

Key Provisions of Climate Bill H. 5060

Clean Energy

- Develops our offshore wind industry through infrastructure investment, job training, and a 5,600 MW minimum target by 2027
- Reduces incentives for fossil fuels by limiting ratepayer-funded efficiency programs from incentivizing fossil fuel equipment starting in 2025
- Increases accountability in the providing of efficiency services to low-income ratepayers and households;
- Removes net metering constraints on solar up to 25kw
- Expands investigation into removing barriers for “dual use” solar and agriculture projects
- Takes steps toward modernizing the grid by establishing a grid modernization advisory council and requiring distribution companies to submit regular modernization plans
- Enhances regional collaboration by allowing the Commonwealth to coordinate with nearby states on clean energy solicitation and transmission
- Directs a study of the advantages and disadvantages of a regional or multi-state clean energy market
- Prevents biomass facilities from receiving some state clean energy incentives;

Workforce

- Ensures clean energy workforce development programs include workers in impacted and disadvantaged communities;
- Expands and develops workforce development programs in clean energy, particularly wind

Buildings

- Requires an assessment of K-12 schools with an eye toward improving efficiency, air quality, and recommending priority be given to those with the greatest need
- Allows 10 municipalities to pilot fossil-free new and major renovations, excluding life science labs and health care facilities, providing (1) each community meets the 10% affordable housing target set by state law (chapter 40B); or (2) has approved a zoning ordinance permitting multi-family housing by-right in at least one area
- Allows larger municipal energy and efficiency projects to qualify for Green Communities funding
- Requires that large buildings (20,000 sq. ft. and larger) across the Commonwealth report their energy usage annually
- Removes natural gas expansion from qualifying for the Commercial Property Assessed Clean Energy program

Gas System

- Creates a working group to develop recommendations for regulatory and legislative changes necessary to align our pipeline replacement program (GSEP) with the state's climate goals.
- Mandates that the utility-controlled investigation into the "future of gas" receive additional scrutiny.
- Removes smaller solar arrays from the net metering cap.
- Paves the way for expanded use of renewable thermal energy, including geothermal networks
 - Encourages DPU to remove impediments for the development of efficient heat generation technologies, including networked geothermal heating systems.
 - Expands eligible GSEP replacement projects to non-emitting renewable thermal installations and advanced gas leak repairs.
 - Expands gas company reporting obligations under networked geothermal pilots, and stipulates that the DPU may require the utilities taking part in the pilots to submit roadmaps for decommissioning gas infrastructure.

Transportation

- Provides up to \$5000 in rebates, with an additional \$1500 rebate for low-income individuals, for the purchase of electric passenger cars and light duty vehicles less than \$55,000. Offers rebates at point-of-sale.
- Provides rebates of not less than \$4500 for medium and heavy duty electric vehicles and for those trading in their internal combustion engine vehicle
- Calls for the MBTA bus fleet to be all-electric by 2040 and prioritizes deployment on routes that go through underserved communities
- Mandates all vehicles sold in the state to be zero-emission starting 2035
- Creates an interagency coordinating Council to develop and implement a plan for deploying EV charging infrastructure in an equitable and accessible manner and establishes a Charging Infrastructure Deployment Fund
- Mandates off-peak rates for EV charging and requires distribution companies to submit proposals for time-of-use rates
- Requires DPU to promulgate vehicle electrification and GHG emission regulations for transportation network companies
- Requires MasDOT to provide Regional Transportation Authorities (RTAs) with technical and funding assistance to electrify their fleet
- Requires MassDOT to install EV charging stations at all service plazas on the MA Turnpike, at least five commuter rail and subway stations, and at least one ferry terminal.
- Requires DESE and DOER to conduct a study looking at the opportunities and challenges of electrifying our school bus fleet.

Other

- Establishes a commercial fisheries commission to support the industry's long-term sustainability

Provisions that were weakened/excluded

- **Weakened:** Extended the deadline for all new MBTA bus purchases to be electric from 2028 to 2030.
- **Weakened:** Does not specify strong charging infrastructure requirements for new residential and commercial construction and parking lots.
- **Weakened:** Clear non-pre-emption of cities that have already established energy reporting requirements for large buildings
- **Weakened:** Biomass provisions. The bill removes woody biomass from the Renewable Portfolio Standard and clarifies that wood-burning power plants do not count as renewable energy in Massachusetts. It exempts a handful of small facilities that are currently in the program. It does not take woody biomass out of the other renewable energy programs.
- **Weakened:** Removes public input to new grid modernization advisory council, takes the teeth completely out of interconnection accountability <- utilities had a heavy hand in this one!!
- **Weakened/Changed:** 10 town gas ban survived but with additional requirements and exceptions. Labs, scientific facilities, and medical facilities are now exempt. In addition to receiving local approval, towns must have either: 1) Met a 10% affordability threshold OR 2) have approved a zoning ordinance or by-law that provides for at least 1 district of reasonable size in which multi-family housing is permitted as of right
- **Excluded:** Banning competitive electricity suppliers, who often prey on the most vulnerable, from operating in Massachusetts
- **Excluded:** Increasing publicly available air quality monitoring and directing the state to establish baseline air quality in air pollution hotspots and corridors;
- **Excluded:** Teeing up a successor to the state's SMART solar program that favors development in the built environment;
- **Excluded:** Interim and 100% electrification targets for the commuter rail system.
- **Excluded:** The \$100,000,000 funding allocation to the Electric Vehicle Adoption Incentive Trust Fund from the Senate bill
- **Excluded:** the \$50,000,000 funding allocation to the Charging Infrastructure Deployment Fund from the Senate bill
- **Excluded:** the \$100,000,000 funding allocation toward Clean Energy Investment Fund from the Senate bill