and with stakeholders to identify additional opportunities to provide equitable and convenient EV charging stations.

TCI-P jurisdictions seek input on the following topics:

- Criteria for prioritizing new locations for EV charging infrastructure installation, including how infrastructure investments can advance equity;
- Prioritization of parameters for EV corridors, including the maximum distance of a highway charger from a corridor;
- Estimate of electric vehicle charging infrastructure needed to meet state climate and EV adoption goals;
- Ways to identify EV charging infrastructure investments in the development and construction pipeline; and
- Additional opportunities for regional coordination and consistency (for example, on permitting processes, EV highway signage) to foster public and private EV charging investments.

## Appendix: Examples of Air Quality Monitoring Initiatives in TCI-P Jurisdictions

In recent years, TCI-P jurisdictions have launched new programs, often in collaboration with community groups, to conduct additional air quality monitoring to address the gap between ambient air monitoring stations and source emission testing (i.e., stack testing), particularly in areas that are impacted by local sources of air pollution. For example:

Connecticut Department of Energy and Environmental Protection (CTDEEP) is implementing an innovative mobile monitoring program--Geospatial Measurement of Air Pollution (GMAP)—which will integrate state of the art monitoring techniques into its Air Enforcement program to benefit communities across Connecticut. GMAP is a mobile air monitoring lab fitted with instrumentation to monitor emissions from major emitting facilities as well as minor sources of air pollution. The GMAP program will provide CTDEEP with the ability to quickly identify sources of pollution that have gone undetected using traditional source identification techniques. While the program will be statewide, the focus will be in environmental justice communities.

In addition to its established network of air monitoring stations and using grant funding from EPA, the Massachusetts Department of Environmental Protection (MassDEP) is working with City of Chelsea officials and local citizens to characterize local air quality and to identify potential sources of pollution as well as emissions reduction and mitigation strategies to protect human health. Chelsea is an Environmental Justice (EJ) community and has been disproportionately impacted by COVID-19. MassDEP is developing the concept for a statewide program to support community air monitoring. The idea would be to offer a grant program to provide “PurpleAir” sensors to municipalities to measure levels of airborne fine particulate matter (PM2.5) and other contaminants. The grant program concept would also provide educational materials on how community members can take action to help address local air quality problems. The concept focuses on communities in Environmental Justice areas.

The Rhode Island Department of Environmental Management (RIDEM) conducted a project entitled “Evaluation of the Impact of On-Road Mobile Source Air Toxics on Air Quality at Sensitive Receptors Adjacent to Interstate Route 95 in the Providence Metropolitan Area” using an EPA grant. The findings from the report indicate that on average, pollutant concentrations are twice as high in urban areas near I-95 as other urban areas. Data also indicated that ethylbenzene and xylene levels may be influenced by emissions from port activities and that emissions from the Port of Providence should be further evaluated. In response to the recommendations from a 2019 report on this project, RI DEM began planning for a comprehensive study to evaluate air emissions from the Port of Providence. The upcoming Community-Scale Air Toxics monitoring project will characterize air toxic emissions near the Port to characterize risk to the most highly impacted populations including surrounding environmental justice areas, schools and hospitals.