

# MassSenate

## **S.2819, An Act Driving Climate Policy Forward**

### **CLEAN ENERGY**

#### **Invests in clean energy infrastructure to meet the state's 2050 net zero goal, and prepares MassCEC for future clean energy opportunities**

- 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 for 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.
- Removes the utilities from the role of selecting the winning procurement and directs DOER, in consultation with the independent evaluator, to choose the winning bid.
- Reduces the remuneration for utilities to 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, to allow for the expansion of solar installations.
- Requires DOER to make recommendations for a successor to the current SMART solar incentive 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 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, buses, or vans.
- For the first time, allows used vehicles to be eligible for MOR-EV rebates.
- Requires MOR-EV rebates to be offered at the point of sale, which is a change from the current policy of “buying now, being reimbursed later.”
- Creates a new outreach program for underserved and low-income communities, as well as communities with high proportions of high-emission vehicles.
- Requires the DPU to set electrification and emission-reduction requirements for transportation network companies like Uber and Lyft.

### **Looks toward an EV future**

- Requires sales of new vehicles 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 and implement 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.
- Requires new developments to allocate 10 percent of parking spaces to electric vehicle charging.
- Requires utilities to offer reduced electricity rates for off-peak EV charging.

## **BUILDINGS**

### **Creates a 10-municipality demonstration project allowing all-electric building construction by local option**

- Creates a 10-municipality demonstration project allowing municipalities to restrict the use of fossil fuels in new construction projects. Participating municipalities must receive local approval to pursue these measures.
- Communities who have already received local approval to pursue such measures would be part of the program.

### **Enhances the Mass Save program to maximize emission reductions**

- Limits the use of Mass Save funds for fossil fuel equipment, starting in Mass Save's 2025-2027 plan.

### **Mandates an adjudicatory process to address the future of gas**

- Prevents the DPU from approving any plan, filed pursuant to the DPU 20-80 Investigation into the Future of Gas, prior to conducting an adjudicatory proceeding. This ensures that this crucial process receives appropriate scrutiny.

## **ADDITIONAL PROVISIONS**

### **Prevents biomass facilities from receiving state clean energy incentives**

- Prevents biomass facilities that are not currently in operation from receiving state clean energy incentives as a renewable energy generating source or an alternative energy generating source.

### **Prepares the state for future energy storage needs**

- Requires DOER to study and make a recommendation on whether an energy storage procurement is necessary, or whether other methods of incentivizing storage are necessary.

### **Bans competitive suppliers for residential customers**

- A 2021 report from the 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. Starting in 2023, this legislation will restrict electric suppliers from the residential market.