In December 2018, the Baker-Polito Administration announced that the Commonwealth is joining states within the region and the District of Columbia to reduce transportation emissions. The states endorsing the plan are: Connecticut, Delaware, Maryland, New Jersey, Pennsylvania, Rhode Island, Vermont, and Virginia.

The agreement between the states aims to work together over the next year to develop the framework for a regional program to address greenhouse gas (GHG) emission in the transportation sector, develop a carbon pricing mechanism to cap emissions, and invest revenue back within the state.

Through the Transportation and Climate Initiative (TCI) program, Massachusetts will work with the other member states to study the feasibility of a potential program that would reduce climate changing pollution, create economic opportunity, and improve transportation. This policy development process includes six regional listening sessions to solicit feedback in order to gather ideas and information on how to best approach the regional program.

We want to ensure that when it comes to investing the money from the program back into communities that there are guardrails present for not only who decides how the money is spent, but includes areas to consider for projects of priority investment.

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**BILL SUMMARY**

- Creates the Modern and Sustainable Solutions for Transportation Trust Fund
- Requires the Department of Environmental Protection (DEP), in consultation with the Department of Transportation (DOT) and the Executive Office of Energy and Environmental Affairs, to establish a transportation climate program to limit and regulate annual total greenhouse gas emissions released by transportation which must comply with any regional agreement.
- Establishes a 15 member board known as the “Modern and sustainable Solutions for Transportation Investment Board,” co-chaired by the Secretary of Transportation and the Secretary of Environmental Affairs.
- The board will establish criteria that should determine how proposals should be evaluated to advance statewide goals for transportation investment needs.
- The board will submit a plan of priority investment biannually and a draft of the plan must have public hearings conducted in all geographic regions of the commonwealth as well as in environmental justice communities.
- Requires the board to report on the performance of the transportation climate program and investments from the trust fund.
- Ensures that low-income, environmental justice populations and those who are currently underserved by mass transportation are represented during investment planning as well as benefit from the funds of the trust fund to expand mass transportation services.

**BILL SUPPORTERS**

MCAN, Acadia, Union of Concerned Scientists, Health Care Without Harm, CERES, Mass Power Forward Coalition, and ELM

71 House and Senate Cosponsors

**BILL SPONSORS**

State Representative Lori Ehrlich and State Senator Eric Lesser

**POLICY HISTORY**

- In 2018, Governor Baker signed Executive Order No. 579 which established the “Commission on the Future of Transportation in the Commonwealth” to advise the Baker-Polito Administration on future transportation needs and challenges.
- In December 2018, the Commission produced a two-part report, Choices for Stewardship: Recommendations to Meet the Transportation Future, which consists of 18 recommendations for how to best prepare Massachusetts’ transportation network for 2040.
- One of the recommendations of the report includes establishing a regional market-based program to reduce transportation sector greenhouse gas (GHG) emissions.
- Massachusetts may still fail to reach our legally mandated requirements for emissions reductions by 2020 under the 2008 Global Warming Solutions Act.
- This regional plan that Governor Baker is proposing would be similar to the Regional Greenhouse Gas Initiative (RGGI) policy model, which along with complementary polices, has helped the participating states reduce power plant GHG emissions by 47% since the start of the program. RGGI proceeds have helped fund Mass Save and the Green Communities Act. A similar transportation program could fund clean, modern, and equitable transportation investments that MA need.