



DOER Leading By Example Council Meeting

November 12, 2024



Meeting Agenda

- Introductions & New Staff
- What's New in Massachusetts?
- What's New with LBE?
- What's New for 2025?
- What's New with Data?
- Closing



What's New in Massachusetts?

- Federal Energy Funding to MA
- Draft 2025-2027 Mass Save 3-Year Plan
- Changes to ACT

Federal Energy Funding to MA (partial list)

Program Name	Description	Funding Awarded
Energy Auditor Training (EAT) Program	Provides money to states for the purpose of training individuals to conduct energy audits or surveys of commercial and residential buildings.	\$2,000,000
Home Efficiency Rebates (HER)	Residential weatherization and electrification incentives in 40 MLPs, and decarbonization for affordable rental housing.	\$73,233,910
Home Electrification & Appliance Rebates (HEAR)	Expand access to heat pumps, electrical upgrades and electric appliances to low- and moderate-income residents.	\$72,809,130
State Energy Program	Funding for state and municipal decarbonization efforts and DOER staff in support of federal funding.	\$7,699,040
Energy Efficiency & Conservation Block Program (EECBP)	Energy and decarbonization grants for communities with populations under 35,000 people.	\$2,494,680
Climate Pollution Reduction Grants (CPRG) – Heat Pump Coalition	Multi-state effort to ramp up heat pump adoption in homes.	\$450,000,000 (multiple states) \$100,000,000 (MA)
Grid Resilience & Innovation Partnership/Program (GRIP + GIP)	Funding to support new and improved interconnection for renewable energy and battery storage and enhanced grid resilience.	\$389,000,000
Solar For All	Funding for solar deployment in low-income, residential populations.	\$156,000,000
Building Energy Code Technical Assistance	Funding for training, education, and workforce development in support of effective implementation and enforcement of building performance standards (BPS) in Boston and Cambridge.	\$19,994,487
Transmission Siting & Economic Development (TSED)	For the Town of Barnstable to install a renewable-powered microgrid. Lowers energy costs and improves air quality for the town.	\$42,328,000

Draft 2025-2027 Mass Save Plan

Final plan expected
to be approved by
the DPU in February

NEW elements of proposed programs include:

Commercial & Industrial

- Starting in 2025, **new buildings must be all-electric to receive any support from Mass Save**
- Incentives for new construction associated with **reducing embodied carbon**
- Technical assistance to support **existing building commissioning** and **decarbonization planning**
- **Phase-out of incentives for uncontrolled lighting** (only controlled lighting will receive incentives)

Residential & Equity

- **Expanded eligibility criteria** for moderate-income customers
- With DOER, significant expansion to drive **low-income electrification** (\$72M from federal IRA)
- Support for **decarbonization of Commonwealth schools** with an emphasis on EJ communities
- New aggressive targets for Environmental Justice incentives and efficiency/heat pump deployment

Update to Advanced Clean Trucks Rule

State law requires the Commonwealth to adopt California vehicle emissions standards if they are more aggressive than the federal standards (see the [MA Low Emission Vehicle Program](#))

Advanced Clean Trucks (ACT) regulations were adopted in 2021 and include manufacturer ZEV sales percentage requirements starting in Model Year 2025 to accelerate the market for medium- and heavy-duty ZEVs

UPDATE

MassDEP is providing **OEM exemptions for state and municipal snow removal vehicles** (e.g., dump trucks, salt and sand spreaders, front end loaders) and street sweepers for MY25 and MY26



Image: [MassDOT](#)



What's New with LBE?

- Grant Opportunities
- Domicile Vehicle Charging Program
- Fleet Electrification Planning



LBE Grant Programs

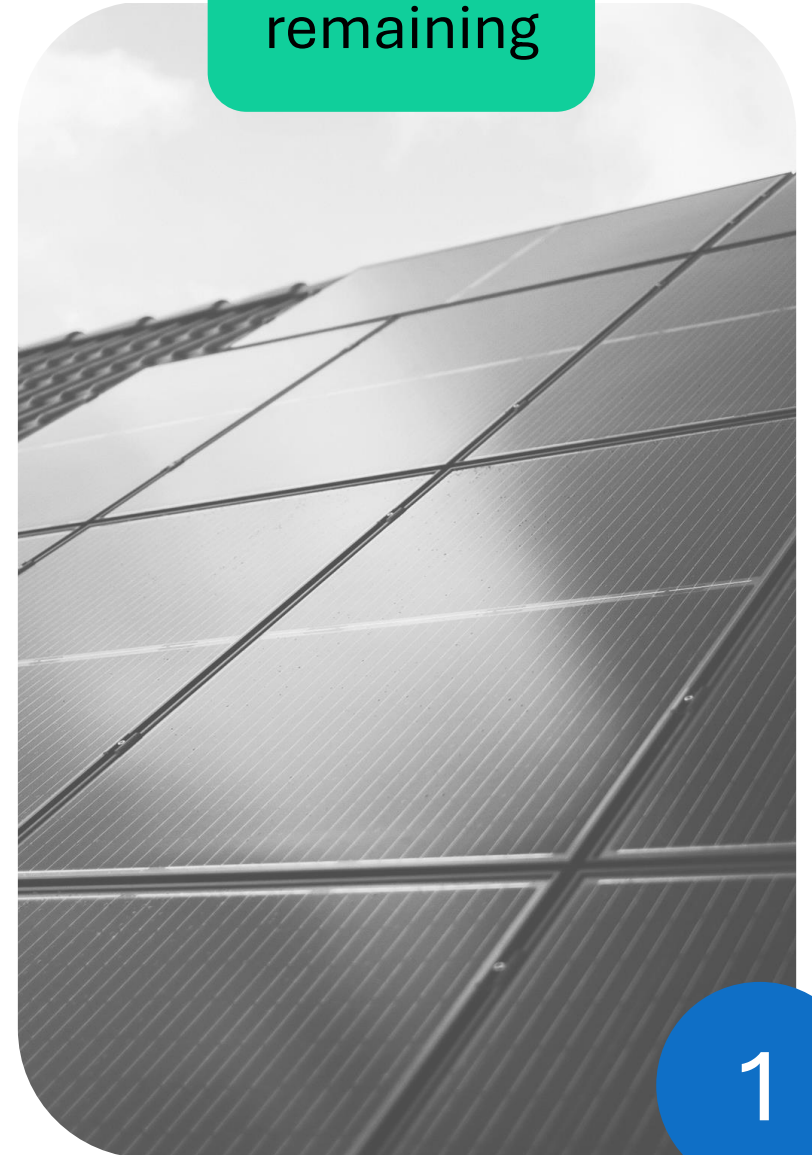
1. Solar + Decarbonization
2. Equipment Decarbonization
3. Fleet EV Charging Equipment
4. Clean Energy Feasibility Studies
5. Restoration Program for Solar & Decarbonized Systems

NEW!

Solar + Decarbonization

- **Description:** New solar PV, battery energy storage, public or workplace EVSE, decarbonization projects. Cost per watt (solar) incentive with optional storage, EVSE, and decarbonization funding.
- **Eligibility:** Executive Branch agencies, public higher education, and authorities.
- **Grant limit:** Up to \$2,500,000 per project.
- **Application deadline:** Applications accepted on a rolling basis.

\$25M
remaining



Equipment Decarbonization

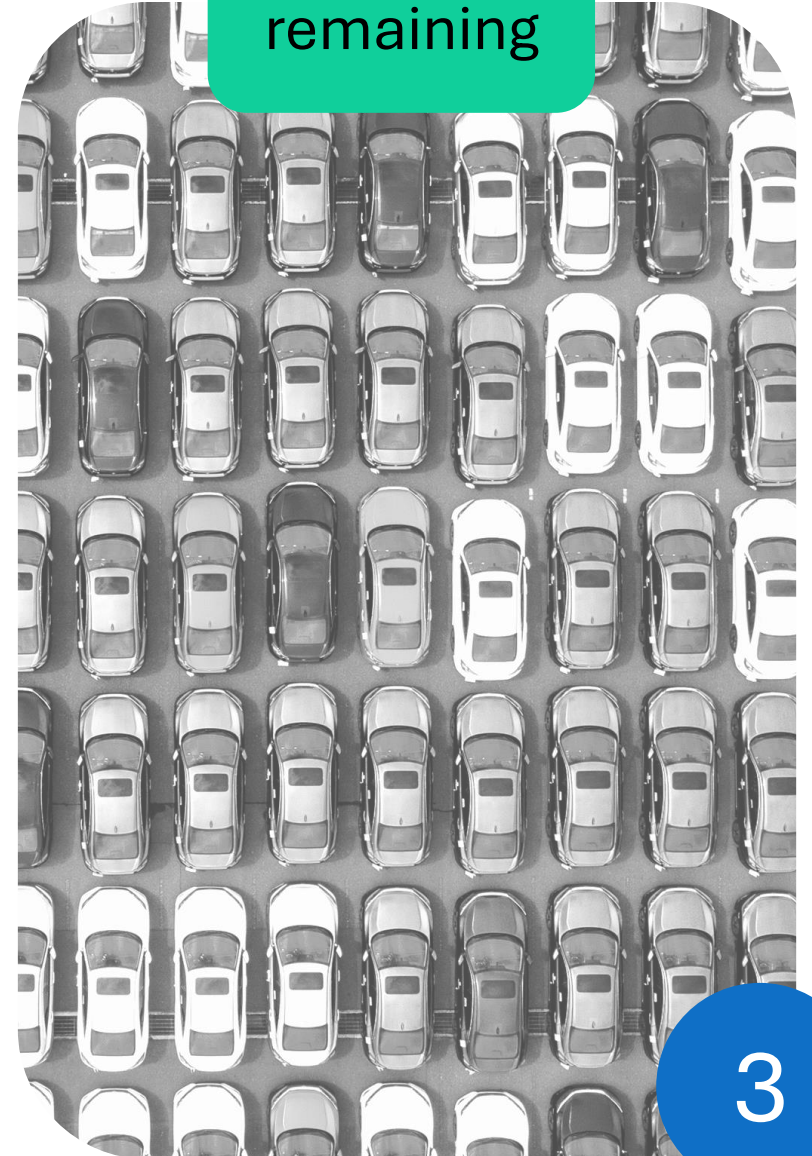
- **Description:** For heat pumps, water heaters, kitchen, landscaping, or operations & maintenance equipment. Cost coverage of 40%–55% of eligible project costs. Buy America rules apply in certain cases.
- **Eligibility:** Executive Branch agencies, public higher education, and authorities.
- **Grant cap:** \$150,000-\$350,000 per project depending on category.
- **Application deadline:** Applications accepted on a rolling basis.



Fleet EV Charging Deployment

- **Description:** For dedicated state fleet EV charging infrastructure. Covers up to 100% of costs, including: equipment, assessment, installation, commissioning, pre-wiring, prepaid maintenance/data packages, extended warranties.
- **Eligibility:** Executive Branch agencies, public higher education, and authorities.
- **Grant limit (per agency):**
 - Fleet < 200 vehicles = \$300,000
 - Fleet ≥ 200 vehicle = \$500,000.
- **Application deadline:** Applications accepted on a rolling basis.

\$1.09M
remaining



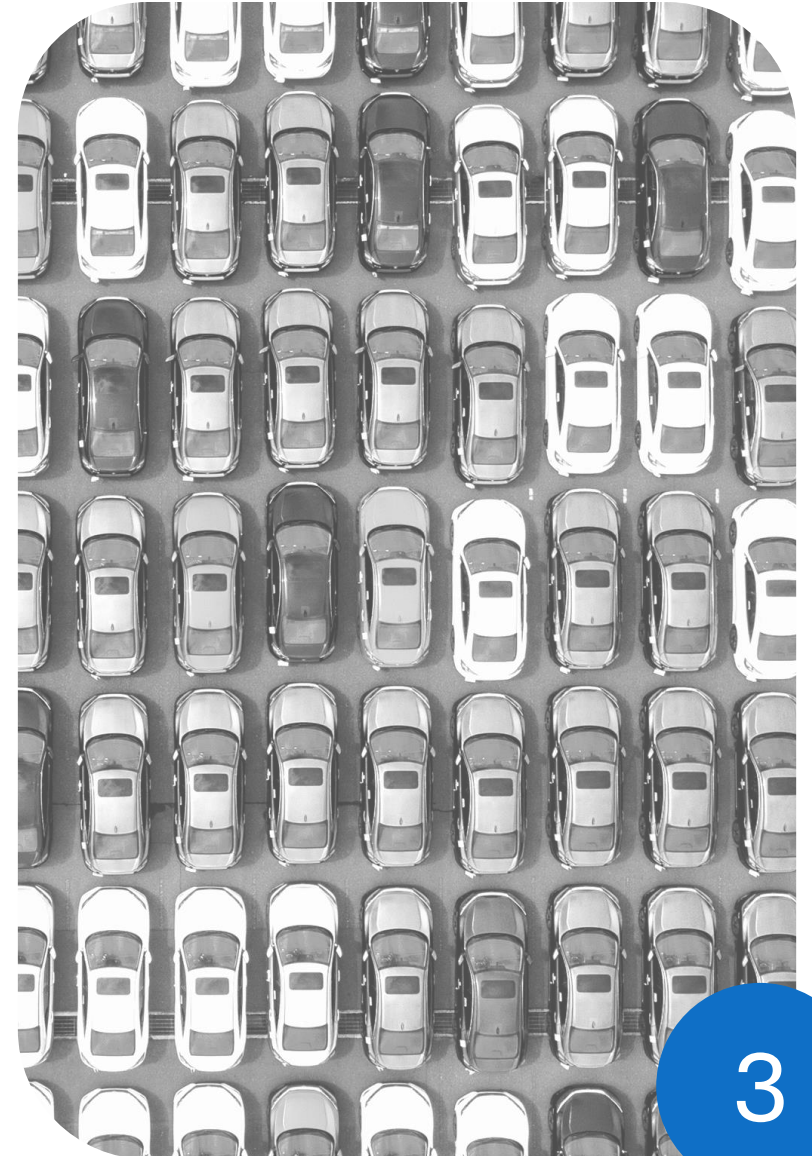
Fleet EV Charging Deployment

PLEASE NOTE

New AGO ruling determined that public entities may only utilize statewide contracts for projects that include construction activities if the total project cost is no more than \$50,000 in total.

This includes VEH102 and TRD01!

DOER is aware of the challenge this may present for EV charging projects and is working to support impacted agencies in identifying alternative strategies.



Clean Energy Feasibility Studies

● **Description:** For clean technologies or strategies that target energy, emissions, and/or fossil fuel reductions (e.g., UMA Pollinator Study).

● **Eligibility:** Executive Branch agencies, public higher education, and authorities.

● **Grant limit:** Up to \$150K per study.

● **Application deadline:** Applications accepted on a rolling basis.

Funding limited

DOER is identifying additional funds

New Grant on the Block: Restoration Program for Solar & Decarbonized Systems



Funds repairs or replacement of **existing, state-owned** solar PV and decarbonized systems (heat pumps and solar thermal) to:

- Ensure systems operate at their maximum capacity
- Avoid use of backup fossil fuel systems
- Reduce energy costs
- Support clean energy targets for state government operations

Grants can cover up to 100% of eligible project costs

\$5M available

\$1.5M per entity

\$500K per project

5

[JUST LAUNCHED! Grant webpage](#)

Restoration Program for Solar & Decarbonized Systems

SOLAR PV ELIGIBLE COSTS

Including but not limited to

PV panels

Production tracking systems or
monitoring equipment

Wiring systems

Mounting systems

Inverters



Restoration Program for Solar & Decarbonized Systems

Air-source heat pumps, ground-source heat pumps, and solar thermal systems



Image: [Mass Save](#)

DECARB. SYSTEM ELIGIBLE COSTS

Including but not limited to

Electrical connections

Controls

Piping and ductwork

Heat exchange systems

Collectors, valves, and dampers

Support structures

Pumps and blowers

Storage systems



Fleet Electrification

- Domicile Vehicle Charging Program
- Fleet Electrification Planning

Domicile Vehicle Charging Policy

DOER's LBE Team, A&F, and EEA are working to finalize a policy that will allow state funding to support the deployment of charging capability at approved state employees' residences with domicile EVs.

Why do we need a domicile EV charging policy?



EO594 requires 20% of the entire state fleet to be electric by 2030



Domicile vehicles are great candidates for electrification



Generally used just to transport 1-2 people with minimal equipment



Consistently parked in same location providing access to charging



Need for charging at the garaging location to maximize vehicle and employee efficiency



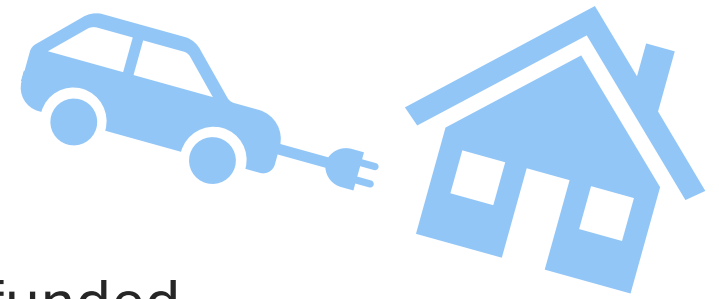
Policy will address procurement, liability, insurance, ownership, reimbursement issues, etc.

MA Domicile EV Charging Policy

This is a ***voluntary pilot*** that would provide state funded equipment to domicile EV users at their private residence.

The policy will include:

- Which domicile EV users are eligible
- How state funded equipment will be procured and funded
- Technical specifications for the state funded installations
- How domicile vehicle users will be reimbursed for the electricity used to charge the domicile vehicle



Fleet Electrification Planning

LBE team is supporting development of plans for each of the 52 non-OVM fleets, including to:

- **Determine the status of fleet planning** for each fleet
- **Compile summary outputs** from completed plans
- **Connect** each fleet to appropriate planning resources
- **Report to Climate Office** on fleet electrification plans and assess whether deployment of plan recommendations will meet FY30 EO594 fleet electrification goal (20% ZEV)



**JAN
31**

*Initiate fleet
planning process*

**APR
30**

*Entities share draft
plan with LBE*

**MAY
30**

*Entities share final
plan with LBE*

**JUN
30**

*LBE develops
summary of plans*



What's New for 2025?

- ◆ Agency Goals & Priorities
- ◆ What's New with You: LBE Partners' Goals & Priorities

But First – We Want to Hear From You!

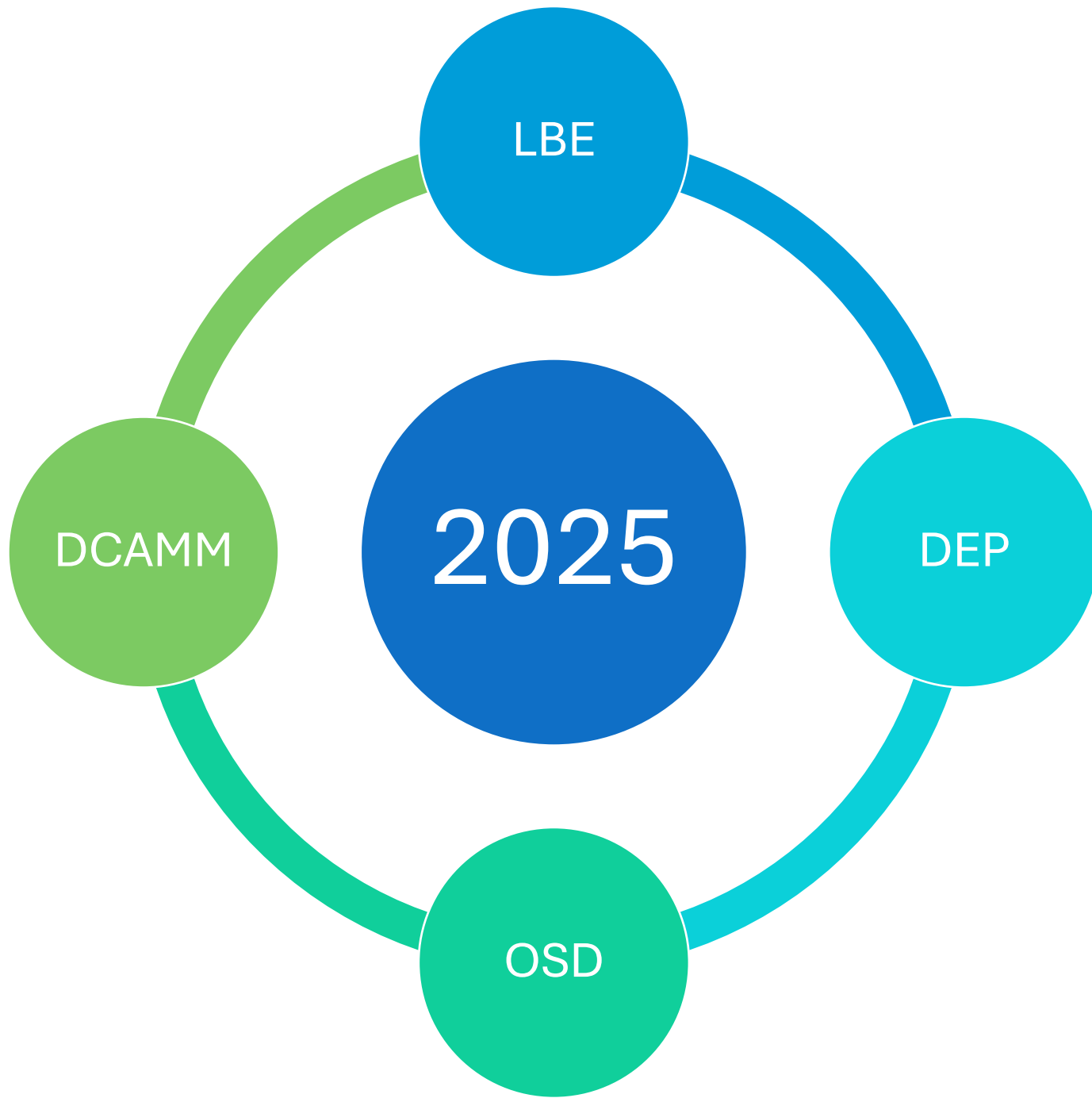
Scan the QR code below:



OR go to the following
webpage to answer a quick
question:

<https://www.slido.com/>

And enter code: 3265872

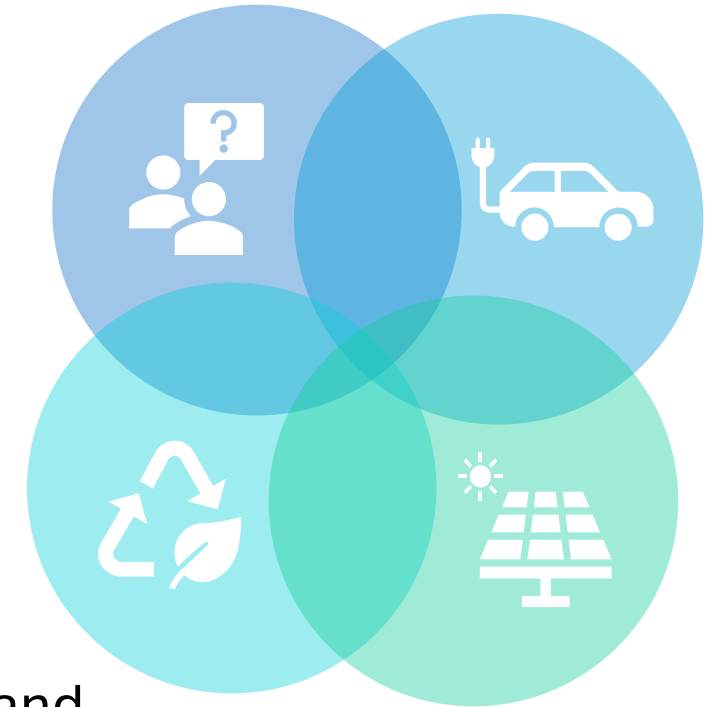


Agency Goals & Priorities

LBE 2025 Goals

FLEETS

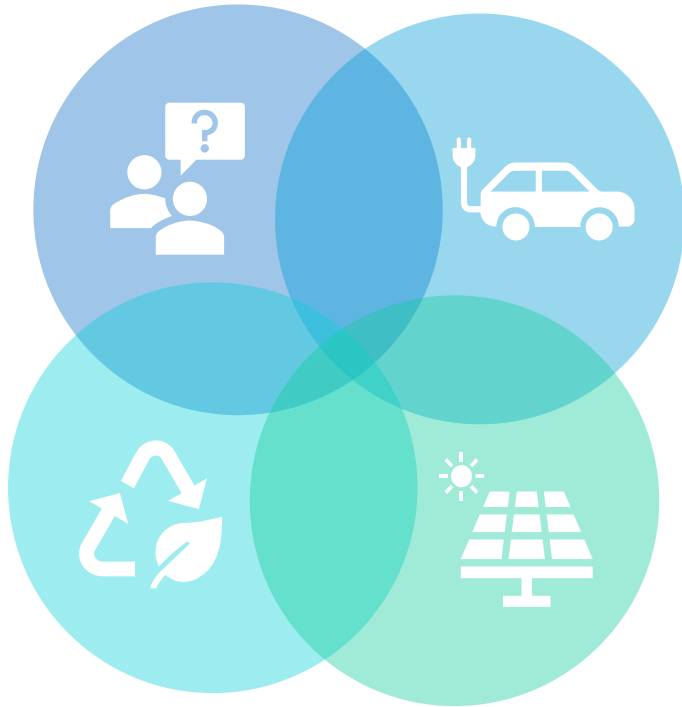
- Help 52 non-OVM entities complete required Fleet Electrification Plans
- Continued funding for deployment of EV charging, including launch of new policy for domicile vehicles
- Develop public EVSE pricing policy with EEA
- Identify opportunities for MHD vehicle electrification
- Research interim alternative fuel options or strategies for MHD vehicles, including renewable diesel



SOLAR

- Expand solar deployment (and possibly battery storage and onsite decarb preparation efforts) through Solar-Decarbonization Grant
- Get existing solar arrays back online through Restoration Grant

LBE 2025 Goals



DECARBONIZATION

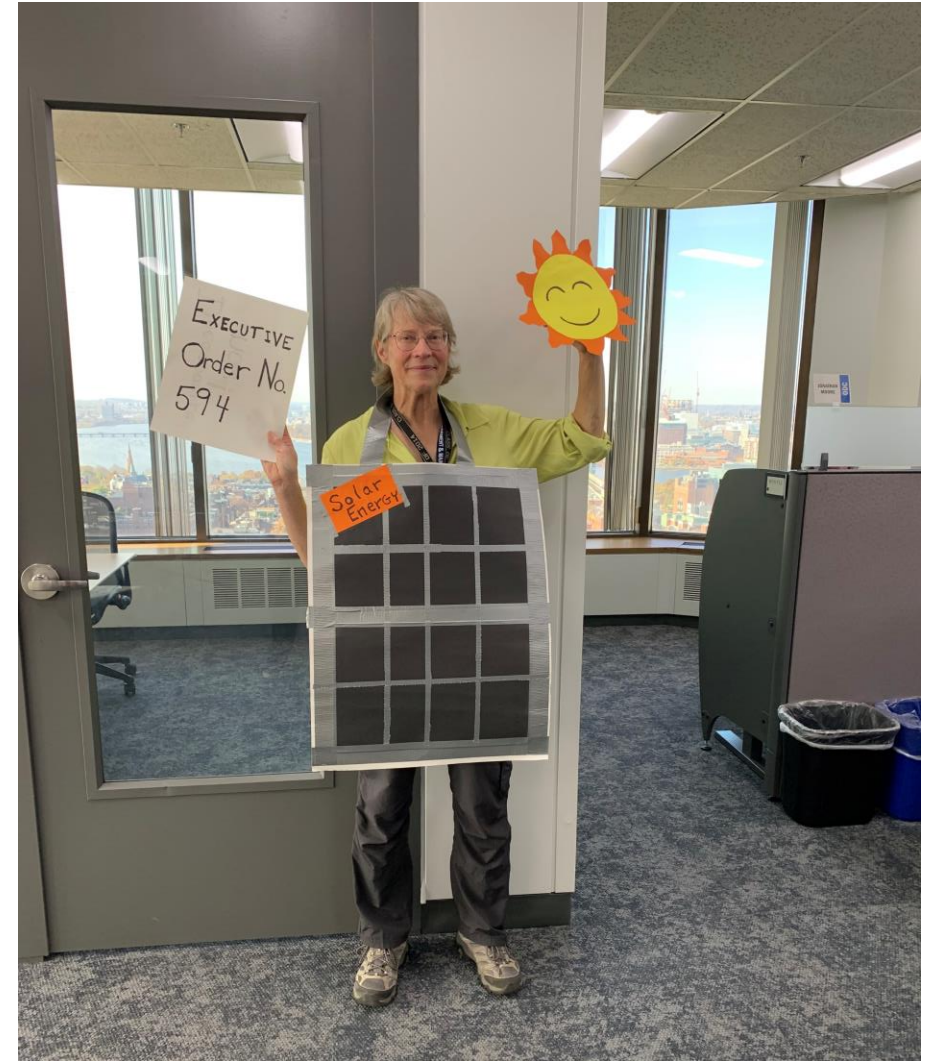
- Launch new large-scale campus and facility Decarbonization Implementation Grant
- Target small building conversions from fossil fuels to heat pumps through Equipment Decarbonization grant
- Ramp up replacement of fossil fuel landscaping equipment

SUPPORT & GUIDANCE

- Work with A&F and OCIR to disseminate federal direct pay process guidance
- Advance the state's equity and EJ priorities
- LBE Awards on January 30
- Align LBE resources and assistance with identified stakeholder needs

DCAMM Decarbonization Goals and Priorities

Every DCAMM
project is a decarb
project!



ZERO CARBON INITIATIVE



DCAMM Decarbonization Goals and Priorities

Continue roadmaps and building specific plans

Develop projects for future capital investment plans from roadmaps

Design and build projects

Integrate into deferred maintenance planning

Consider rightsizing

Advance DCAMM's Buy Clean strategy



ZERO CARBON INITIATIVE



DCAMM Specifics

Complete

2.2 million SF fossil fuel free

In progress

890,000 SF off fossil fuels (and growing)

Renewables

20,000 MWh/yr

Passive House

1 soon to be certified

Commissioning

EUI targets



Bristol Community College: John J. Sprega
Health and Science Building



ZERO CARBON INITIATIVE



MassDEP 2025 Priorities

Solid Waste Reduction



Leading by Example Council Meeting

November 12, 2024

John Fischer

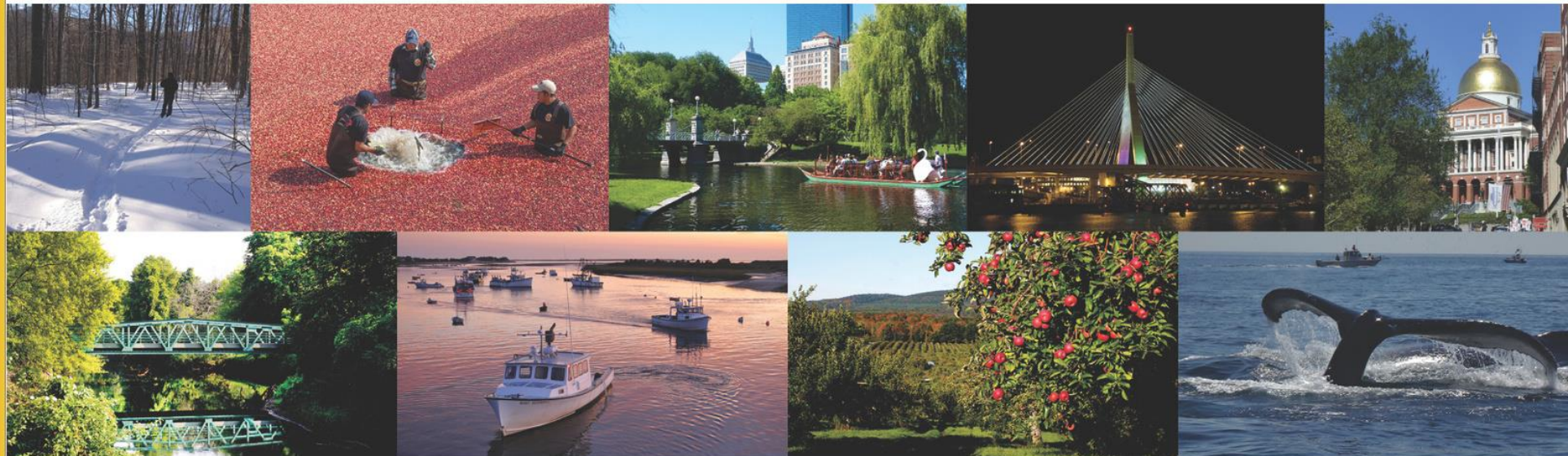
2025 Goals and Priorities

- Overall goal: reduce disposal by 30 percent (1.7 million tons) by 2030
- Commercial/Institutional Waste Reduction Priorities
 - Wasted Food – 21%
 - Cardboard – 8.5%
 - Textiles – 5%
 - Construction materials – wood, wallboard, shingles
 - Single Use Food Service Ware – shift to reusables
- Climate Chief Report Focus
 - State facility waste ban compliance



OSD Climate and Sustainability Priorities 2025

Michelle Broussard, Manager of Strategic Initiatives



Environmentally Preferable Products Procurement Program

Leveraging Public Procurement in Support of our Climate Objectives

PRODUCTS & SERVICES

Greening the market: Expanding eco-friendly choices on our Statewide contracts.

Product Disclosures

- Require EPDs & HPDs for applicable products.
- Mandate disclosures of third-party certifications and environmental standards in product catalogs and price files.
- Improve identification of EPPs in our e-procurement platform (Marketplace Pilot).

Guidance, Training & Awareness

- Update EPP Products & Services Guide.
- Develop EPP training for internal (OSD Sourcing) external (Buyers and Vendors) stakeholders.
- Bring climate & environmental awareness to Vendor Business Reviews.



Environmentally Preferable Products Procurement Program

Leveraging Public Procurement in Support of our Climate Objectives

VENDOR SUSTAINABILITY

Influencing vendor behavior: Integrating vendor sustainability performance into Statewide contracting.



Request for Response

- Expansion of OSD RFR language to emphasize importance of climate.

Vendor Sustainability Assessment

- Revision of Climate and Environmental Practices Form (CEP)
- Guidance & Training: Develop CEP Form Guidance, Training video, FAQs, among other resources to facilitate use of updated form.

Climate Reporting

- Post-award vendor climate reporting.

Fleet Electrification

Electrifying the State Fleet in Support of our Climate Objectives

Agency Planning

- Use 2024 consultant guided glidepaths for appropriate fleet vehicle transformation decisions and planning. Agency plans are expected by end of January 2025.
- Work with Agencies to assess and facilitate required fleet supportive EVSE projects.

Ongoing Support

- Work with identified 'Agency Change Champions' to evaluate resistance or challenges to the proposed changes and develop proactive strategies to address those concerns.
- Continuing collaboration with Agencies to accomplish sustained fleet electrification over time as goals progress.



OSD Resources

- Sign up for Communications: bit.ly/OSDsignup
- OSD: www.mass.gov/osd
- COMMBUYS: www.commbuys.com
- OSD Help Desk: 1-888-627-8283 or OSDHelpDesk@mass.gov
- OSD Blog: www.mass.gov/collections/procurement-insights



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What's New with You?

- What are your top 1-2 clean energy/climate goals in 2025?
- What are the key challenges that may prevent you from accomplishing these goals?
- What specific assistance or resources can LBE or other agencies provide?

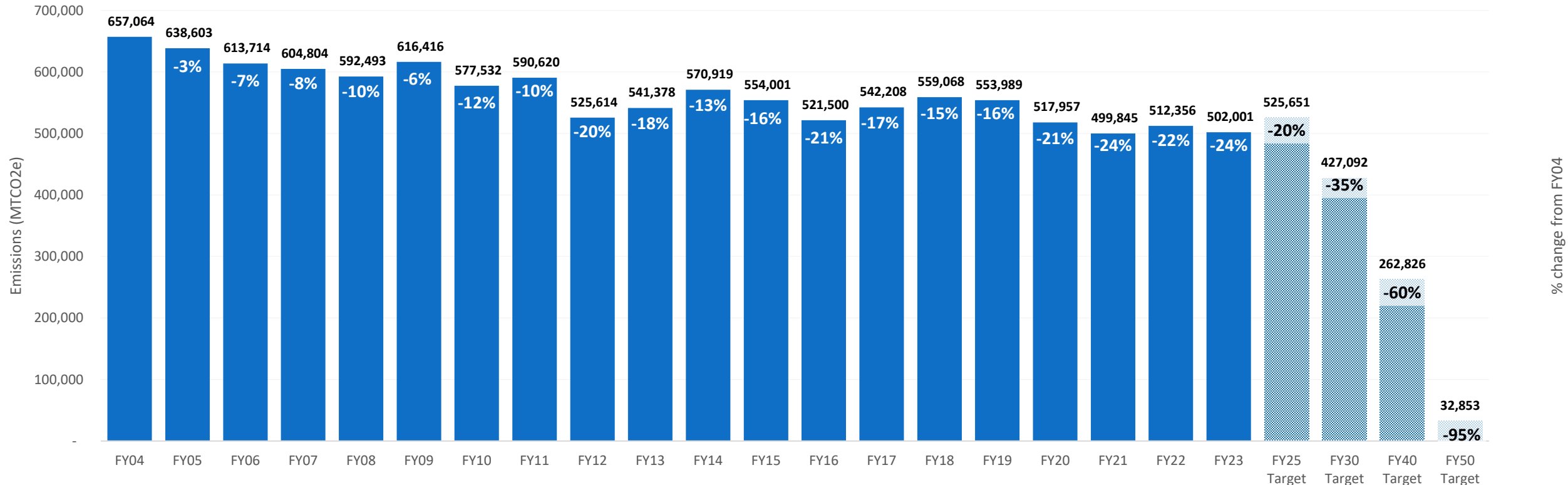


What's New with Data?

- ◆ FY2023 LBE Progress
- ◆ FY2024 Tracking Form Updates
- ◆ Large Building Energy Reporting (LBER) Regulation

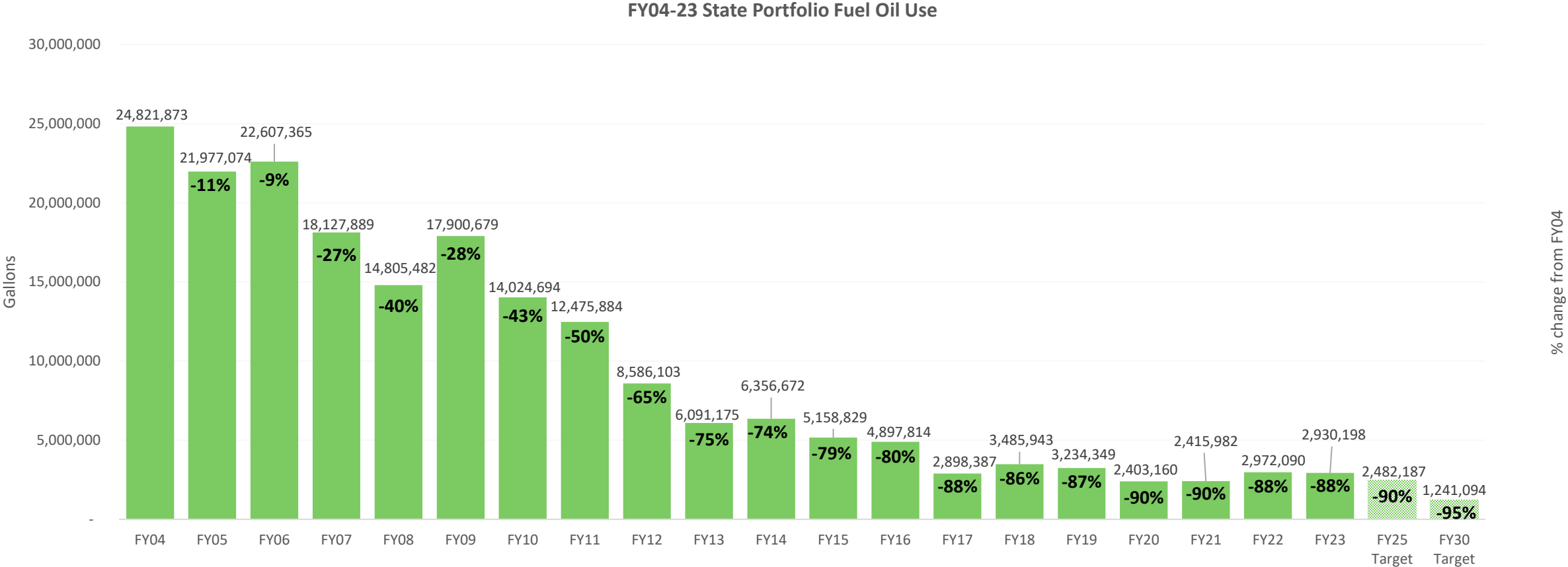
FY23 Onsite Fossil Fuel Emissions

FY04-23 State Portfolio Onsite Fossil Fuel Emissions



- As of FY23, the state portfolio has surpassed the FY25 target by achieving a 24% reduction in onsite fossil fuel emissions
- In the last 19 years, the portfolio has reduced onsite FF emissions by ~155,000 MTCO2e; in the next 6 years, portfolio needs to reduce onsite FF emissions by ~75,000 MTCO2e to meet FY30 target
- Onsite FF emissions have remained lower than pre-COVID levels throughout and after COVID

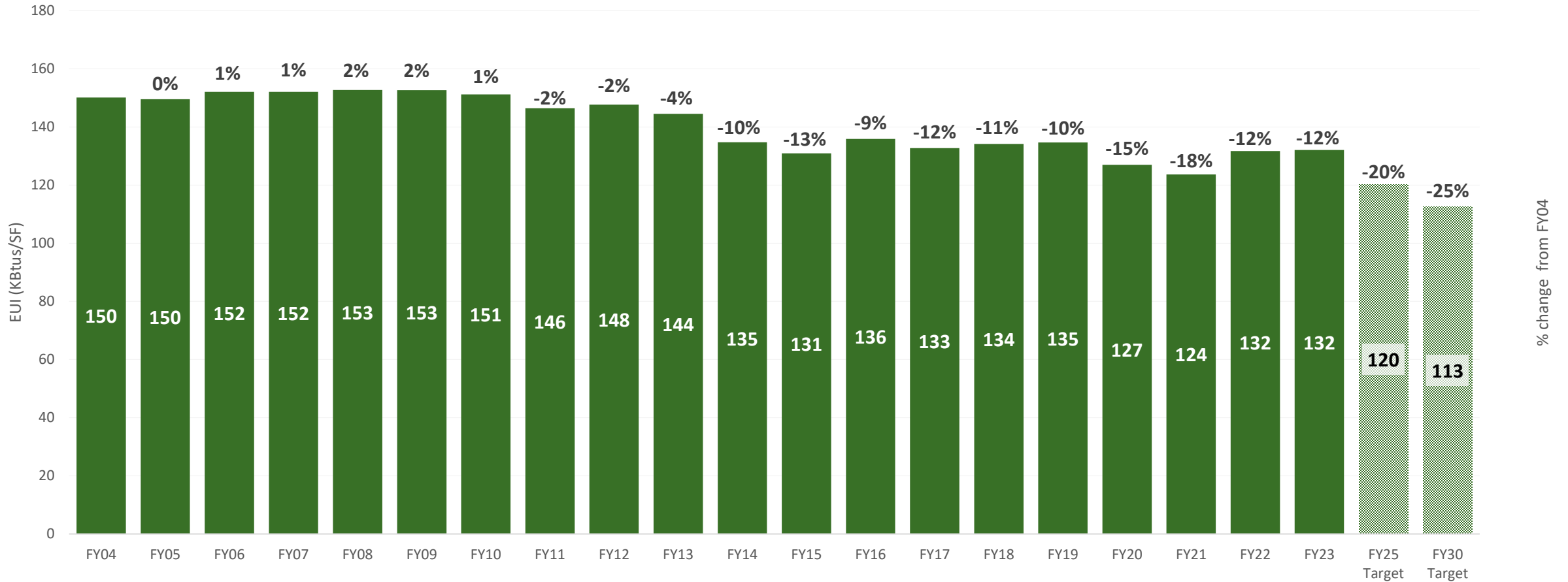
FY23 Fuel Oil Use



- As of FY23, the state portfolio has reduced fuel oil use by 88%, or 21.9 million gallons
- To meet the FY25 target, the portfolio must reduce oil use by ~450,000 gallons (15% of current use)
- To meet the FY30 target, the portfolio must reduce oil use by ~1.7 million gallons (58% of current use)

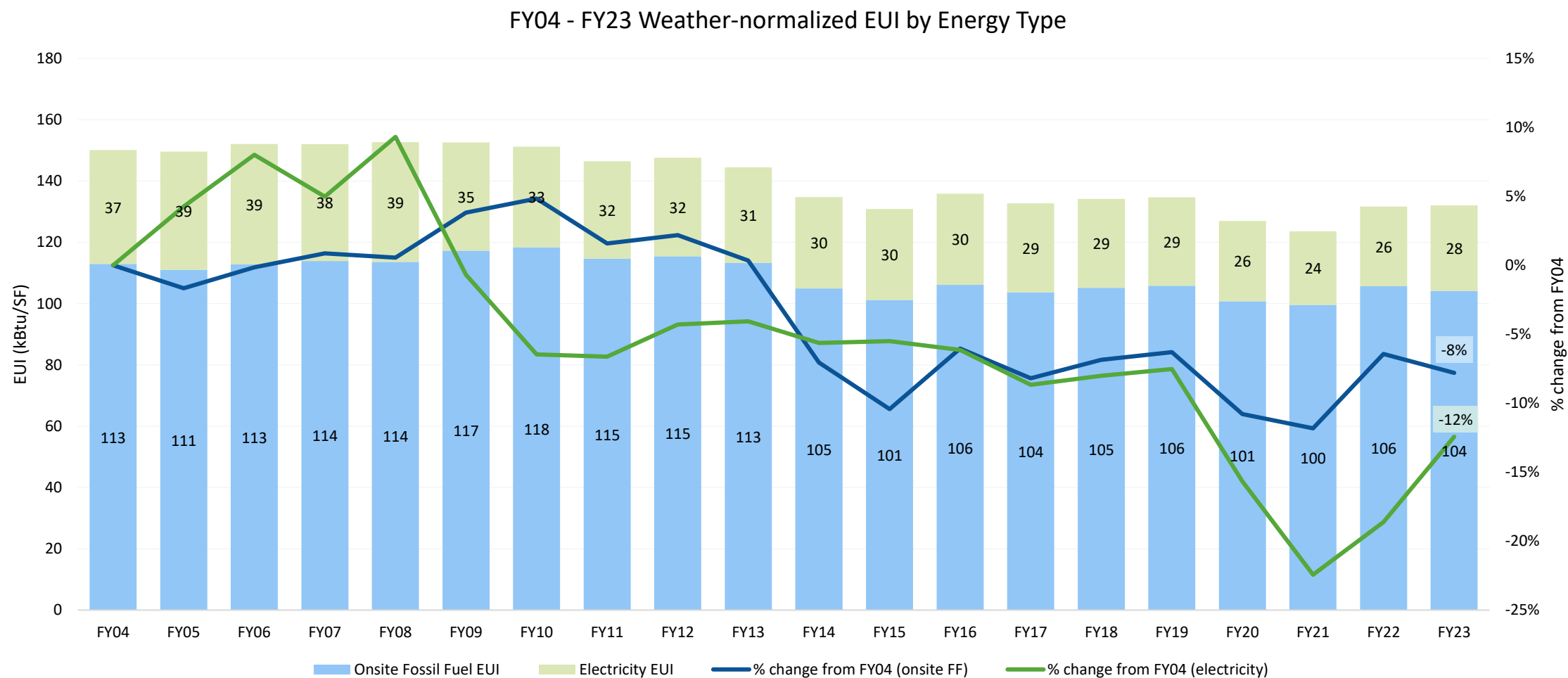
FY23 Energy Use Intensity (EUI)

FY04-23 Weather-normalized EUI



- As of FY23, the state portfolio has reduced EUI by 12%
- To meet the FY25 target, the portfolio must reduce the current EUI by 9%
- To meet the FY30 target, the portfolio must reduce current EUI by 17%

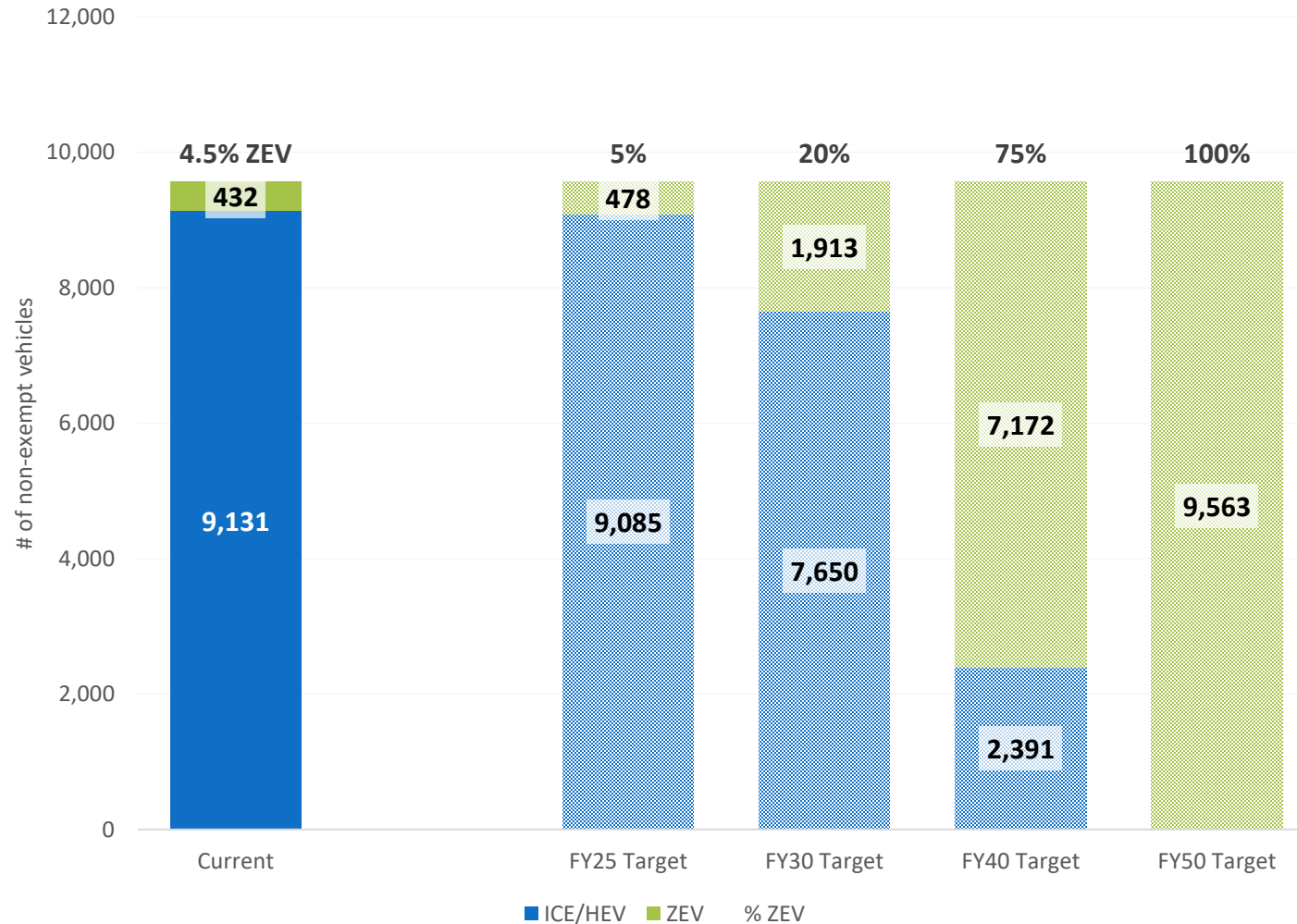
EUI by Energy Type



- Significant drop in electricity EUI during COVID

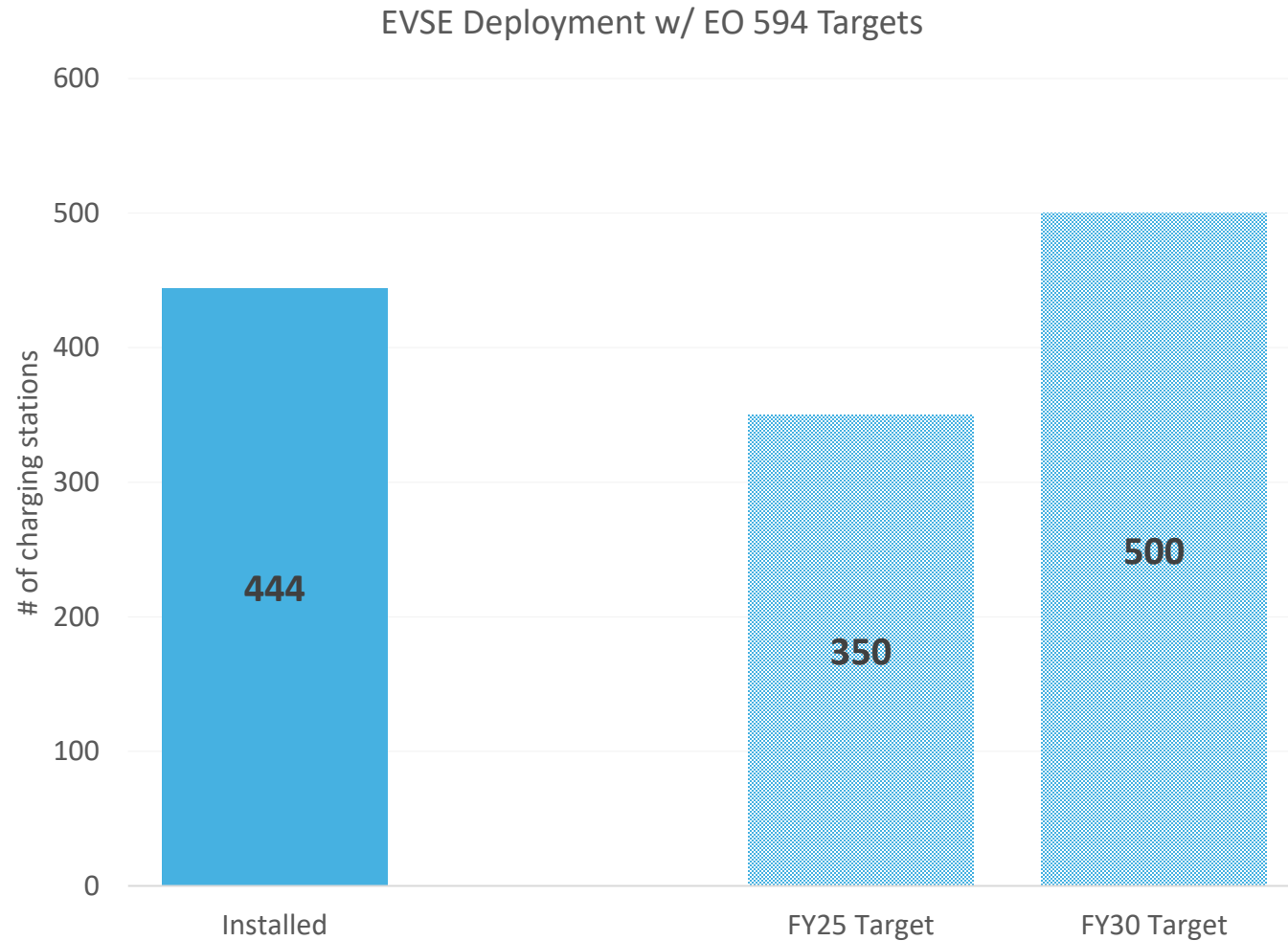
State Fleet Electrification

State Fleet ZEV Deployment



- As of the beginning of November 2024, the share of electric vehicles in the state fleet is **4.5%** (432 total ZEVs)
- To meet the FY25 target, the state fleet must **electrify 46 additional vehicles**
- To meet the FY30 target, the fleet needs to electrify an additional 1,434 vehicles, or **287 additional ZEVs per year**

EV Charging Deployment



- 444 charging stations currently installed at state sites
 - Surpassed FY25 target early
 - Currently 118 fleet stations (198 ports)
- Additional 127 stations planned or in progress which would surpass FY30 goal once installed

FY24 LBE Tracking Form: What's New?



Data Sources Tab

Outlines what data LBE already collects and what data we are still requesting

**DUE: FRIDAY,
DECEMBER 13**



Decarbonization Planning Tab

Requests information on any decarbonization planning efforts for your fleet and/or facilities that have moved forward in FY24

Download form via **LBE Tools & Resources** webpage [here](#)
Questions? Email sophia.vitello@mass.gov

Large Building Energy Reporting (LBER)

Requires reporting of energy use data for all buildings in the Commonwealth **over 20,000 sq. ft.**



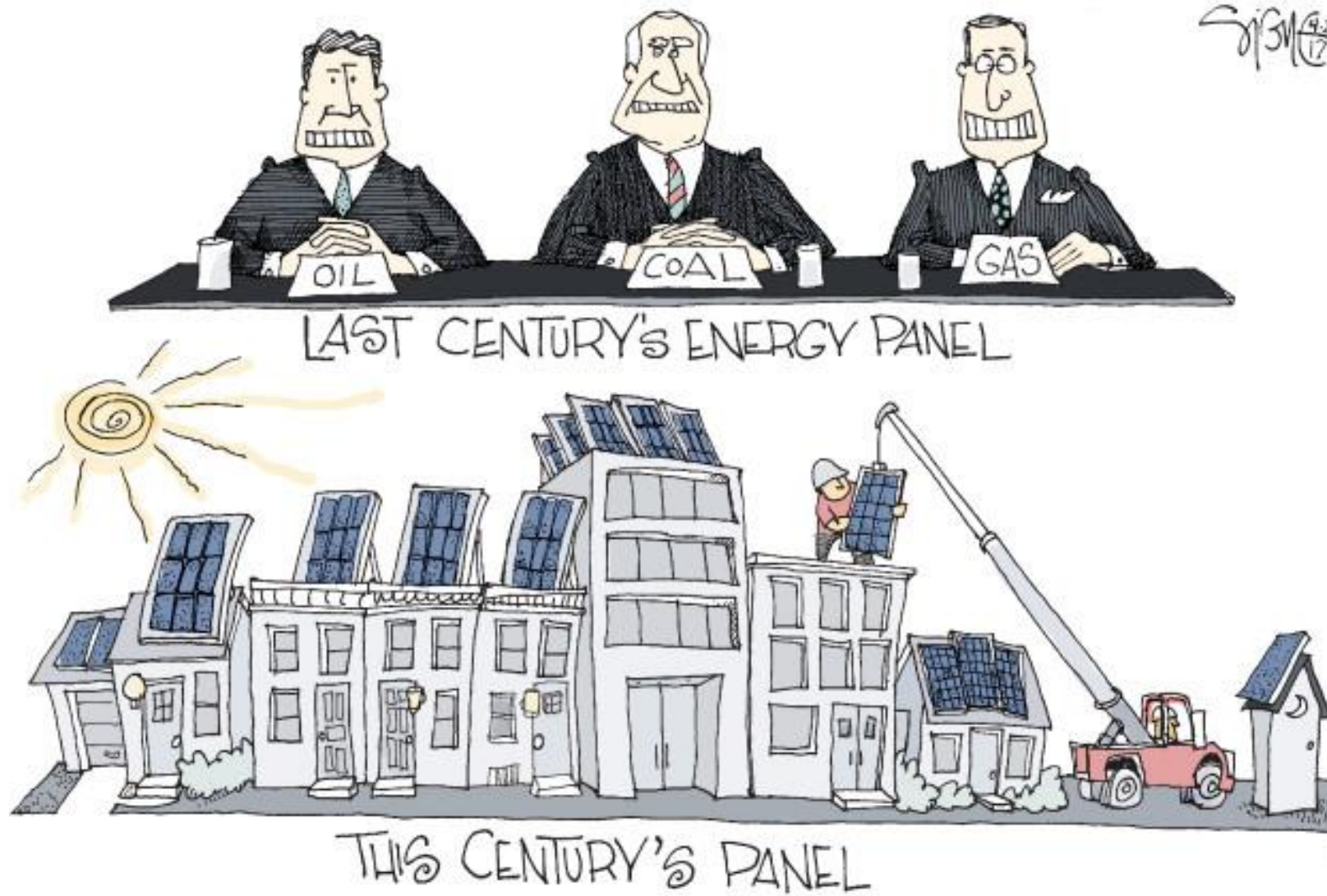
First **usage reports** are required to be made in 2025 (on 2024 data):

- Utilities report electric, gas, and steam use on behalf of covered buildings
- Building owners report delivered fuel use (oil, propane, wood, etc.)



Next steps for state entities:

- LBE is looking into how to best support agencies in this process
- Specific requirements for complex scenarios (e.g., campus settings, on-site renewables) still under development
- Reporting will require agency cooperation



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Closing



LBE Council Meetings: Save the Date



January 14, 2025

March 11, 2025

May 13, 2025

Questions?

Contact Arianna at arianna.zrzavy@mass.gov

Current Grant Opportunities



LBE Grant Program	Scope	Current Funding Available as of Nov. 2024; Grant funding Structure
Solar-Decarbonization Grant	New solar PV, battery energy storage, public or workplace EVSE, decarbonization projects	<u>\$25,000,000</u> Cost per watt (solar) incentive with optional storage, EVSE, and decarbonization funding
Equipment Decarbonization	Heat pumps; water heaters; kitchen, landscaping, operations & maintenance equipment	<u>\$2,420,000</u> Between 40%–55% of project costs
Fleet EV Charging Deployment	Dedicated state fleet EV charging infrastructure	<u>\$1,091,830</u> Up to 100% of project costs
Clean Energy Feasibility Studies	Clean tech or strategies that target energy, emissions, and/or fossil fuel reductions	<u>FUNDING LIMITED</u> DOER identifying additional funds; still apply! Up to \$150K per study
Restoration Grant for Solar + Decarbonized Systems	Existing state-owned solar PV, heat pumps, and solar thermal systems	<u>\$5,000,000</u> Up to 100% of project costs

- Eligibility for all the grants listed above includes Executive Branch agencies, public higher ed, and authorities
- Each program is accepting applications on a rolling basis