



February 2019

CLIMATE LEADERSHIP NEWSLETTER

NOTES FROM MASSACHUSETTS CITIES AND TOWNS

Dear Supporter,

The Climate Leadership newsletter features stories of environmental and climate action in Massachusetts. It provides a platform to highlight work being done by municipalities, climate leaders, and local groups in communities across the Commonwealth. To share local climate actions in your community, email [Veena Dharmaraj](mailto:Veena.Dharmaraj@sierraclub.org).

Clean Energy and Climate

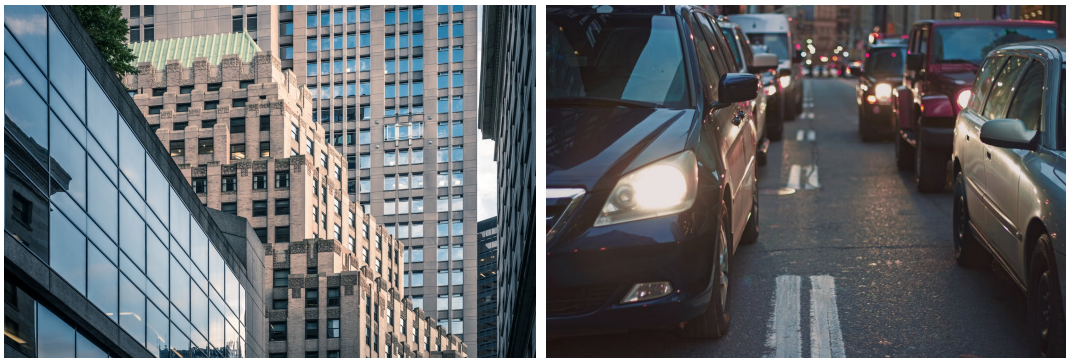
Join us for Sierra Club's Statewide Municipal Climate Summit



The Massachusetts Sierra Club is organizing a Statewide Municipal Climate Summit at [Framingham on March 16, 2019, 12:00 – 3:30 p.m.](https://www.sierraclub.org/massachusetts/statewide-municipal-climate-summit) The culmination of a [series of five regional events](#), this event is **open exclusively to municipal-level officials**.

The summit will empower local elected officials (Mayors, Town/City Councilors, Select Board members, etc.) to engage on climate and energy issues. You can hear more about the Massachusetts renewable energy landscape, local solutions that are already being implemented across the state, network with officials in other communities and discuss how to advocate to the Governor to push for administrative policies that address the climate crisis. To [RSVP, click here](#). For more information [contact Jacob Stern](#), Clean Energy Organizer.

Carbon Free Boston Report Calls for Emission Reduction from Transportation and Buildings



The City of Boston's [Carbon Free Boston](#) report quantifies the most effective combinations of strategies to reduce greenhouse gas emissions across the energy, buildings, transportation, and waste sectors for the city to reach its goal of carbon neutrality by 2050.

The research led by the Green Ribbon Commission and Boston University's Institute for Sustainable Energy reveals that slashing pollution from buildings and electrification of our vehicle fleet are key to meeting the city's climate goals. The city's building stock responsible for two-thirds of the city's emissions will need energy efficiency retrofits like improved insulation and switching to efficient electrical systems. Reducing transportation emissions will involve investments in vehicle electrification, public transit and safer communities for biking and walking. The analysis in this report will inform the City's ongoing update of the [Climate Action Plan](#).

Six Communities Selected for 2019 Round of HeatSmart

Congratulations to Arlington, Winchester, Belmont, Hudson, Stow and Marshfield for being selected to participate in [HeatSmart Mass](#), a community-based education and group purchasing program for clean heating and cooling technologies.

A partnership between Massachusetts Department of Energy Resources and the Massachusetts Clean Energy Center, HeatSmart Mass uses a group purchasing model to help drive down the cost of installation and increase deployment of residential and small-scale commercial installations of clean heating and cooling technologies including air-source heat pumps, ground-source heat pumps, modern wood heating, and solar hot water.

Boxborough Community Solar Goes Online

Boxborough Community Solar, a 5-megawatt project owned and operated by Green Street Solar Partners went online in February.

With over 15,000 solar panels this is one of the last projects constructed in the state under a previous state solar incentive program called Solar Renewable Energy Certificates (SREC). It will help power over 2000 homes in



Boxborough.

Cohasset to Push for Clean Energy Plan



Cohasset's Alternative Energy Committee is sponsoring articles to develop a 'Clean Energy Plan' and energy aggregation program to help reduce the town's dependence on fossil fuels.

If approved, this will allow the town to develop a five-year plan to maximize energy efficiency and clean energy resources including prioritizing funding for clean energy projects like updating the municipal electric vehicle fleet and installing public electric vehicle charging stations.

Clean Transportation

Funding Opportunities for Electric Vehicle Station Equipment



A [study](#) released by the International Council on Clean Transportation (ICCT) estimates that only about one-fourth of the workplace and public chargers needed are in place to [meet the expected growth](#) of three million electric vehicles (EVs) by 2025. Communities across Massachusetts have several funding opportunities to install electric vehicle station equipment (EVSE) for public fleets, workplaces, residents or the general public.

Both [Eversource](#) and [National Grid](#) support the deployment of Level 2 charging stations in their territories by funding infrastructure work necessary to install these stations. Additionally, National Grid provides between 50% to 100% equipment rebates depending on location of the charging station.

Public entities interested in acquiring electric vehicles can receive up to \$7,500 for the purchase and \$5,000 for leasing a battery electric vehicle through [MassDEP's Fleet Program](#).

[MassEVIP Workplace Charging Incentive](#) is open to both public and private entities with at least 15 employees on site and can be applied to pay for up to 60% of charging equipment costs.

MassDEP is also providing funds for Level 2 charging infrastructure accessible to the general public at non-residential areas. Funded through the [Volkswagen Settlement](#) the program will cover 80% of installation and equipment costs with a maximum amount of \$6,250 per port and \$50,000 per address. [Applications for this program](#) must be submitted by **March 18, 2019**.

Take Action

Vote to Boost the Efficiency of New Buildings in Massachusetts



This year we have a huge opportunity. Eligible municipal officials across the U.S. will vote on the 2021 updates to the International Energy Conservation Code (IECC), the base energy code for new buildings in the U.S and beyond. The code can mandate [new buildings be built with significantly higher energy efficiency](#) than those we live and work in today. [Register your municipality](#) to vote on the 2021 IECC updates by **March 29, 2019**.

Few municipalities exercise their vote, so those that do have an outsized influence on future building codes. Who can vote? Members of city councils or boards of selectmen, members of planning and building departments, city and town managers, sustainability directors and energy managers are all eligible to vote. With **YOUR help**, the next code would

maximize building efficiency and safety, ensuring that every new building we build is better for the planet and our wallets.

Read why cities and towns should vote on IECC [here](#). More information on the timeline and process is available [here](#). Contact [Veena Dharmaraj](#) if you have questions.

Several Opportunities to tell MBTA and MassDOT What You Would Like to See in our Transportation System



The Massachusetts Bay Transportation Authority (MBTA) has proposed a 6.3% fare hike starting July 2019. The fare increase could further decrease ridership and add more cars to already congested roadways in Metro Boston. Instead Massachusetts should prioritize investment in public transit including fleet electrification, grow transit ridership, offer low income fare options, and expand the youth pass program. Speak out against the fare increases by attending [a MBTA public hearing](#) or [submit comments online](#)

Tell the MBTA what changes you would like to see to the Commuter Rail system! Attend the [MBTA Rail Vision Meeting](#) on **Tuesday March 5th** to share your vision for improved mobility.

Want to see passenger rail service from Boston to Springfield and Pittsfield? Attend the [MassDOT East-West Rail Study Team Public Hearing](#), **Tuesday March 12th at Springfield** to learn more about the study scope and existing conditions on the corridor.

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