

MassSenate

An Act driving climate policy forward

CLEAN ENERGY

Builds up strong institutions for the long march towards 2050 and protects against the narrowing of the scope of those institutions

- Enables cutting edge energy technologies -- like nuclear fusion networked geothermal and deep geothermal energy -- to be eligible for MassCEC support.
- Creates a \$100M Clean Energy Investment Fund to be used, among other things, to support infrastructure development to support the clean energy industry.

Updates the offshore wind procurement process

- Maintains a price cap while allowing certain direct economic development costs to be excluded from the calculation. Requires the total cost of the bid to be less than 10% higher than the previous procurement.
- Creates a selection committee comprised of the Commissioner of DOER, an independent evaluator, and the Secretary of Housing and Economic Development, and removes the utilities.
- Sets remuneration for utilities at 1.25%, saving ratepayers money on offshore wind projects.

Supports the advancement of solar power

- Permits agricultural and horticultural land to be used to site solar panels as long as they do not impede the continued use of the land for agricultural or horticultural use.
- Eliminates the so-called “donut hole” for on-site solar energy net metering, allowing for Class I solar systems up to 25kW to be exempt from the cap.
- Puts in statute exemptions to the so-called single parcel rule.
- Requires DOER to make recommendations for a successor to the current SMART program.

TRANSPORTATION

Puts more electric vehicles on the road

- Funds MOR EV by creating an Electric Vehicle Adoption Incentive Trust fund at \$100 Million to be used by DOER for an EV incentive program.
- Increases by \$1,000 (to \$3,500) the rebate for qualifying purchases and leases of zero-emission passenger cars and light duty trucks and costing \$50,000 or less; offers an additional \$1,000 to purchasers who are trading in an internal combustion vehicle; and provides a \$4,500 rebate for medium and heavy-duty trucks, busses, or vans.
- Requires MOR-EV to offer point-of-sale rebates.
- Creates a new outreach program for underserved and low-income communities, as well as communities with high proportions of high-emission vehicles.
- Gives the DPU's TNC Division an emissions reduction role.

Looks towards an EV future

- Requires new vehicle sales to be ZEVs starting in 2035.

Electrifies the MBTA bus fleet

- Requires new MBTA bus purchases and leases to be ZEVs by 2028 and the entire MBTA fleet to be ZEV by 2040.

Promotes EV charging across the state

- Creates a new interagency coordinating council to develop a plan for deploying EV charging infrastructure in an equitable and accessible way.
- Creates a \$50M Charging Infrastructure Council Fund to support the coordinating council in planning EV charging infrastructure.
- Requiring new developments to allocate 10 percent of parking spaces to electric vehicle charging.
- Requires utilities to begin offering reduced electricity rates for off-peak electric vehicles charging.

BUILDINGS

Allows all electric building construction as a local option

- Allows six towns (Brookline, Arlington, Lexington, Lincoln, Concord, and Acton) that have passed measures asking the Legislature to allow them to prohibit the installation of fossil fuel infrastructure in new construction to go forward.
- Allows four additional municipalities to require all electric new construction.

Ends incentives of fossil fuel infrastructure in Mass Save

- Ends incentives for fossil fuel infrastructure in market-rate residential, except for hybrid systems, starting in 3-year Mass Save plan for 2025-2027.

Mandates an adjudicatory process to address the future of gas

- The DPU appears to be fast-tracking its review of the reports submitted by the E3 Consultants and the gas companies in connection with the DPU 20-80 Investigation into the Future of Gas.
- Prevents the DPU from approving any plan, filed pursuant to DPU Docket No. 20-80, prior to conducting an adjudicatory proceeding.

MISCELLANEOUS

Removes biomass from the RPS and APS

- Removes biomass as a renewable energy generating source or an alternative energy generating source under Massachusetts law, other than already-qualified biomass facilities.

Bans competitive suppliers for residential customers

- A 2021 report from the Massachusetts Attorney General's Office found that over the course of 5 years, these competitive supply companies charged consumers \$426 million more than they would have paid had they stayed with their previous utility company. These impacts have been disproportionately borne by low-income residents; the average annual consumer loss for low-income participants was \$241, which was 24 percent higher than the average annual consumer loss for non-low-income participants.