



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Erin Morrow, TPB Transportation Engineer  
**SUBJECT:** Transportation and Climate Initiative (TCI): Model Rule, Summary of Public Input, and Additional Draft Documents Released  
**DATE:** July 1, 2021

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On June 10, 2021, the [Transportation and Climate Initiative](#) (TCI) released five documents: (1) the [model rule](#) for the [Transportation and Climate Initiative Program \(TCI-P\)](#), (2) a [summary of public input](#) received since the draft model rule was released in March, (3) the [Draft Framework for Public Engagement \(Guiding Principles\)](#), (4) the [Draft TCI-P Model Implementation Plan](#), and (5) the [Draft Proposed Strategies for Regional Coordination](#). [Public input](#) on the three draft documents is requested by August 13, 2021. TCI presented an overview of these documents during a webinar on June 10. The webinar [slide deck](#) and recording in both [English](#) and [Spanish](#) are available.

TCI-P is a multi-state cap-and-invest program in the Northeast, Mid-Atlantic, and Southeast to cap carbon dioxide emissions from transportation fuels and invest revenue from the program into programs and policies to further reduce greenhouse gas emissions from on-road vehicles. In December 2020, the District of Columbia and three states<sup>1</sup> signed a [Memorandum of Understanding](#) (MOU) to participate in the TCI-P. Maryland, Virginia, and six other states<sup>2</sup> continue to collaborate on the model rule and other aspects of TCI with the four signatory TCI-P jurisdictions. TPB received a [memorandum](#) about the TCI-P draft model rule under Item 5 at the March 17, 2021 meeting.

The MOU requires the TCI-P jurisdictions to release a coordinated final [model rule](#) after providing for a public review and input period on the draft model rule. According to TCI, since the release of the draft model rule for TCI-P on March 1, 2021, “more than 400 submissions were provided through the TCI-P portal, reflecting the views of over 100 different organizations.” TCI received comments on a wide range of topics including equity, equity advisory bodies, commitments to equitable investment, air quality monitoring, workforce development, managing uncertainty in the TCI-P, and carbon dioxide emissions and fuel sales reporting. The [summary of public input](#) includes responses from the TCI-P jurisdictions. The [public comments received](#) can be found on the TCI-P website.

In addition to revising the draft model rule based on the public feedback received, the TCI-P jurisdictions, with support from the collaborating jurisdictions, developed three additional draft documents to further address public feedback on aspects of the program not covered in the model rule. These three documents, also referenced in the introductory paragraph, along with their descriptions from the TCI-P website, are:

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<sup>1</sup> Connecticut, Massachusetts, and Rhode Island

<sup>2</sup> Delaware, New Jersey, New York, North Carolina, Pennsylvania, and Vermont

- [Draft Framework for Public Engagement \(Guiding Principles\)](#) – This document includes guiding principles for TCI-P jurisdictions to follow when conducting outreach and public engagement, with a focus on ensuring just and equitable outcomes. This includes emphasis on emission reductions and access to low-carbon transportation for communities that are overburdened by pollution and underserved by the transportation system.
- [Draft TCI-P Model Implementation Plan](#) – The Model Implementation Plan (MIP) provides a common framework for jurisdictions to follow in developing their own Implementation Plans. Each TCI-P jurisdiction will develop an Implementation Plan that describes the various steps and processes it will pursue – including regulations and other legal mechanisms – to achieve the goals of the program. Each jurisdiction’s Implementation Plan will include a timeline and address the topics outlined in the MIP, in a manner that reflects the specific laws, regulations, and other unique circumstances and priorities of that jurisdiction.
- [Draft Proposed Strategies for Regional Collaboration](#) – Recognizing that achieving long-term reductions in pollution from transportation will require a combination of policy approaches, the draft Proposed Strategies for Regional Collaboration document summarizes a range of additional policies and programs that current TCI-P signatory jurisdictions are proposing. These strategies would be implemented collaboratively to further reduce transportation emissions while also advancing other TCI-P goals, including direct benefits for overburdened and underserved communities.

The state agency contacts for the District of Columbia, Maryland, and Virginia are:

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