



The Commonwealth of Massachusetts
HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

November 23, 2020

Dear Speaker DeLeo and Chair Michlewitz,

As the House conferees negotiate the climate and transportation bond bills, we write to underscore the importance of including provisions in each bill that address the impacts of transportation on the climate and public health.

The transportation sector is the largest contributor to greenhouse gas emissions in Massachusetts. To address the climate crisis, it is crucial that we adopt policies to decarbonize that sector. We must accelerate the adoption of zero-emissions vehicles and build transportation systems that are not only accessible and equitable but also mitigate climate change and the health impacts of transportation-related pollution, especially in environmental justice communities.

As you know, during the current session a number of measures related to zero-emissions vehicles and electrification of transportation have passed the House and Senate. There is a clear appetite among members to address the climate and health impacts of transportation emissions. Attached to this letter you will find a list of relevant provisions included in H.4933/S.2500 and H.4547/S.2836, as well as in other legislation engrossed this session by one chamber or the other. A number of these provisions are related to a bill and amendments that we jointly filed this session related to zero-emissions fleets. We hope you will work with the conferees to include in the two conference reports robust measures to move the Commonwealth rapidly toward a clean transportation future.

Thank you for your work negotiating the conference reports and for your support of zero-emissions vehicles and transportation electrification.

Sincerely,

Jonathan Hecht
State Representative
29th Middlesex District

Christine P. Barber
State Representative
34th Middlesex District

CC: Chair Thomas A. Golden, Jr., Joint Committee on Telecommunications, Utilities, and Energy
Speaker Pro Tempore Patricia A. Haddad
Minority Leader Bradley H. Jones, Jr.
Chair William M. Straus, Joint Committee on Transportation
Chair Mark J. Cusack, Joint Committee on Revenue
Representative Norman J. Orrall

H.4933 - An Act creating a 2050 roadmap to a clean and thriving commonwealth
S.2500 - An Act setting next-generation climate policy

In Conference Committee

House

HIGH PRIORITY PUBLIC CHARGING INFRASTRUCTURE STUDY

Report identifying state routes, U.S. routes, and interstates in MA that are high priority for public electric vehicle charging station installation, prioritizing locations with high levels of air pollution and environmental justice populations. (H.4933 §20G)

MUNICIPAL GUIDE TO CURBSIDE EV CHARGING

Guide to assist cities and towns developing programs to allow residents who are unable to install off-street EV charging stations to install curbside EV charging stations near their residences. (H.4933 §20C)

FERRY FLEET ELECTRIFICATION

Feasibility study of converting ferry vessel fleets to electric and hybrid electric ferries by 2050. (H4933 §20F)

EVSE in APPLIANCE EFFICIENCY STANDARDS

EVSE must be included in Energy Star Program Requirements. No new EVSE after 1/1/22 can be sold, leased, or rented unless the equipment meets or exceeds efficiency standards set forth in regulations. (H.4933 §15AA, 15BB, 15M, 15Y, 15Z)

Senate

CLIMATE PLAN VEHICLE AND INFRASTRUCTURE TRACKING

Each climate plan between 2025 and 2050 must set numerical benchmarks and track adoption of emissions reduction products, solutions, and improvements, including EVs and EV charging stations. (S.2500 §10)

GREEN COMMUNITIES PROGRAM

Grants and loans to municipalities or other localities designated "Green Communities." Funds may be used for installation of ZEV charging equipment, infrastructure or related technologies. (S.2500 §32)

S.2498 - An Act to accelerate the transition of cars, trucks and buses to carbon-free power

In HWM

MBTA BUS ELECTRIFICATION

Deadline to convert MBTA buses to all-electric power. MBTA must create a plan to limit bus purchases and leases to zero emission vehicles beginning in 2030, and to aim for a 100% zero emission fleet by end of 2040. (S.2498 §7)

COMMONWEALTH ZEV PURCHASES

Inventory of state-owned or leased vehicles, including "critical replacement" list. State government to limit replacement purchases and leases of vehicles to zero emission vehicles, beginning in 2024, if replacements with a positive lifecycle cost are available. Deployment prioritized in underserved & predominantly low-income communities. (S.2498 §7)

MUNICIPAL, RTA, AND SCHOOL DISTRICT VEHICLE ELECTRIFICATION STUDY

Study of opportunities to electrify vehicles owned or leased by municipalities, regional school districts, and regional transit authorities, taking into account costs and possible sources of financial aid from state and federal government. (S.2498 §7)

MOR-EV IN STATUTE

Permanent statutory authorization for the MOR-EV financial incentive program for purchasers of electric vehicles. Minimum rebate \$1,500. Vehicle sales price must be under \$50,000. Program subject to appropriation. (S.2498 §3)

MUNICIPAL GUIDE TO EV PARKING

Guide to assist cities and towns in developing processes and policies to expand electric vehicle parking in municipally-owned parking spaces and lots, including an analysis of pricing incentives for parking for zero emission vehicles. (S.2498 §8)

COMMONWEALTH-OWNED CHARGING INFRASTRUCTURE GUIDE

Siting recommendations for state-owned or leased ZEV and bus charging facilities across the Commonwealth (S.2498 §7)

MASSPIKE CHARGING STATIONS

MassDoT shall install and maintain EV charging stations at all service plazas located on the Masspike for public use not later than end of 2022. (S.2498 §10)

BUILDING CODE EV-READY PARKING SPACES

Minimum number of EV-ready parking spaces in new construction or major renovation of facilities with greater than 10 spaces. (S.2498 §5)

H.4547 - An Act authorizing and accelerating transportation investment
S.2836 - An Act authorizing and accelerating transportation investment

In Conference Committee

In BOTH House & Senate

TRANSPORTATION PLANNING

\$475m for transportation planning and programming for all modes, including rail, transit and autos. Authorizes expenditures to reduce energy usage, enhance climate change resilience, adaptation and mitigation and support reduction of greenhouse gas emissions from transportation (6720-2117 in both)

SUSTAINABLE TRANSIT SYSTEM MODERNIZATION

\$2.6b (H.4547) or \$3.4b (S.2836) for system modernization, including an unspecified amount for vehicle procurement or technology to support battery electric, hybrid or other low emission transit vehicles (6621-2108 in both)

REGIONAL TRANSIT NETWORKS

\$330m for maintenance and improvement of regional transit networks and facilities, with an unspecified amount for the purchase and rehab of low or no emission vehicles or infrastructure to support them. Senate version also specifies that funds may be expended for the purchase or rehabilitation of vehicles of all sizes to better reflect and accommodate rider demand. (6622-2117 in both)

Only in House

TRANSIT ACCESS AND EV CHARGING GRANTS

\$50m in municipal grants including unspecified amount for EV charging infrastructure at transit stations. (6921-2112 in H.4547)

TRANSIT ACCESS AND EV CHARGING

\$50m to MassDoT for transit access enhancements, including unspecified amount for EV charging infrastructure at stations. (6921-2113 in H.4547)

Only in Senate

MUNICIPALITY AND RTA EV GRANTS

\$50m in grants to municipalities and regional transit authorities for installation of related infrastructure and purchase of electric vehicles; light, medium and heavy duty plug-in hybrid electric vehicles; battery electric vehicles; or other zero emission vehicles. (6921-2114 in S.2836)

MICROMOBILITY

Legalizes e-scooters and puts e-bikes classification system in statute. (S.2836 §7; §12-16)

TRANSPORTATION NETWORK COMPANY VEHICLE REPORTING

Requires TNC data on the proportion of rides in ICE, battery electric or hybrid vehicles. (S.2836 §24)

ALTERNATIVE CHARGING RATES

Requires electric utilities to establish alternatives to traditional demand-based rate structures to facilitate faster charging for light and heavier-duty vehicles that are responsive to new grid load caused by the increase in EV adoption. (S.2836 §61)

H.3997 - An Act relative to GreenWorks

In Senate Bonding, Capital Expenditures & State Assets

FLEET ELECTRIFICATION GRANTS

\$125m for fleet electrification grant programs - \$10m for planning, training, and technical assistance, \$25m to municipalities for purchase of light-duty EVs and related infrastructure, and \$90m to municipalities, RTAs or other political subdivisions for the purchase of buses and medium or light-duty vehicles and associated infrastructure; full cost of EV purchase by EJ community will be reimbursed. (9300-8001 in H.3997)

MOR-EV FUNDING

\$30m of GreenWorks funds to MOR-EV upon depletion of the program's current funds. Rebates of \$2,500-\$5,000 for purchase of eligible vehicles under \$40,000. (9300-8004 in H.3997)