



Governor Charlie Baker
Office of the Governor
24 Beacon Street Room 280
Boston, MA 02133

Dear Governor Baker:

The Massachusetts Campaign for a Clean Energy Future is a coalition of environmental, public health, labor, and civic organizations working to establish equitable carbon pricing policy for Massachusetts.

We support the potential of a well-structured regional Transportation Climate Initiative and want to ensure that the Commonwealth develops carbon reduction plans that are both **effective** and centered around **equitable protections and investments**. To that end, the organizations listed below, all of whom are members of Massachusetts Campaign for a Clean Energy Future, support the statement of principles developed and submitted by the Massachusetts TCI Table.

Please note that the nine organizations that are signatories to this letter represent thousands of engaged Massachusetts residents from Cape Cod to Western Massachusetts.

Environmental Ambition

We commend Governor Baker and members of the Baker-Polito administration for their regional leadership on TCI. As the participating jurisdictions work to develop a final Memorandum of Understanding (MOU), we encourage Massachusetts to provide continued leadership by encouraging other states to commit to TCI, to **invest proceeds in clean transportation efforts**, and to **minimize negative impacts to low-income drivers while maximizing benefits to communities that lack affordable, reliable, and safe transportation**.

The MA TCI Table asks the Baker-Polito administration to ensure that the TCI jurisdictions establish an emissions cap that aligns with Governor Baker's recently announced commitment to net-zero emissions by 2050 and the Massachusetts Senate's proposed requirement of a 50 percent emissions reduction by 2030.

Of the three cap levels analyzed by the TCI jurisdictions, the cap that most closely approaches that level of ambition is the **cap that declines by 25 percent from 2022 to 2032**; that cap level also delivers the greatest health, economic, and job-creation benefits. For those reasons, the undersigned support an emissions cap that declines by at least 25 percent from 2022 to 2032. We also recommend that the Administration **conduct modeling of deeper reductions**. The cap and other program design elements should be reviewed after the program's first three years and every

three years thereafter to ensure that the program is working as intended to reduce CO₂ emissions and other harmful co-pollutants and is improved over time.

Investment of TCI Proceeds

We appreciate the need for each TCI jurisdiction to independently determine how to invest TCI proceeds to best meet the unique needs of their residents, workers, and businesses. However, we also believe that the draft MOU should include principles to ensure that investments deliver pollution reduction, improved air quality, increased sustainable transportation options in an equitable manner. This should include attention to good jobs standards.

The investment of TCI proceeds in Massachusetts should provide **greater access to affordable, low-carbon transportation options throughout all geographic regions of the Commonwealth.** Investments that **benefit environmental justice communities, low-income populations, rural families, low-wage workers, and other populations that have been historically burdened by transportation pollution** are necessary. The Commonwealth should **prioritize these communities** as they have faced disproportionate burdens from transportation pollution and unequal access to mobility options. TCI proceeds must minimize and mitigate cost impacts to low-income households and maximize expanded clean transportation benefits for low-income communities and other transit-dependent populations.

The Commonwealth's share of proceeds from TCI allowance auctions should be managed transparently, with input from a **stakeholder advisory council.** Massachusetts should work directly with communities across the Commonwealth to identify investments that will deliver CO₂ reductions, improved air quality, resilient infrastructure, and improved sustainable transportation options. **TCI-funded investments should be highly visible through clear reporting of investments and investment impacts.**

Complementary Policies

In addition to a cap-and-invest framework, **complementary policies** are needed to achieve the Commonwealth's climate mandates, economic development, and public health goals. These should include policies such as reduced public transit fares, road pricing, zoning reform, public-private partnerships, improved governance and coordination of the MBTA, RTAs, human service transit, and other state and local agencies. Further, the undersigned agree with the Commission on the Future of Transportation that we need to **phase out the sale of internal combustion engine vehicles** by or before 2040, and that **all MBTA and RTA bus purchases must be electric by 2030.**

The following member organizations of the Massachusetts Campaign for a Clean Energy Future look forward to working with you to ensure that Massachusetts participates in an environmentally ambitious and equitable TCI.

Sincerely,

Acadia Center
31 Milk Street, Suite 501
Boston, MA 02109

Cape and Islands Self-Reliance
P.O. Box 396
North Falmouth, MA 02556

Citizens Climate Lobby North Shore

Citizens Climate Lobby Pioneer Valley

Clean Water Action
88 Broad Street, Lower Level
Boston, MA 02110

Climate Action Now Western Massachusetts

Climate X-Change
31 St. James Avenue floor 6
Boston, MA 02116

Elder Climate Action Massachusetts

Greater Boston Interfaith Organization Climate Justice Task Force
175 Ruggles Street
Roxbury, MA 02119

Healthlink
49 Pine Hill Road
Swampscott, MA 01907

League of Women Voters-Massachusetts
90 Canal Street 415
Boston, MA 02114

Salem Alliance for the Environment
316 Essex Street
Salem, MA 01970