



## Recommendation: Decarbonize the building and transportation sectors

### Strategy 1

Accelerate retrofits of existing buildings to achieve deep energy efficiency and eliminate fossil fuels.

- ▶ **Action 1.1:** Establish a statewide program that invests at least \$100 million over ten years for building electrification and deep energy efficiency retrofits. Phase in all building types over the next decade prioritizing affordable and multifamily housing and Environmental Justice block groups for earlier phases and expedited funding.
- ▶ **Action 1.2:** Set greenhouse-gas emissions limits per square foot at the individual building level on the basis of building type, from single-family homes, to large commercial, to laboratory.
- ▶ **Action 1.3:** Adopt a statewide minimum percentage of heating and cooling that will come from renewable energy or clean electric sources.
- ▶ **Action 1.4:** Require building energy-use disclosure and reporting, with enforcement and building-improvement obligations.

### Strategy 2

Ensure that new buildings and major renovations are constructed to meet ultra-low energy, high-performance standards and support greater adoption of distributed renewable energy resources and energy resiliency.

- ▶ **Action 2.1:** Integrate the net zero building energy code into the statewide stretch code by 2025 and into the base building energy code by 2028.
- ▶ **Action 2.2:** In aligning Mass Save programs with Global Warming Solutions Act (GWSA) mandates, eliminate fossil fuel incentives by 2025 and shift the majority of funding to weatherization, electrification, non-combustion renewable energy technology, clean energy storage, and pre-weatherization and pre-electrification barrier mitigation. Cover all costs for low-and-moderate income households, other underserved residents and small businesses.
- ▶ **Action 2.3:** Cities and towns should implement a local climate zoning package that leads buildings to reduce their greenhouse gas (GHG) footprint, utilize renewable energy, and integrate robust resiliency measures.

### Strategy 3

Dramatically increase the share of all-electric or low-carbon personal, municipal, and state vehicles.

- ▶ **Action 3.1:** Adopt a low carbon fuel standard for vehicles powered by internal combustion engines (ICE).
- ▶ **Action 3.2:** Require that all new vehicle sales in Massachusetts be zero emission vehicles (ZEVs) by 2032. This should include not only the purchase of personal vehicles, but also the purchase and lease of state and municipal fleets, including school buses, and light and medium duty commercial vehicle sales.

- ▶ **Action 3.3:** Expand funding for electric vehicle sales and charging infrastructure. This includes increasing funding for the Massachusetts Offers Rebates for Electric Vehicles (MOR-EV) program and Massachusetts Electric Vehicle Incentive Program (MassEVIP). Additional funding should be prioritized for incentivizing electric vehicle adoption among low-to-moderate-income residents.
- ▶ **Action 3.4:** Expand procurement opportunities and advance funding programs for fleet electrification.
- ▶ **Action 3.5:** Adopt a statewide Right to Charge policy, which would give residents of multifamily buildings and other dwellings the right to install vehicle charging infrastructure for personal use, provided that certain conditions are met.

#### **Strategy 4**

Accelerate a commitment to electrify public transportation.

- ▶ **Action 4.1:** Pursue public-private partnerships to advance electrification upgrades to MBTA bus maintenance facilities.
- ▶ **Action 4.2:** Require all electric utilities to establish time-varying rate structures for electric vehicle charging infrastructure and financing programs that support the acquisition and operation of electric buses.
- ▶ **Action 4.3:** The MBTA should take part in battery leasing programs with manufacturers.