



An Act to Promote a Clean Energy Future (S2302)

An Act to Promote a Clean Energy Future is visionary climate legislation that will grow our economy, protect our environment and ensure that our communities are healthy, sustainable and strong. The legislation builds on S479, favorably reported by the Joint Environment, Natural Resources and Agriculture committee. Key features of the bill are described below.



Climate Policy¹

H3994, *An Act relative to Massachusetts participation in the Paris Climate Agreement's Green House Gas Emission Standards*

S479, *An act relative to 2030 and 2040 emissions benchmark*

Empowers state agencies to issue regulations to comply with the Global Warming Solutions Act (GWSA) and the Paris Accords.

- Adds interim 2030 and 2040 benchmarks to keep state on track with our climate goals

Removes the 2020 sunset for existing climate regulations.

- These regulations were authorized in 2008 by the GWSA, but were not issued until August 2017 due to a legal dispute and will effectively expire in 2020²

Expands definitions in the Global Warming Solutions Act to directly address emissions from all sectors, including transportation, any building or structure and residential, commercial, institutional, industrial or manufacturing processes.

Clarifies that municipal light plants are subject to the GWSA.³

Renewable Energy

Accelerates the Renewable Portfolio Standard (RPS), the minimum green energy standard for electric utilities, to increase by 3% / year.

- Accelerating the RPS will create thousands of jobs in Massachusetts each year.⁴
- The RPS reduces wholesale energy costs, vulnerability to price spikes & dependence on imported fossil fuels.
- Short-term costs to ratepayers from accelerating the RPS are minimal, ~\$2 per month.

¹ Icon: *Global Warming by Brand Mania from the Noun Project*

² In *Kain v. DEP*, the Supreme Judicial Court clarified the state was obligated to issue regulations under section 3(d) of the Global Warming Solutions Act. See <http://bit.ly/gwsa3dregs>

³ This is already the position of the Department of Environmental Protection, but the bill would prevent frivolous litigation suggesting that some parties are exempt from climate change or climate regulation.

⁴ See <http://www.synapse-energy.com/about-us/blog/analysis-massachusetts-rps>

Offshore Wind



Accelerates timeline for existing offshore wind procurements from 24 months to 18 months.

Authorizes state agencies to pursue additional contracts for offshore wind and hydropower, sets 5,000 megawatt goal for offshore wind so that Massachusetts does not fall behind states like NY or NJ.

Authorizes municipalities to enter into long-term “community empowerment” contracts.

- This allows communities to, following a local approval, directly finance and incur bill savings from specific energy projects.

Storage⁵



Sets an energy storage target of 1,766 MW by 2025, matching recommendations of the DOER’s *State of Charge* report.⁶ The legislation also requires DOER to set a 2030 target by 2020 and sets policies to help the state achieve these targets.

- Storage reduces peak energy demand, reducing costs for all.

Solar

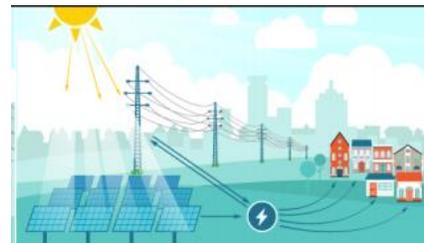
Encourages continued growth in Massachusetts’ 11,500 job industry by setting a new target of 20% solar power by 2020 and 30% by 2030.

Removes industry barriers by eliminating net metering cap.

- Eliminating the net metering cap will enable more than \$78 million in solar projects.⁷
- Policies such as net metering caps were responsible for over 2000 job losses in 2017.

Ensures equity and barriers to access by guaranteeing fair on-bill solar compensation for renters, low-income residents and residents of publicly-assisted housing.

- Currently, due to inequities in state law, these customers receive at most 60% of the compensation given to homeowners with perfect roofs



Delays first-in-the-nation residential fees on solar⁸ and requires advanced metering be in place before implementing such fees, so that customers can better understand how to manage power consumption and generation.

⁵ Icon: *Charging Connect* by ProSymbols from the Noun Project

⁶ See DOER report, <http://www.mass.gov/eea/docs/doer/state-of-charge-report.pdf>

⁷ <https://www.seia.org/research-resources/stalled-projects-massachusetts-due-nem-caps>

Power Grid and Energy Planning⁹



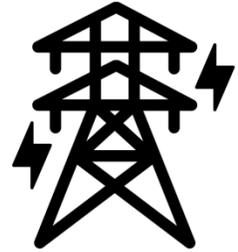
Establishes a new approach to grid planning that utilizes clean, local energy resources to meet system needs by requiring statewide grid modernization plans, stakeholder participation, and information to accelerate the integration of renewable energy

Protects consumers, including low-income consumers, from remote shut-off

Requires a comparison of utility infrastructure to lower cost and environmentally preferable local energy resources, before ratepayers are on the hook for significant expenditures.

Caps residential fixed charges¹⁰ to preserve clean energy incentives and protect low-income consumers

Enables consumers to control energy costs with opt-in time of use rates.¹¹



Good Government



Protects ratepayers against self-dealing by energy conglomerates, e.g. utility companies on both the purchase and supply side of energy contracts

Ensures participation of residents, municipal officials and legislators in proceedings at the Department of Public Utilities.

Strengthens the Attorney General's role at the DPU.

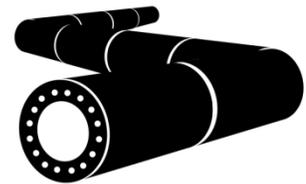
Gas Infrastructure Reform¹²

Prohibits a multi-billion dollar “pipeline tax” on electric ratepayers.

Protect consumers from paying for gas leaks: phases out practice of charges consumers for “lost and unaccounted for gas.”

Requires review of siting impacts and alternative analysis in energy contract approval cases, including protections to conservation lands.

Restricts construction, siting, emissions and tax exemptions for gas compressor stations.



⁸ See article <http://bit.ly/globedemandcharge> or <http://acadiacenter.org/document/charge-without-a-cause/>

⁹ *Icons: Renewable Energy Sources by Symbolon from the Noun Project, Transmission Tower by Stephen Plaster from the Noun Project; Justice by Aldric Rodríguez from the Noun Project;*

¹⁰ See report “Charge Without a Cause.” <http://acadiacenter.org/document/charge-without-a-cause/>

¹¹ Time of use rates change power pricing to shift energy use toward times when demand is lower. By creating an opt-in system, this legislation encourages conservation but does not harm those who are unable to change energy consumption patterns.

¹² See “New England’s Shrinking Need for Natural Gas.” <http://www.synapse-energy.com/sites/default/files/New-Englands-Shrinking-Need-for-Natural-Gas-16-109.pdf>



Transportation¹³

S1974, *An Act relative to a clean fuel standard*

S477, *An Act establishing tracking and reporting requirements for Massachusetts transportation fuels and associated greenhouse gas emissions*

Transportation is the largest source of emissions in Massachusetts.¹⁴ To meet our climate goals, the state must transition to electric vehicles and electric buses, support a robust public transit network, reduce emissions from existing vehicle fuels and “plug in our cars” to clean power sources. *For this reason, it is critical to simultaneously advance transportation solutions as we rapidly accelerate clean energy to power the growing electric load.*

Directs state agencies to create a market-based system for reducing transportation emissions while leaving discretion to the governor’s office about how to accomplish this goal. Mandates that the transportation system attend to the needs of environmental justice communities.

Creates a clean fuel standard, saving 4–9 billion gallons of gasoline and diesel annually.¹⁵

Tracks the origins of transportation fuels to better understand the real cost and environmental impact of fuel emissions.

Electric Vehicles

Massachusetts has a goal of 300,000 electric vehicles by 2025 and the Attorney General has called for even greater goals, but current state policies will not get us there. This legislation:



Codifies the state’s electric vehicle rebate program and creates a new rebate program for electric vehicle charging stations.

Directs state agencies to identify electric vehicle transportation corridors which are high priority for electric vehicle charging stations.

Creates new technical support for municipalities to develop curbside EV charging programs for residents who are unable to install off-street electric vehicle charging.

Climate Adaptation:

Directs key state agencies to develop a comprehensive adaptation management action plan.

Creates a climate adaptation grant program & creates a coastal buyback program, allowing voluntary purchase of properties repeatedly damaged by severe weather.

¹³ *Icons: Transportation by Adrien Coquet from the Noun Project; electric vehicle by Eliricon from the Noun Project*

¹⁴ <https://www.bostonglobe.com/metro/2017/11/13/states-mull-how-cut-transportation-emissions/glCHNp3maMFiYnSiyw83JM/story.html>

¹⁵ See <http://www.mabizforcleanenergy.com/ma-supports-clean-energy/clean-fuels-standard/>