



## BULLETIN #148/2020 DECEMBER 31, 2020

**GOV. BAKER ISSUES EMISSIONS ROADMAP THAT CALLS FOR 100% OF  
CAR & TRUCK SALES TO BE ZEVS BY 2035**

**REP. MARIANO ELECTED NEW HOUSE SPEAKER**

### **Baker Emissions Roadmap Envisions “Decade for Action”**

[Courtesy of *State House News Service*]

The rest of the 2020s need to be "the decade for action" on climate change and energy policy if Massachusetts is to meet its mid-century greenhouse gas emissions reduction target, and that will require sweeping changes in the ways that people in Massachusetts heat their homes, get to work and around town, and generate electricity, the Baker administration said yesterday.

The Executive Office of Energy and Environmental Affairs released its [2050 Decarbonization Roadmap](#) and draft [2030 Clean Energy and Climate Plan](#) yesterday to put some meat on the bones of the decarbonization framework Gov. Charlie Baker laid out in January when he accelerated the state's efforts and threw his support behind a net-zero target for 2050 emissions.

Between the two reports, the administration laid out possible pathways towards that 2050 target but also set a new goal of reducing greenhouse gas emissions by 45 percent from 1990 levels by 2030. To get there over the next decade, Massachusetts needs to retrofit more than one million homes and more than 350 million square feet of commercial space with better insulation and heat pumps, reduce commuter vehicle miles traveled by 15 percent, begin to phase out gas-powered cars and trucks, and start getting clean power from the hydroelectric and offshore wind projects already in the pipeline.

"After analyzing multiple pathways to net-zero, we're confident that Massachusetts has the ability to achieve our ambitious 2050 climate goals and if we're smart about the approach we take and the strategies that we select, we can do so affordably and equitably while maintaining a thriving economy and ensuring that we bring everyone along, especially our most vulnerable residents," Energy and Environmental Affairs Secretary Kathleen Theoharides said.

While the new plan lays out a path to cut emissions, some of the policies to help get there remained bogged down Wednesday in a House-Senate conference committee. That panel was charged over the summer with coming up with a consensus bill, but has only until Tuesday to wrap up, or else lawmakers will need to start over again.

Theoharides said her office found that the most cost-effective and low-risk paths to net-zero emissions by 2050 include a balanced portfolio of clean energy generation that is



zero emissions by 2050 include a balanced portfolio of clean energy generation that is "anchored by a significant offshore wind resource," greater interstate transmission abilities so clean power produced elsewhere can be delivered to Massachusetts, and widespread electrification of transportation and building heating.

Massachusetts lost ground in its latest report on reducing greenhouse gas emissions, but a Baker administration official said Wednesday that the state remains on track to meet the 2020 requirement of a 25 percent reduction from 1990 emissions levels. The administration in October released an update to the Massachusetts Greenhouse Gas Emissions Inventory which showed emissions in 2018 were 22.2 percent below emissions in 1990, compared to 2017 emissions that were 22.7 percent below 1990 levels.

Peter Rothstein, president of the Northeast Clean Energy Council, welcomed the administration's reports and said his organization looks forward to "helping to translate these plans into policies and programs" in the new year.

"These reports detail considerable analysis and thoughtful planning undertaken by the Baker-Polito Administration, and we applaud Governor Baker and Secretary Theoharides for taking these important steps to lay the foundation for how Massachusetts will achieve net zero emissions by 2050 and interim goals by 2030," he said. "With today's announcement of a new target of 45 percent emission reductions by 2030, the Administration is taking an aggressive leadership position for the Commonwealth and the Northeast."

The Metropolitan Area Planning Council, which has been part of the Global Warming Solutions Act implementation, said it was "pleased to see the Administration making commitments to decarbonize our homes and businesses, connect our communities to renewable and clean sources of energy, and make carbon-free modes of transportation accessible for all. These transitions across all sectors of the Massachusetts economy are fundamental to ensuring an equitable and resilient net zero emissions future for the state."

The New England Power Generators Association said the analysis is "important in laying out a vision for the future, but it does not tell us how to get there." The organization that represents fossil fuel plants as well as solar generators said it stands ready to help the state transition but offered two guiding thoughts.

"First, we must internalize the costs of climate change into the economy to support new investments and guide consumer choices. That should be done through putting a meaningful price on carbon emissions in the electricity, transportation, and heating industries," Dan Dolan, president of NEPGA, said. "Second, the New England electricity markets should be improved to better account for the services that will be needed in this changing economy. That will ensure that power plants needed to maintain reliability while meeting our climate responsibilities are kept around."

The administration's latest plan calls for a requirement that all new cars and passenger trucks sold in Massachusetts be zero-emission vehicles starting in 2035, new long-term declining emissions caps for heating fuels like natural gas and oil, scaling up offshore wind generation by more than 15 times from the 1,600 megawatts already under contract



to 25 gigawatts by 2050, the creation of a new net-zero stretch building energy code, and more.

Passenger cars are currently responsible for about 27 percent of statewide emissions and that number "will need to be reduced to nearly zero" by 2050, the administration said in the 2050 roadmap, but the current pace of electric vehicle adoption lags what is necessary. Meeting the 2030 reduction target "would require that about 1 million of the 5.5 million [passenger vehicles] projected to be registered in the Commonwealth in 2030 be" zero-emission vehicles.

Currently, the administration said, there are about 30,000 zero-emission and hybrid vehicles registered in Massachusetts but officials said their plan is not reliant on a sudden and dramatic breakthrough in electric vehicle technology, but rather the regular technological progress that the automotive industry has already displayed around electric vehicles.

Getting to 1 million electric vehicles by 2030 and then shifting to exclusively electric vehicle sales by 2035 will also require Massachusetts to build out a charging infrastructure that will give people the confidence to use a battery-powered car.

"Helping to ensure that consumers have access to charging, personal charging, is critical and this is particularly challenging for folks in apartment buildings who may not have garage space or designated parking. And so that's a challenge we'll continue to be working on," Theoharides said. "The other piece of this is the public charging and ensuring that there is build-out of fast chargers along highways, of charging stations in rural locations and throughout the state, and that's something we'll also be continuing to work on over the next decade."

Though the administration wants more people driving electric vehicles, simply moving away from internal combustion engines won't be enough to wring the necessary reductions out of the transportation sector, which as a whole accounts for 42 percent of the state's emissions. To get to the 2030 target, Massachusetts needs to reduce the average number of miles a worker commutes by car by 15 percent, which officials said would be roughly equal to reducing statewide vehicle miles traveled by about four percent.

When the COVID-19 pandemic first hit and many workers stopped making daily trips to and from the office, Massachusetts saw a 50 percent drop in statewide vehicle miles traveled and that has since climbed back to about 80 percent of pre-pandemic levels, officials said.

"We really believe that that teleworking is something that is going to stay with us, even after the pandemic," the secretary said, adding that the state was looking into offering tax credits or subsidies to promote teleworking before the pandemic. "I think the question we'll be looking at now is whether that tax subsidy is needed or whether everyone now recognizes how much telework is a viable, often very productive, way to work and so we actually think that teleworking may be here to stay without any additional incentives."

Offshore wind is poised to play a major role in Massachusetts' net-zero efforts. Already,



Massachusetts utilities have contracted for about 1,600 MW through the Vineyard Wind and Mayflower Wind projects and the Legislature has authorized the Baker administration to seek 1,600 MW more -- Theoharides said the administration could issue another request for proposals for more offshore wind power "in the near future."

Those two projects, which remains years away, must be generating electricity for Massachusetts to meet the 2030 target, but the secretary said that the 2050 goal of net-zero emissions will require a lot more wind energy.

"Offshore wind is an absolutely critical part of a low-cost strategy to achieve net-zero emissions. By 2050, we're looking at something on the order of 25 [gigawatts] of offshore permitted and operating off of our coasts," she said. She added, "We look forward to efforts to work with the incoming administration to ensure the two projects -- the Vineyard Wind project and the Mayflower Wind project -- that we have in the pipeline get permitted and built expeditiously, and that we can work with the administration on the siting of new lease areas that balance environmental impacts with this great energy resource we have off our coasts."

Theoharides also pitched the indirect benefits of the state's decarbonization efforts Wednesday and said there is something in the plan for everyone.

"The roadmap finds that achieving net-zero emissions will deliver significant benefits to residents across the commonwealth," the secretary said. "This includes a precipitous drop in air pollution, particularly in environmental justice communities currently overburdened with poor air quality ... We also see savings in health costs of up to \$100 million per year by 2030 and the creation of thousands of high-quality local jobs."

### **Amidst Crisis, Mariano Plunges Into Top House Job - Outlines Priorities Following Election as Speaker**

[Courtesy of *State House News Service*]

The House Speaker Ronald Mariano era is here, and there will be no gently paced transition period.

Mariano, a 74-year-old Quincy Democrat and longtime deputy to now-departed Speaker Robert DeLeo, took the reins of the House yesterday with only six days remaining in the unusual 2020-2021 lawmaking session, against the backdrop of a still-raging pandemic, and with three conference committees still working to find compromise on major bills, one of whom is "very far apart," according to the speaker.

The state's ongoing COVID-19 response is "job number one" for Mariano, he told lawmakers in his inaugural speech after securing the speakership, but it is not the only topic on which he set his sights.

Mariano listed a range of other priorities, including housing production, investing in community colleges, helping community hospitals survive, improving rural internet access, strengthening infrastructure, expanding offshore wind, and lowering pharmaceutical costs.



He also offered a glimpse into how he will approach the job: while he praised the value of vocal advocacy, the new speaker placed emphasis on consensus-building and finding compromise.

"I welcome these new voices, hungry for change, who are not afraid to press for more, and who expect us to be bold," he said. "But it's also my job to know that just agreeing in principle to calls for bold change is not enough. In the reality of governing, we must live in the world of the possible and not make perfection the enemy of progress."

No worker should have to commute more than an hour to get to a job, Mariano said. He called for the Legislature to renew its commitment to more robust K-12 school funding made in the Student Opportunity Act, whose promised first-year increases were trimmed due to the budgetary impacts of the pandemic.

Warning that Massachusetts stands at a "breaking point" for housing infrastructure, Mariano suggested that zoning reform could be a solution, in a possible reference to a long-sought Gov. Charlie Baker proposal to lower the voting threshold for local zoning changes.

"People want to live and work in Massachusetts, but we don't have the housing stock to welcome them," Mariano said. "Meaningful zoning reform can change that."

As part of economic development bills they passed, both branches approved language that would lower the vote needed at the local level for many zoning changes from a two-thirds majority to a simple majority. However, the legislation has been stuck in House-Senate conference committee negotiations for more than five months.

In an interview with the News Service after his election as speaker, Mariano said he hopes all three remaining conference committees - transportation, climate change and economic development - can finish their work by the end of session on Tuesday but conceded the economic development talks are still "very far apart."

Sen. Eric Lesser, who is the Senate's lead negotiator on the economic development bill, said he was "surprised" to see the speaker's characterization of the talks, describing them as "at the two-yard line."

"The Earth was created in six days. We can create an economic development bill in five," he said, referring to the amount of time remaining before the lawmaking session ends.

One other committee is "close," and Mariano has "no feel for" the other's progress, he said.

There's been chatter all week about the climate conference getting close to an accord, and House and Senate leaders this session have had difficulty getting on the same page on transportation issues.

A [30-year veteran](#) of the House who first joined Beacon Hill when William Weld was



governor, Mariano described his election as speaker as the "culmination" of a career in public service and pledged that his "door will continue to be open."

DeLeo in October 2019 said he planned to seek reelection, and reelection as speaker in 2021, and didn't disclose his interest in pursuing a new job until this month, during the ongoing lame duck session and after his election to a new two-year term.

After serving as DeLeo's majority leader for a decade, Mariano appeared to have the votes lined up for speaker just as word spread this month that DeLeo was headed for the exit.

Mariano said in an interview that DeLeo floated the idea of stepping down with him just before COVID hit.

"I thought I might go out the door with him. I was tired," Mariano said. "I never set out to run to be the speaker, and I was quite happy being his majority leader, so he decides to leave and I have to decide, do I want to go through this again with my fourth speaker? Or do I just want to hit the road with the guy who's been good to me?"

"But after talking to a few folks and listening to their urgings to retain some institutional memory during the pandemic, some experienced leadership, they convinced me that the race -- there would be no race, that it would be fairly easy for me to win the speakership rather than an intense personal campaign or battle," Mariano said. "That was sort of the defining issue."

He faced opposition this month from Rep. Russell Holmes, a Mattapan Democrat and former leader of the Black and Latino Legislative Caucus, who [condemned](#) Beacon Hill for a pattern of insular and secretive succession decisions stretching back to the departure of former Speaker Sal DiMasi.

A contested speaker's race, Holmes said, would ensure "we won't just roll over and hand over the speakership in another backroom deal like they did 12 years ago."

Before DiMasi resigned in 2009 to face corruption charges, he helped position DeLeo as his successor-to-be. Holmes said earlier this month that he believes the same dynamic is already underway again between Mariano and House Ways and Means Chairman Aaron Michlewitz.

"It's a pattern. It literally does not matter," Holmes said earlier this month. "Many of us have been elected since DiMasi, and still his corrupt poisonous tree still determines who the speaker is 15 years later. That's unacceptable to me. It's like none of us matter. This is what I call structural racism personified."

But with Mariano allies [claiming](#) that he had enough votes pledged to fend off any challenge, Holmes reversed course this week and took himself out of the race.

Mariano said he "never asked anyone for a vote," and he repeated a common refrain on Beacon Hill that "the next speaker's fight begins when the current speaker is sworn in."



"As of today, the next speaker's fight has begun," he said. "There will be jockeying. You just have to understand that, you've got to live with it. People came to me and extended themselves and said they would support me. By guaranteeing that I would never run against Bob DeLeo, we gave them the best of both worlds. Now they didn't have a fight, didn't have to make a choice where they could lose and feel left out."

During a Democratic caucus Wednesday afternoon, Holmes made the formal motion to nominate his onetime opponent by acclamation as the next speaker, offering a sign of unified Democratic support.

Dozens of representatives patched into the caucus via conference call responded "aye" to Holmes's motion -- prompting one unidentified member to remark, "It's all of us" -- and none expressed any opposition.

There were few defections during the final tally on the House floor. One by one, 123 of the 157 current House members pledged their support for Mariano, including independent Rep. Susannah Whipps of Athol.

Some were more enthusiastic than others: when the House clerk called on Rep. James O'Day, he replied with aplomb that he would vote for "my man, Ronald Mariano!"

All 31 members of the House's Republican caucus cast their votes for Minority Leader Brad Jones, who said in a statement that he looks forward to "continuing and building upon the professional and cordial relationship" he shares with Mariano.

Only three Democrats did not back Mariano: Rep. Jonathan Hecht of Watertown voted present, while Rep. Denise Provost and Rep. Tami Gouveia -- the only one among the three who will still be a member of the House next session -- did not cast votes.

In a statement after the vote, Gouveia said she did not vote for Mariano because she was unable to communicate with the majority leader beforehand and thus did not have "ample evidence that Speaker Mariano would be the bold leader that my constituents expect and our state needs during this perilous time."

"Additionally, I am deeply saddened that none of my colleagues could give me a compelling reason as to why I should vote for Speaker Mariano," Gouveia said. "Instead, they expressed concern that if I didn't vote for Speaker Mariano that I could be punished and lose my seat either through a challenger or redistricting. Others argued that they want to see me advance my career in the state house and be considered for other opportunities. On a personal and friendship level I truly appreciate that colleagues were looking out for me. Nonetheless, it is disturbing and sad that none of the arguments focused on what the voters in my district or in the commonwealth need from us now and in the future."

Several Democrats who declined to support DeLeo [two years ago](#) opted Wednesday to back Mariano. Reps. Maria Robinson, Nika Elugardo and Patrick Kearney all voted for Mariano after voting "present" on the speakership decision in January 2019, as did retiring House Dean Rep. Angelo Scaccia, former DeLeo opponent Rep. John Rogers, and Holmes.



Scaccia, who introduced Mariano to the rostrum for his acceptance speech, prayed for "wisdom and knowledge for you, Mr. Speaker, in these trying, testy, and turbulent times."

"This gift will serve you well as our leader of the greatest institution conceived by man," Scaccia, the only lawmaker other than Mariano who gave remarks Wednesday, said. "Be wise, be just, be sagacious in your new role, and history will record you as one of our finest. This role of dean reminds me of the barracks refrain of long ago, that old soldiers never die, they just fade away. Like that old dean and soldier, I, too, fade away from this chamber. But Mr. Speaker, may God bless you in all your future endeavors."

Mariano in response praised Scaccia, indicating he would "miss those acrimonious debates on the film tax credit every session," and other members of the House who are set to depart at the end of the current session.

Senate President Karen Spilka, alongside whom Mariano will now need to work on the most critical Beacon Hill efforts, offered brief congratulations to the new speaker.

"Enjoy this special day," she said in a statement. "I look forward to working closely together to accomplish great things for the residents of our Commonwealth!"

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