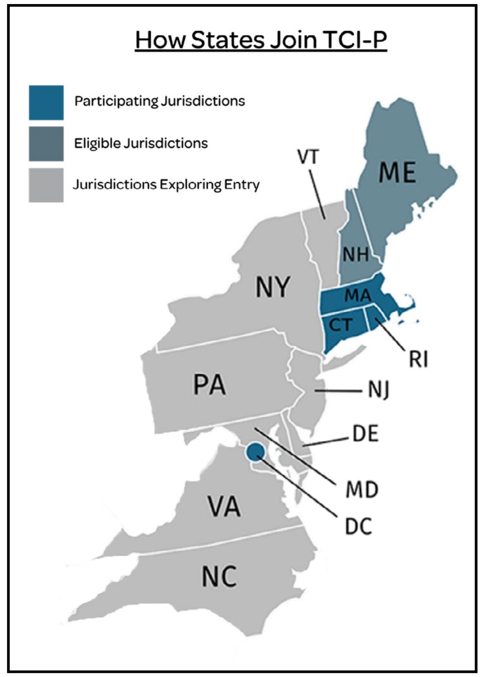
1. How can a state join the Transportation and Climate Initiative Program (TCI-P)?

State executive bodies must sign on to the final MOU to officially join. After a state becomes a signatory to the MOU, it must follow its own legal process to adopt the TCI-P. Most states require legislative approval to join TCI-P.



2. What is the role of the legislature?

All states who sign the final MOU will need to pass implementing legislation to guide TCI-P investments. This is an opportunity for legislatures to fund needed transportation infrastructure. Legislatures will incorporate equity considerations and can outline who should participate on the state Equity Advisory Body. To prevent TCI-P funds from being repurposed, legislatures can include language specifying how the funds are applied to transportation programs. Finally, passing complementary legislation can alleviate inequities.

3. How much will TCI reduce carbon emissions from transportation?

The emissions cap is 30% for the active program years of 2023-2032. Since the first year of the program (2022) is a reporting year only, the overall impact will be a 26% emissions reduction from the transportation sector.

4. Will gas prices increase? What can we do about it?

TCI-P imposes a tax on pollution, not gas. If polluters pass on the full cost of compliance to consumers, current TCI-P models anticipate a gas price increase of 5-9¢. TCI-P has a Cost Containment Reserve to prevent extreme increases. For comparison, in the past decade, gas prices have fluctuated upwards by as much as $1.50 over the average, and gone down by as much as $1 below average. Legislators can mitigate the impacts of a potential 5-9¢ increase by returning funds to low-income households in the form of a rebate. Other options include investing the revenue in transportation needs benefiting overburdened and underserved communities. Between transportation investments, emissions reductions, and air quality and road safety improvements, the benefits of TCI-P are expected to outweigh the costs.

5. Would participating in TCI-P prevent a future state carbon price?

No, in the same way that participation in RGGI does not preclude a state carbon price. States can include language in carbon pricing bills that would price carbon without double-counting payments through RGGI and TCI-P. Connecticut, Maryland, New Hampshire, New York, and Rhode Island have bills that illustrate this approach.

6. Does TCI-P price maritime fuels?

No, TCI-P only covers on-road fuels.

To learn more, visit the FAQ page developed by TCI-P leadership.

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