

GEORGETOWN CLIMATE CENTER

Potential Emissions Impacts of the Infrastructure Investment and Jobs Act (IIJA) & TCI-P Update

Presentation to the Mitigation Working Group of the Maryland Commission on Climate Change

March 15, 2021

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Presentation Outline

1. TCI-P Status Update
2. Potential GHG Impacts of the Infrastructure Investment and Jobs Act (IIJA), or Bipartisan Infrastructure Law
 - Methodology
 - Results
 - Key findings and policy considerations
3. Estimating GHG reductions by strategy

Georgetown Climate Center

A Resource for State and Federal Climate Policy

- Launched in 2009 as a resource to states
- Works at the nexus of federal-state policies
- Supports policymakers through research, facilitation, and convening



TCI-P Status Update

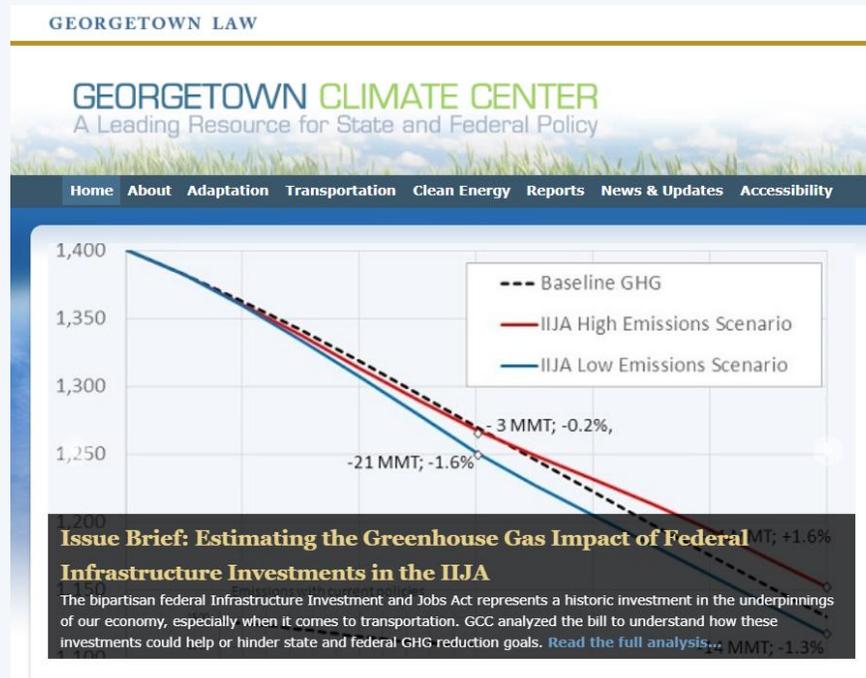


TCI-P Status: The Building Blocks for TCI-P are Complete

- **The TCI-P Model Implementation Plan** is a framework for each jurisdiction to detail how they plan to meet program goals and commitments
- **The TCI-P Model Rule** is a common framework for multi-state regulations of covered fuel suppliers
- **The TCI-P Framework for Public Engagement** outlines principles to help ensure meaningful public participation
- **TCI Strategies for Regional Collaboration** outlines plans to achieve other shared goals

Website: <https://www.transportationandclimate.org/>

Analysis of BIL & Results

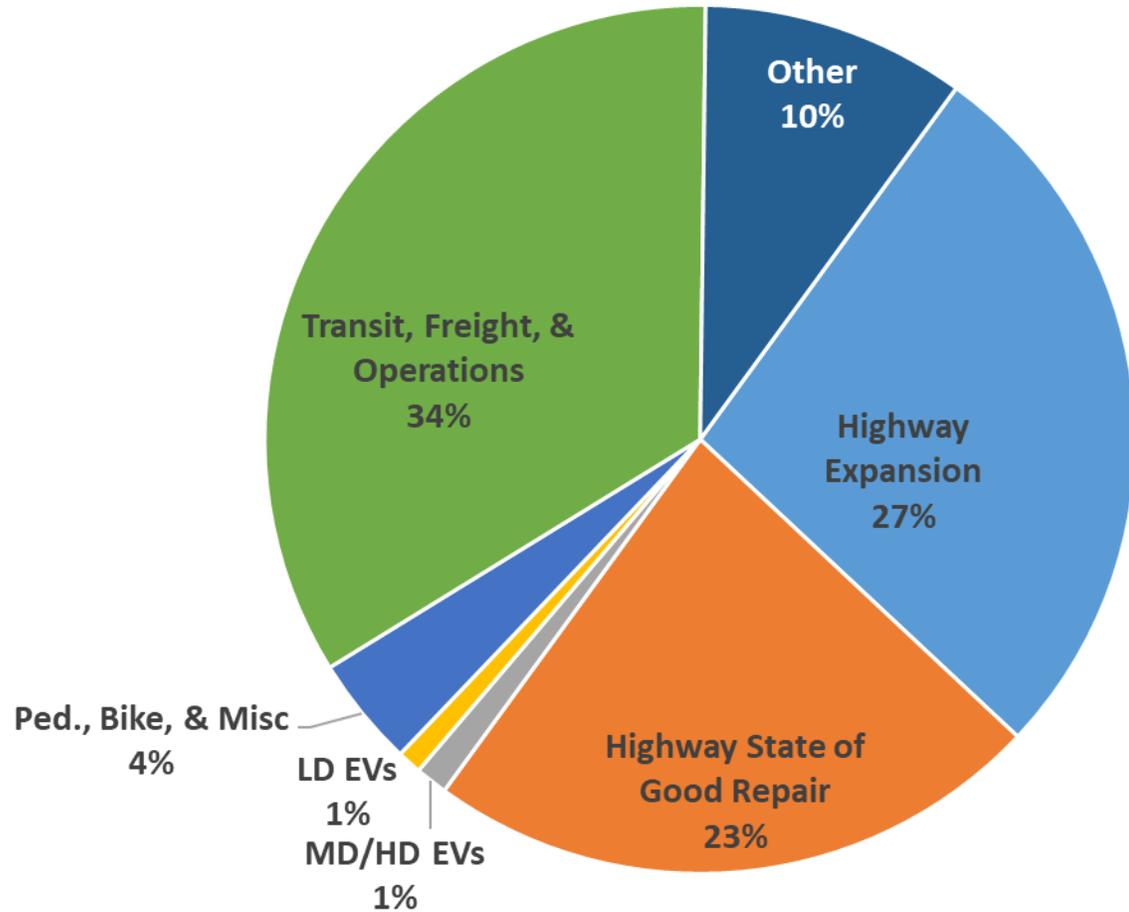


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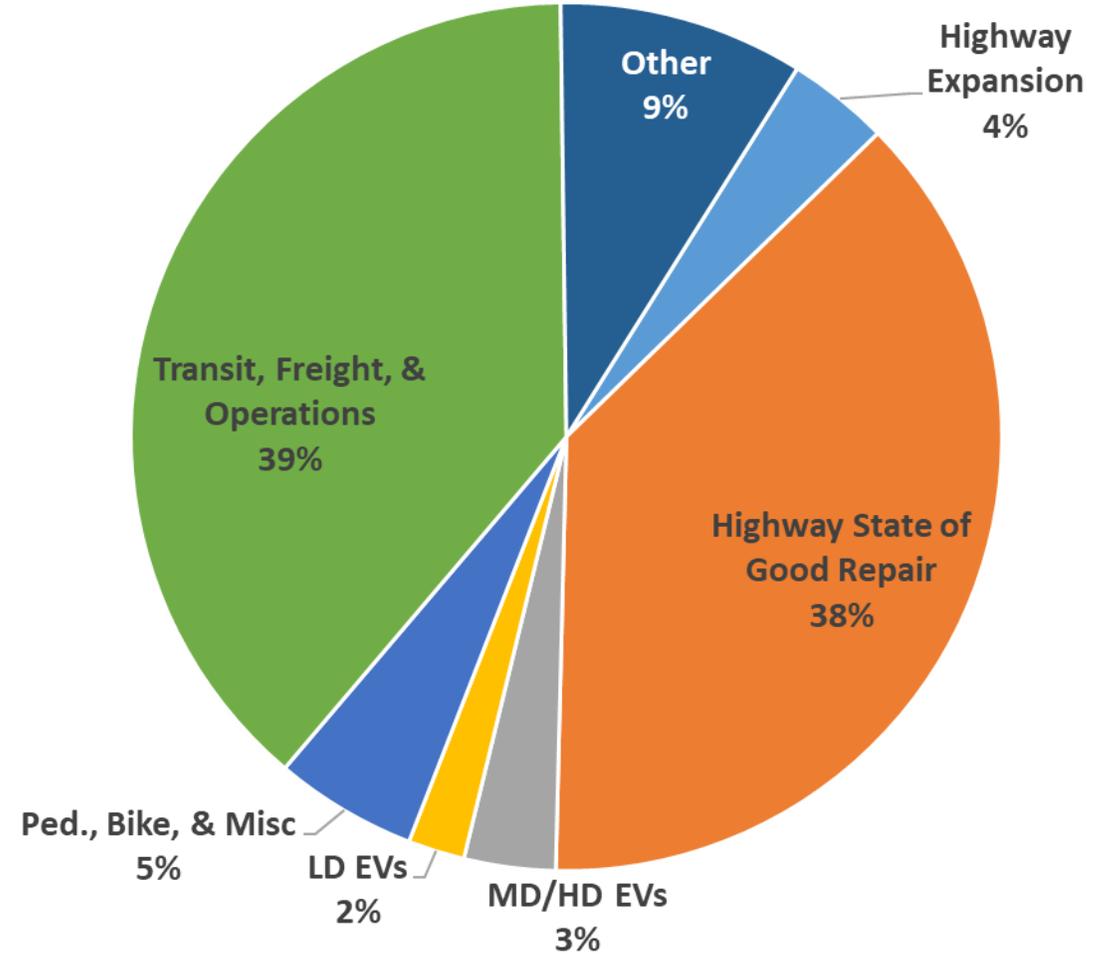
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BIL Analysis Inputs: Two investment scenarios for \$599 billion

BIL High-Emission Scenario

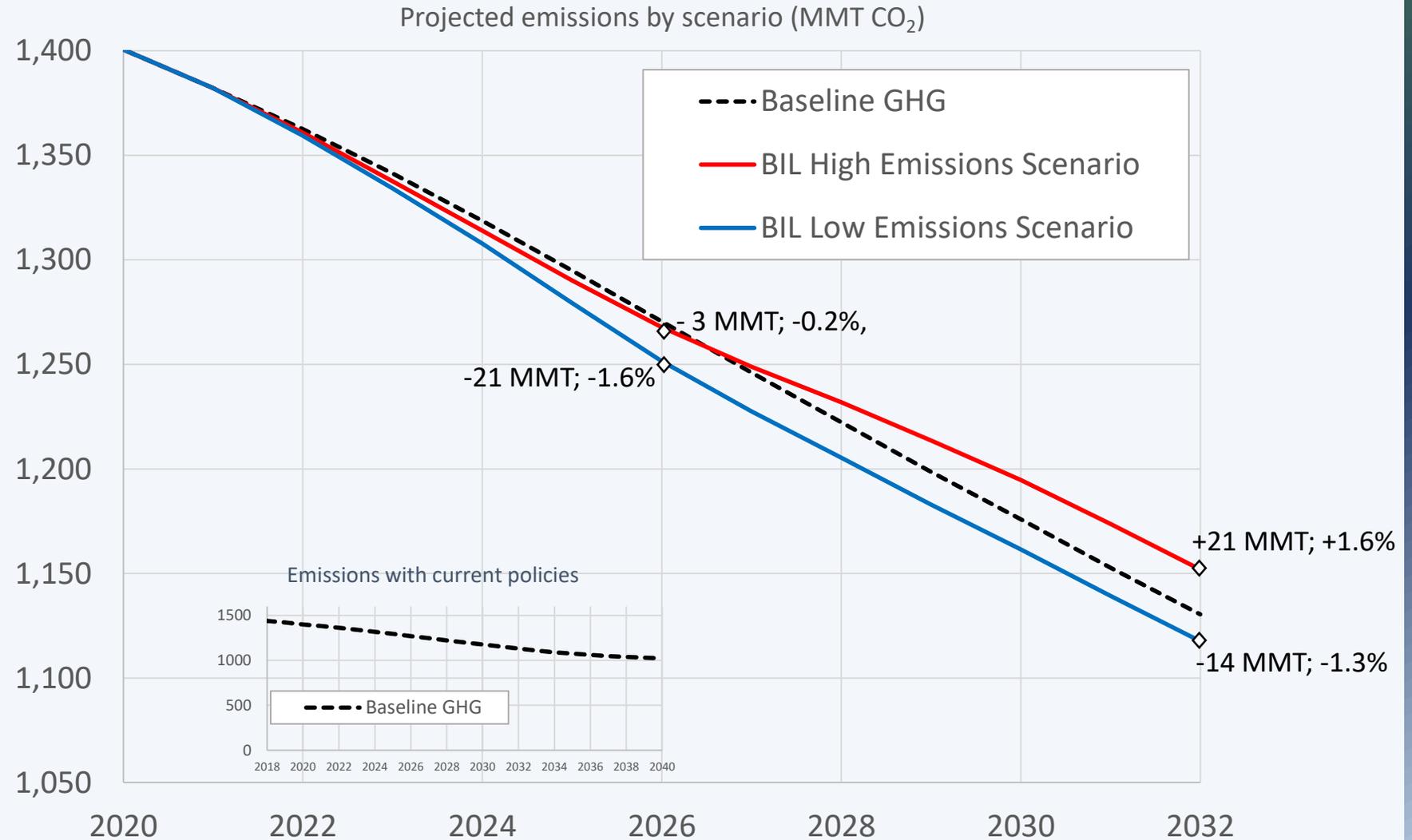


BIL Low-Emission Scenario

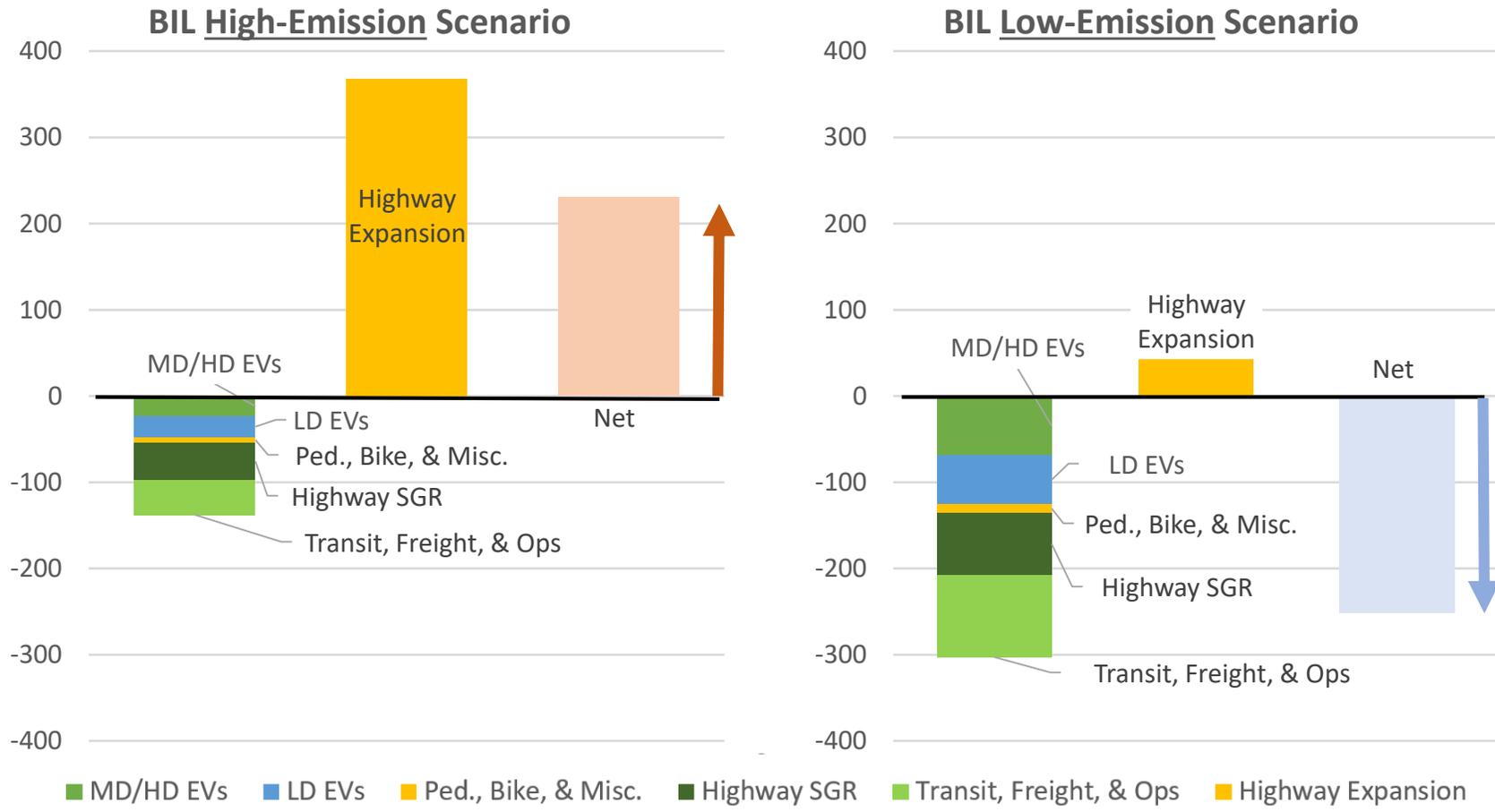


BIL Results: Potential to bend the curve down, but investment decisions matter

- Modest estimated emission reductions
 - but real potential to bend the curve, in the near-term
- Program design and implementation decisions could have significant impact on outcomes in near- and long-term



BIL long-term: Percentage of funding invested in highway expansion vs. other strategies is main driver of emissions outcomes



Note: Charts show cumulative MMT of CO₂ emissions, relative to the GHG baseline, 2022 to 2040.

Policy Considerations

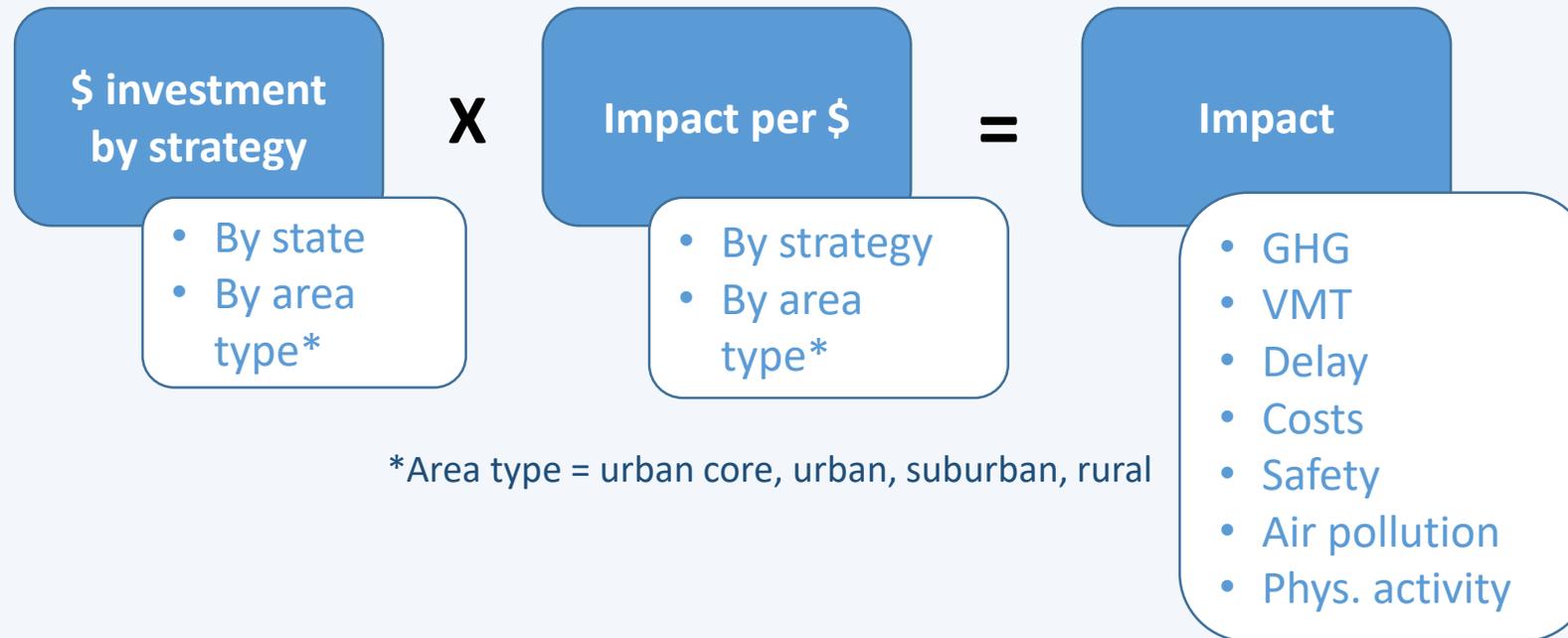
- BIL includes flexibility but no requirements for highway spending to go toward emission-reducing investment strategies.
- For BIL to meaningfully bend the curve down on emissions, concerted efforts will be needed at all levels of government
 - Identify the barriers to shifting highway spending priorities away from expansion projects and toward maintenance and low-carbon strategies
 - Find federal, state and local partners who can help to address barriers and take advantage of flexible highway funding
- Still don't have full picture of which programs the Administration will include in Justice 40 Initiative – or what this will mean for state implementation

Estimating GHG Reductions from Transportation Strategies



Estimating GHG reductions by strategy

Transportation Investment Strategy Tool – our approach



Opportunities and challenges of estimating the GHG impacts of specific transportation measures

- Many tools available for a variety of purposes
 - Climate action planning
 - Vehicle electrification
 - Transportation planning
 - Project prioritization
- Which tools are needed to help transportation investments support efforts to achieve GHG reduction goals?

Questions and Discussion

GCC Issue Brief summarizing modeling results & findings:

<https://www.georgetownclimate.org/articles/federal-infrastructure-investment-analysis.html>