

Bill #	Section Number(s)	Summary
H.3218 (building decarbonization anchor bill). Accompanied by: H.777, H.3217, H.3344, H. 3691, H.3164,	Sections 1 - 2	Section 97A : The board of registration of home inspectors, in consultation with the state board of building regulations and standards, the executive office of energy and environmental affairs and the energy efficiency advisory council, shall develop requirements and adopt regulations to require documents to be provided to a buyer of a single-family residential dwelling or a multiple-family residential dwelling with less than 5 dwelling units, or a condominium unit at the time of closing, outlining the procedures and benefits of a home energy audit and the enhanced homebuyer incentive program; provided however, that no additional fees shall be imposed or collected in connection with the provision of such documents.
	Section 3-6	This bill phases out the sale of the most fluorescent bulbs by 2025. On and after January 1, 2024, no person shall offer for final sale or distribute in this state as a new manufactured product a screw or bayonet base type compact fluorescent lamp. On and after January 1, 2025, no person shall offer for final sale or distribute in this state as a new manufactured product a pin-base type compact fluorescent lamp or a linear fluorescent lamp. DOER shall consult with DPU, Mass Save, and MLPs to offer incentives and rebates to offset the costs for converting to high-efficiency lighting technologies in homes (a) older than 50 years or (b) with light ballasts incompatible with non-mercury containing bulbs.
	Sections 7-10	This proposal replaces the manufacturing industry representative on the Energy Efficiency Advisory Council (EEAC) with a environmental justice and equity representative. It also revises the "labor" EEAC seat to "workforce development and organized labor". In addition, it revises the EEAC energy efficiency business seat to allow a business with more than 10 employees to serve. Sec 4: Adds MassCEC as a member of EEAC.
	Section 11	This proposal revises the plan review requirements of the EEAC to include beneficial electrification to maximize net economic benefits. Includes "decarbonization" to energy efficiency efforts. Expands parameters to all plans, not just demand resource plans. Includes beneficial electrification to balance balance economic savings to help achieve limits/sublimits. Effective dates include EEAC membership changes taking effect on 1/1/28 and Energy Efficiency plan changes taking effect 12/31/26.
	Sections 12-13	This proposal Removes the requirement for reporting on all wholesalers, resellers, and end-users of petroleum products doing business in the commonwealth with a storage capacity over 50,000 gallons Sec 10: Updated reporting requirements of all electric and gas companies, transmission companies, distribution companies, suppliers, and aggregators to report data on customers, loads served, billing amounts, certificate purchases and supply product offerings. Oil and Propane suppliers are required to make similar reports on price, inventory, and product delivery data. This proposal also includes updated reporting requirements of all electric and gas companies, transmission companies, distribution companies, suppliers, and aggregators to report data on customers, loads served, billing amounts, certificate purchases and supply product offerings. Oil and Propane suppliers are required to make similar reports on price, inventory, and product delivery data

Section 14	This new language increases the cap on DOER's assessment against each electric and gas utility company licensed to do business in the commonwealth by the department of public utilities and removes the limitations on the use of the money collected.
Section 15	Removes requirement for DOER to oversee public charging station
Sections 16 - 17	Imposes a fine of \$50 for parking a standard, non-EV vehicle in a publicly available parking spot equipped with an electronic charging station; imposes a \$100 fine for second or subsequent offense; authorizes MassDOT to lease parcels of land for the purpose of instituting electric vehicle charging stations adjacent to state highways and interstates.
Sections 18 - 21	<p>This bill would establish a statewide goal to decarbonize public schools, public universities, and community colleges by mandating and facilitating energy audits, efficiency upgrades, and solar power, with priority for environmental justice communities. Audits shall be provided at no cost and shall extend beyond the building envelope to include the mechanical insulation in the facilities. Audits shall also include a report with cost estimates and savings to show how greenhouse gas reductions will be achieved by implementing energy-efficient improvements. All audits shall be performed at said institutions within 24 months of the act's effective date.</p> <p>The bill also establishes the Healthy and Sustainable Schools Office (Office) within DOER. This Office will facilitate audits and efficiency improvements in schools throughout the state. The Office shall apply for funding for implementing the legislation from various state and federal sources, including the Infrastructure Investment and Jobs Acts; the Inflation Reduction Act; the American Rescue Plan Act; state bonds; green bank funding; and DOER funding. The Office is authorized to aggregate projects for maximum efficiency, including but not limited to negotiating bulk purchases of renewable energy and energy efficiency equipment, energy audits, and installation services.</p> <p>The bill further places a prohibition against third-party contractors both performing energy audits and installing energy efficiency improvements and renewable energy systems at the same school. Further, the Office shall ensure that contractors and subcontractors provide the following certifications prior to submitting a bid:</p> <ul style="list-style-type: none"> Documentation of their participation in state or federally-registered apprenticeship programs and the payment of prevailing wages as prescribed through sections 26 to 27D of Chapter 149 Documentation of partnerships with high-quality pre-apprenticeship programs Compliance with the state's public bidding laws, including Section 44A of Chapter 149, section 8 of Chapter 149A, and Section 39 of Chapter 30 Compliance with all federal, state, and local laws Compliance with all state and local hiring goals for women, minorities, and veterans Prioritization of hiring residents from environmental justice communities and historically marginalized communities An agreement to become a signatory to a project labor agreement if such an agreement is selected as the project delivery method for the construction project by the contracting authority <p>Bids with incomplete information at the bid deadline shall be disqualified by the Office.</p> <p>In addition, the Office shall ensure that contractors and subcontractors are in and will remain in compliance with Chapters 149, 151, 151A, 151B, and 152 and/or 29 U.S.C. § 201 and federal anti-discrimination laws for the project's duration and have been in compliance with said laws for the prior three calendar years. In the instance of a contractor or subcontractor being unable to demonstrate compliance, the contractor or subcontractor must submit proof of a wage bond or other comparable form of insurance. The amount shall be equal to the aggregate of one year's gross wages for all workers for which certification is unavailable for the life of the project.</p>
Section 22	Adds definition of "Fast DC" to appliance standards.
Section 23	Adds definition of Level 1 and 2 chargers to appliance standards.

Section 24	Adds definition of "flexible demand" to appliance standards.
Section 25	Allows DOER Commissioner to update appliance standards to facilitate the deployment of flexible demand technologies.
Section 26	Existing MA law requires "electric vehicle supply equipment" sold in MA to adhere to ENERGY STAR Program Requirements Product Specification for Electric Vehicle Supply Equipment, Version 1.0 (Rev. Apr-2017) or latest applicable version of ENERGY STAR for Electric Vehicle Supply Equipment. EPA has now replaced this standard with 1.2, which includes additional electricity allowances for circuitry to enable Vehicle to Grid communication, credit card readers, RFID systems and power metering.
Section 27	Update to allow DOER Commissioner to update regulations for additional changes related to appliance standards.
Section 28	<p>The legislation would, as of July 1, 2024, prohibit the use of state or municipal funds for the installation or replacement of any outdoor lighting fixture unless the following conditions are met:</p> <ul style="list-style-type: none"> -Roadway or parking lot lighting fixtures must be fully shielded, unless they are ornamental or light tunnels or roadway underpasses -Ornamental lighting fixtures must emit less than 500 lumens of uplight (direct light emitted above the light fixture) - -Light fixtures must not be used for roadway lighting not associated with the intersection of two or more streets or highways, unless MassDOT determines that reflectors, lines, warning or info signs, or other passive means are insufficient -Building mounted fixtures must be fully shielded unless they are façade lighting fixtures -Façade lighting fixtures, and lighting fixtures used to light historic structures, flags, monuments, and works of art, must direct the light onto the intended targets and be shielded to minimize glare, glow, and light trespass -Athletic field lighting must be installed in a way that minimizes the glare, glow, and light trespass outside of the field -Lighting fixtures must have a correlated color temperature equal to or less than 3000K, unless: <ul style="list-style-type: none"> an exemption for 4000 K is granted for a demonstrated public safety need the fixtures are used for decorative illumination through color the fixtures are used for illumination of athletic fields -Lighting should maintain illuminance levels equal to the minimum values recommended by the Illuminating Engineering Society, and may not exceed those recommendations by more than 50% unless a demonstrated and verified safety need exists -The prohibition shall not apply to certain situations, including but not limited to: emergency situations or road repair, navigational lighting systems for aviation or nautical purposes, athletic fields, overnight construction crews, tunnels and underpasses, special events or situations such as the illumination of historic structures or monuments, situations where a compelling safety or security need exists, and locations preempted by federal law. -The Department of Energy Resources, in consultation with the Department of Transportation, shall promulgate rules and regulations for the administration and enforcement of the provisions. In addition, the DOER shall promulgate guidelines for illumination by new permanent fixtures.

Section 29	Revises definition of "gas company" to include distribution of geothermal energy
Section 30	This proposal adds clarification that expansion of gas system may not increase GHG emissions
Section 31	Establishes eligibility criteria, standards, and rules for how air conditioning and heating costs may be assessed to tenants by landlords in buildings with centralized electric heat pumps.
Section 32	This proposal strikes language from the 2014 gas leaks bill requiring DPU to approve "proposals designed to increase the availability, affordability and feasibility of natural gas service for new customers."
Section 33	Removes Boston's right to charge statute to avoid conflict
Section 34	<p>This legislation amends the 2022 Climate bill by adding a new section to the Grid Modernization/Electric Sector Plans section. In order to accommodate increased transportation and building electrification and other potential future demands, DOER and MassDOT, in consultation with the electric distribution companies and other key stakeholders such as EV Supply Equipment companies, EV Original Equipment Manufacturers, and Fleet Operators, shall forecast electric vehicle charging demand through 2045 and identify sites to create a statewide network of fast charging hubs along Massachusetts highways and major roadways and charging capacity for fleet depots.</p> <p>Within two years of the bill's enactment, the electric distribution companies must submit plans for the buildout of the necessary distribution systems to accommodate the highway charging network and fleet depots.</p> <p>Within six months of the legislation's enactment, DOER and MassDOT, in consultation with the electric distribution companies and other key stakeholders such as EV Supply Equipment companies, EV Original Equipment Manufacturers, and Fleet Operators, shall also forecast 2045 electric demand at service plazas and along Massachusetts highways and major roadways for light-, medium-, and heavy-duty vehicles.</p> <p>Based on the charging demand determined by this forecasting, DOER, MassDOT, the EDCs shall and other key stakeholders such as EV Supply Equipment companies, EV Original Equipment Manufacturers, and Fleet Operators, within an additional six months, identify optimal sites suitable to host fast charging hubs. Upon identification of fast charging hub locations, the distribution companies shall develop plans to proactively buildout the transmission and/or distribution infrastructure to satisfy at a minimum this 2045 projected demand.</p> <p>The distribution companies shall, within six months, submit it plans for additional infrastructure investments needed for sites. DPU shall approve plans and grant full cost recovery if said plans are a reasonable approach to accommodate the increased transportation electrification necessary to achieve statewide GHG emissions limits.</p> <p>Within 18 months following the enactment of this legislation, each electric distribution company, in consultation with other key stakeholders such as EV Supply Equipment companies, EV Original Equipment Manufacturers, Fleet operators and EJ Communities shall identify necessary distribution upgrades to support the electrification of at least five industrial areas with fleet depots. Within six months of the EDC's submission, the DPU shall considers their plans.</p>
Section 35	Adds executive director of MassCEC (or designee) to the membership of the Electric Vehicle Infrastructure Coordinating Council.
Section 36	The Department of Transportation shall review current practices, the impact of roadway lighting on health, safety, and the environment, and explore cost-saving measures through light replacement, and report to the Department of Energy Resources and the legislature not later than January 1, 2024.

Section 37	The Department of Public Utilities shall develop a rate for part-night or midnight service for unmetered roadway or parking lot lighting as well as develop a rate for unmetered roadway or parking-lot lighting using less than 25 watts of electricity.
Section 38	Extends the authorization to use RGGI funds from the MOR-EV program to the end of FY'27
Section 39	Establishes new statewide provisions that restrict homeowner/condo associations, historic district commissions, or neighborhood conservation districts from preventing a homeowner from installing electric vehicle charging stations.
Section 40	12 months following enactment, municipalities/local units of government in MA must adopt land use ordinances or bylaws that: (1) create an expedited and streamlined permitting process for EV charging stations, (2) classify all levels of EV charging stations as permitted accessory and primary use in all zoning districts, (3) address EV charging in parking minimum requirements, and (4) specify review parameters and deadlines for applications to install EV charging stations. DOER and MassDOT are to develop and publish online model land use ordinances within 6 months of enactment.
Section 41	EEAC membership changes would take effect 1/1/28
Section 42	EE plan changes would take effect 12/31/27
Section 43	Effective dates of January 1, 2024 for (H.3164: 1, 2 of 4)
Section 44	Effective dates of January 1, 2026