

# Transportation & Climate Initiative

Webinar on ensuring environmental justice  
and equity in a regional low-carbon  
transportation program

September 29, 2020

[www.transportationandclimate.org](http://www.transportationandclimate.org)



**Vicki Arroyo**  
Executive Director  
Georgetown Climate Center



**Vernice Miller-Travis**  
Executive Vice President  
Metropolitan Group

# About Today's Webinar

- **The webinar is being recorded.** A captioned recording and presentation slides will be available after the event.
- **Closed Captions** can be turned on or off with the “CC” button at the bottom of your screen.
- **Questions can be submitted through the “Question” feature on the right-hand side of your screen.** All microphones will be muted throughout today's call. We will answer as many questions as time allows at the end of today's presentation.
- **¿Hablas español?** La presentación de hoy será interpretada al español. Para acceder a la interpretación, presione el botón "Language" en la parte inferior de su ventana de 'Zoom.'
- **Technical issues?** Email [climate@georgetown.edu](mailto:climate@georgetown.edu) for assistance.

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## Mustafa Santiago Ali

Vice President of Environmental Justice, Climate,  
and Community Revitalization

The National Wildlife Federation



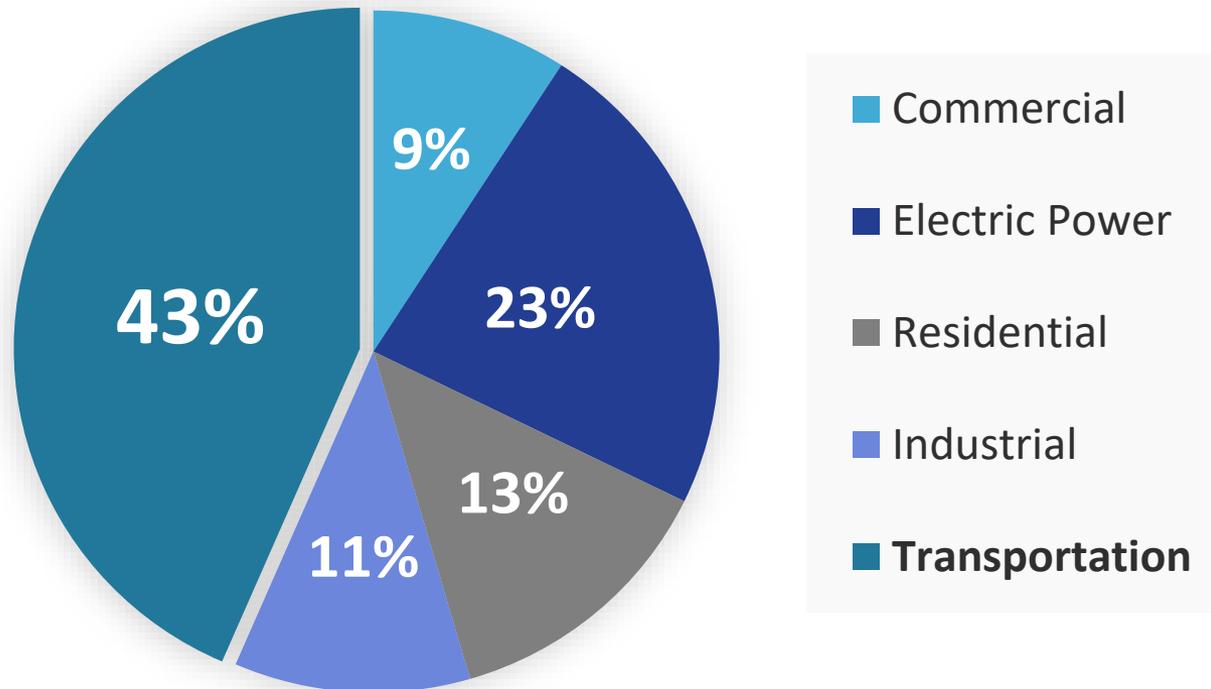
**Kathleen Theoharides**

Secretary

Massachusetts Executive Office of  
Energy and Environmental Affairs

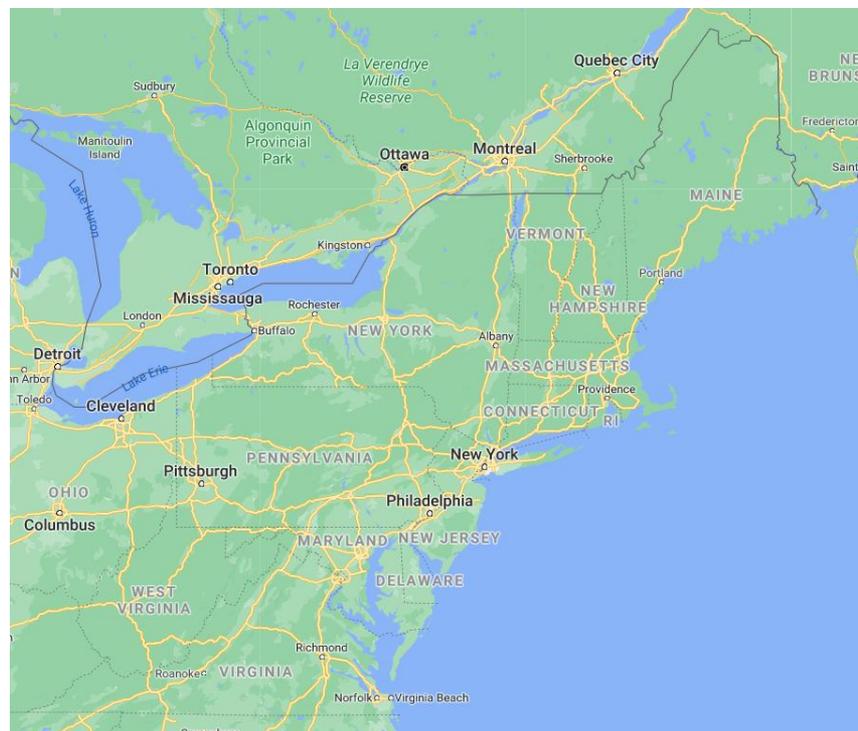
# Transportation is the Largest Source of Carbon Pollution in the TCI Region

## Sources of Carbon Dioxide Emissions in the TCI Region



# Scale of the TCI Opportunity

- 72 million people
- \$5.3 trillion in GDP
- 52 million registered vehicles
- Modeled TCI cap would cover more than three times the carbon pollution currently covered by the RGGI cap





**R. Earl Lewis, Jr.**  
Deputy Secretary for Policy, Planning, &  
Enterprise Services  
Maryland Department of Transportation

# Estimated Benefits From TCI Program *(in 2032)*

## Macroeconomic

- ↑ GDP ~ \$0.7 B to \$3 B
- ↑ Income ~ \$0.5 B to \$2 B
- ↑ Jobs ~ 2 K to 9 K



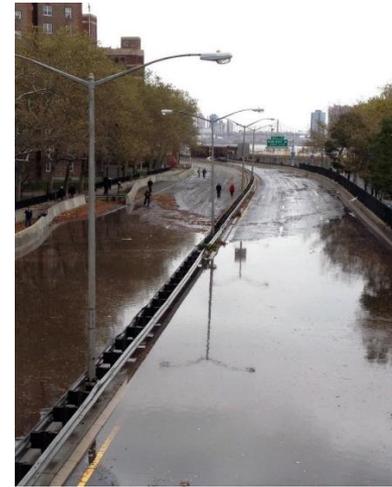
## Public Health

- \$3 - \$10 B (preliminary\*)
- ↓ Premature deaths
- ↓ Asthma symptoms
- ↓ Traffic-related injuries



## Avoided Climate Damages

\$249 M – \$892 M



\*Research update with more sophisticated, county-scale analysis will be published by the Harvard-led TRECH research team on October 6



**Kathy Fallon Lambert**

Senior Advisor

The Center for Climate, Health, and the  
Global Environment

Harvard T.H. Chan School of Public Health

# TRECH PROJECT

TRANSPORTATION, EQUITY, CLIMATE & HEALTH



PRELIMINARY RESULTS: OCTOBER 6 @ 11 am  
WEBSITE: <https://hsph.me/TRECH>  
CONTACT: [klambert@hsph.harvard.edu](mailto:klambert@hsph.harvard.edu)



Kathy Fallon Lambert  
Senior Advisor  
Center for Climate, Health and the Global Environment  
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BOSTON  
UNIVERSITY



HARVARD T.H. CHAN  
SCHOOL OF PUBLIC HEALTH

C-CHANGE

CENTER FOR CLIMATE, HEALTH,  
AND THE GLOBAL ENVIRONMENT



UNC

INSTITUTE FOR  
THE ENVIRONMENT



Columbia University  
MAILMAN SCHOOL  
OF PUBLIC HEALTH



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Deputy Secretary for Policy, Planning, &  
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# TCI States Engaged with People, Communities, and Businesses

## Events in 2018

- Listening sessions across the region, attended by over 500 people and 100 state officials

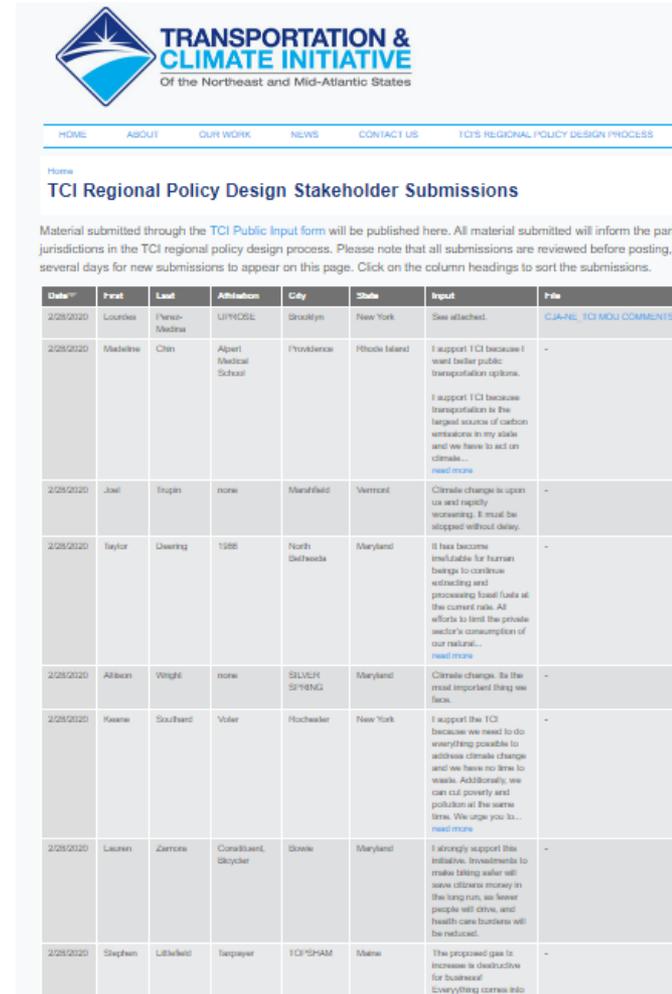
## Events in 2019

- Three regional TCI workshops with participation of 1,000 people
- 4,300 submissions to TCI public input portal representing the views of over 10,000 individuals
- Community engagement by individual states



# Public Input on Draft MOU

- More than 3,000 submissions since December 2019.
- 8,000+ individuals, businesses, and organizations represented
- Diverse Interests:
  - Fuels & Energy Industry
  - Automotive & Clean Transport
  - Business Associations
  - Community Groups
  - Local and State Government
  - NGOs
  - Labor
  - Faith Leaders
  - Equity & Environmental Justice



The screenshot shows the Transportation & Climate Initiative website. The header includes the organization's logo and name: "TRANSPORTATION & CLIMATE INITIATIVE Of the Northeast and Mid-Atlantic States". Below the header is a navigation menu with links for HOME, ABOUT, OUR WORK, NEWS, CONTACT US, and TCI'S REGIONAL POLICY DESIGN PROCESS. The main content area is titled "TCI Regional Policy Design Stakeholder Submissions" and includes a brief explanation of the public input process. Below this is a table with columns for Date, First, Last, Affiliation, City, State, Input, and File. The table contains 10 rows of submission data.

Date	First	Last	Affiliation	City	State	Input	File
2/28/2020	Lourdes	Perez-Medina	UFWOCSE	Brooklyn	New York	See attached.	CI-JAN-19 TO MOU COMMENTS
2/28/2020	Madeline	Chen	Alpert Medical School	Providence	Rhode Island	I support TCI because I want better public transportation options.  I support TCI because transportation is the largest source of carbon emissions in my state and we have to act on climate... <a href="#">read more</a>	-
2/28/2020	Joni	Trugis	none	Marshall	Vermont	Climate change is upon us and rapidly increasing. It must be stopped without delay.	-
2/28/2020	Taylor	Dwight	ISBE	North Bethesda	Maryland	It has become unaffordable for humans beings to continue extracting and processing fossil fuels at the current rate. All efforts to limit the private sector's consumption of our natural... <a href="#">read more</a>	-
2/28/2020	Allison	Wright	none	SILVER SPRING	Maryland	Climate change, is the most important thing we face.	-
2/28/2020	Keene	Southard	Voter	Hochester	New York	I support the TCI because we need to do everything possible to address climate change and we have no time to waste. Additionally, we can cut poverty and pollution at the same time. We urge you to... <a href="#">read more</a>	-
2/28/2020	Lauren	Zemke	Consultant, Blogger	Bowie	Maryland	I strongly support this initiative. Investments to make biking safer will save citizens money in the long run, as fewer people will drive, and health care burdens will be reduced.	-
2/28/2020	Stephan	Litkefeld	Taxpayer	FOYSHAM	Maine	The proposed gas tax increase is destructive for business! Everything comes into	-

# Equity Input Addresses Many Aspects of Program Design

- Stance on the overall program and ‘cap-and-invest’
- Cap trajectory and emissions reductions
- Priorities for investments
- Dedicated funding for overburdened and underserved communities
- Transparency
- Community participation
- Complementary policies for consideration



**Kathleen Theoharides**  
Secretary  
Massachusetts Executive Office of  
Energy and Environmental Affairs

# Potential Equity-related Strategies to Include in a Final TCI MOU, for Public Input

# Potential Equity-related Strategies to Include in a Final TCI MOU, for Public Input

- Dedicated Investments
- Equitable Processes
- Ensure Transparency
- Complementary Policies

# Dedicated Investments

Establish minimum investment requirement of 35%.

Jurisdictions would agree to an investment requirement to ensure that underserved and overburdened communities benefit equitably from clean transportation projects.

# Equitable Processes

Each Participating Jurisdiction would establish an Equity Advisory Body (or Bodies) composed of diverse stakeholder groups, including residents of underserved and overburdened communities – or designate an existing body that meets this description – to advise on decision making and equitable outcomes for the TCI program. Potential roles of an Advisory Body could include:

- Develop criteria for defining underserved and overburdened communities – building on existing criteria and definitions, where applicable;
- Provide recommendations for equitable investments of TCI proceeds and complementary policies that would achieve the requisite benefits for underserved and overburdened communities; and
- Develop metrics for evaluating how TCI investments demonstrably provide direct and meaningful benefits for underserved and overburdened communities.

To ensure that affected communities are able to provide meaningful input, each Participating Jurisdiction would conduct community outreach to underserved and overburdened communities.

# Ensure Transparency

The Participating Jurisdictions shall annually review and report the impacts of each Participating Jurisdiction's individual program, including with respect to equity.

Annual reports will specify how TCI program proceeds are spent by each Participating Jurisdiction and include lists of projects and programs supported by TCI proceeds and the levels of investment received by each.

# Complementary Policies

Examples of Complementary Transportation Policies that  
Advance Goals of Equity and Environmental Justice



**Olivia Glenn**  
Deputy Commissioner  
New Jersey Department of  
Environmental Protection

*On September 18, 2020, Gov. Phil Murphy signed environmental justice legislation (S232/A2212) into law, requiring the New Jersey Department of Environmental Protection (NJDEP) to identify overburdened communities and only grant or renew permits for covered facilities after determining there is no disproportionate, cumulative environmental impacts on those communities.*



**Garrett Eucalitto**  
Deputy Commissioner  
Connecticut Department of  
Transportation

*The Equity and Environmental Justice Working Group of the Governor's Council on Climate Change (GC3) was created to implement a robust stakeholder engagement process with vulnerable and disproportionately impacted communities. The Equity and Environmental Justice Working Group is applying an equity lens to the recommendations made in the 2018 GC3 report, as well as recommendations from the recently expanded GC3, to identify potential impacts on vulnerable communities.*



**Rosa Méndez**

Director of the Office of Environmental Justice  
 New York State Department of Environmental Conservation

*The Climate Leadership and Community Protection Act (CLCPA) requires that no less than 35 percent of clean energy/transportation investments benefit disadvantaged communities. Participating agencies are encouraged to achieve a goal of 40 percent. The CLCPA also established a Climate Justice Working Group, comprised of representatives from Environmental Justice communities statewide, to ensure all New Yorkers are represented in the State’s transition to a cleaner energy future and benefit from investments and opportunities from this transition. The CLCPA also requires the state to develop a program for community air monitoring starting with at least four communities by October 1, 2022.*



**Chris Bast**  
Chief Deputy  
Virginia Department of  
Environmental Quality

*Recently passed legislation and executive action by Governor Northam has put Environmental and Racial Justice the forefront of Virginia policy-making. In 2019, the Governor appointed the Commonwealth's first cabinet-level Chief Diversity Officer - the first position of its kind in the nation. The 2020 Environmental Justice Act was among several pieces of legislation this year to codify environmental justice into state law by defining EJ communities and stating it is the policy of the Commonwealth to pursue Environmental Justice.*



**Ngani Ndimbie**  
Executive Policy Specialist  
Pennsylvania Department  
of Transportation

*Pennsylvania is working to improve equity in transportation through its PennDOT Connects initiative for public engagement and by expanding access to broadband. Both initiatives aim to make use of valuable, shared roadways for maximum community benefit.*



**Terry Gray**  
Deputy Director for  
Environmental Protection  
Rhode Island Department of  
Environmental Management

*The State of Rhode Island is focused on clean air, enhanced monitoring, planning response to climate change, and clean transportation for the community around the Port of Providence, coupled with enhanced processes for outreach and empowerment of the area residents. Much initial work has been done to establish partnerships, build trust, and set a path forward. This is very much a work in progress, and efforts here will be closely aligned with Governor Raimondo's Mobility Innovation Plan, which is being developed now, and the regional Transportation and Climate Initiative.*

# Potential Equity-related Strategies to Include in a Final TCI MOU

## Investments

- Establish minimum investment requirement of 35%. Jurisdictions would agree to an investment requirement to ensure that underserved and overburdened communities benefit equitably from clean transportation projects.

## Processes

- Each jurisdiction will designate an advisory body with diverse representation, including community residents
  - Identify underserved and overburdened communities
  - Provide guidance for investments
  - Define goals and metrics for measuring progress
- Each jurisdiction will conduct community outreach

## Transparency

- Annually review and report on program progress, including expenditures of proceeds and with respect to equity

## Complementary Policies



**Vernice Miller-Travis**  
Executive Vice President  
Metropolitan Group

# Questions and Opportunity for Public Input



**Kathleen Theoharides**  
Secretary  
Massachusetts Executive Office of  
Energy and Environmental Affairs

# Next Steps & Additional Opportunities for Input and Engagement

- Inviting public input on potential equity-related strategies to include in a final TCI MOU.
  - *Public input on this webinar and related content is most useful if provided through the TCI input portal by October 15*
- Fall 2020: Jurisdictions release a final Memorandum of Understanding
- Fall/Winter 2020-21: Participating jurisdictions develop a “model rule.”
- 2021: Participating jurisdictions take any legislative steps that could be needed to implement the regional program and conduct rulemaking processes to adopt regulations.

# Thank you!



More Information at [TransportationAndClimate.org](https://TransportationAndClimate.org)

Contact us: [climate@georgetown.edu](mailto:climate@georgetown.edu)