Leading by Example Council Agenda
September 12th, 2023

Welcome

News and Updates

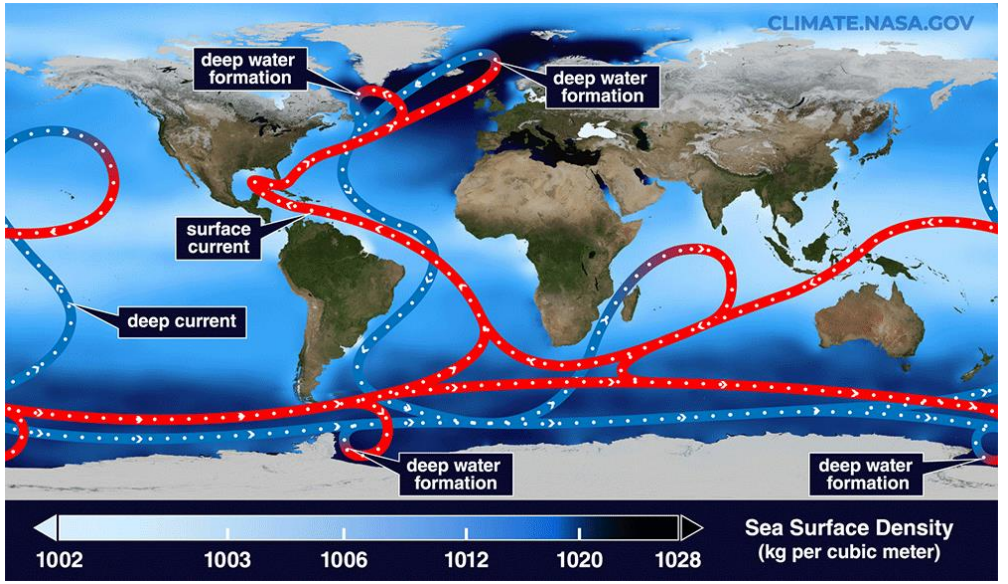
Breakout Discussions: FY24 Goals for State Agencies

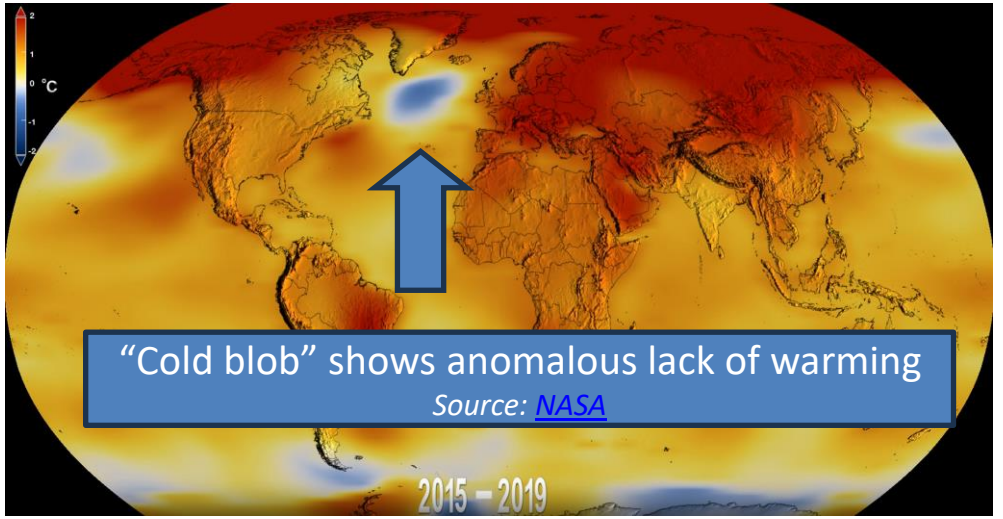
Massachusetts Department of Energy Resources

Climate News and Updates

What is the Atlantic Meridional Overturning Current?

- AMOC is a global heat pump, responsible for keeping Europe temperate, regulating monsoon season in tropics, etc
- Study published in Nature concluded “with high confidence” that AMOC is slowing, could shut down as early as 2025, likely somewhere between 2039-2070





“Cold blob” shows anomalous lack of warming

Source: NASA

What Would a Collapse of the AMOC Entail?

Impacts would span the globe, and could include…

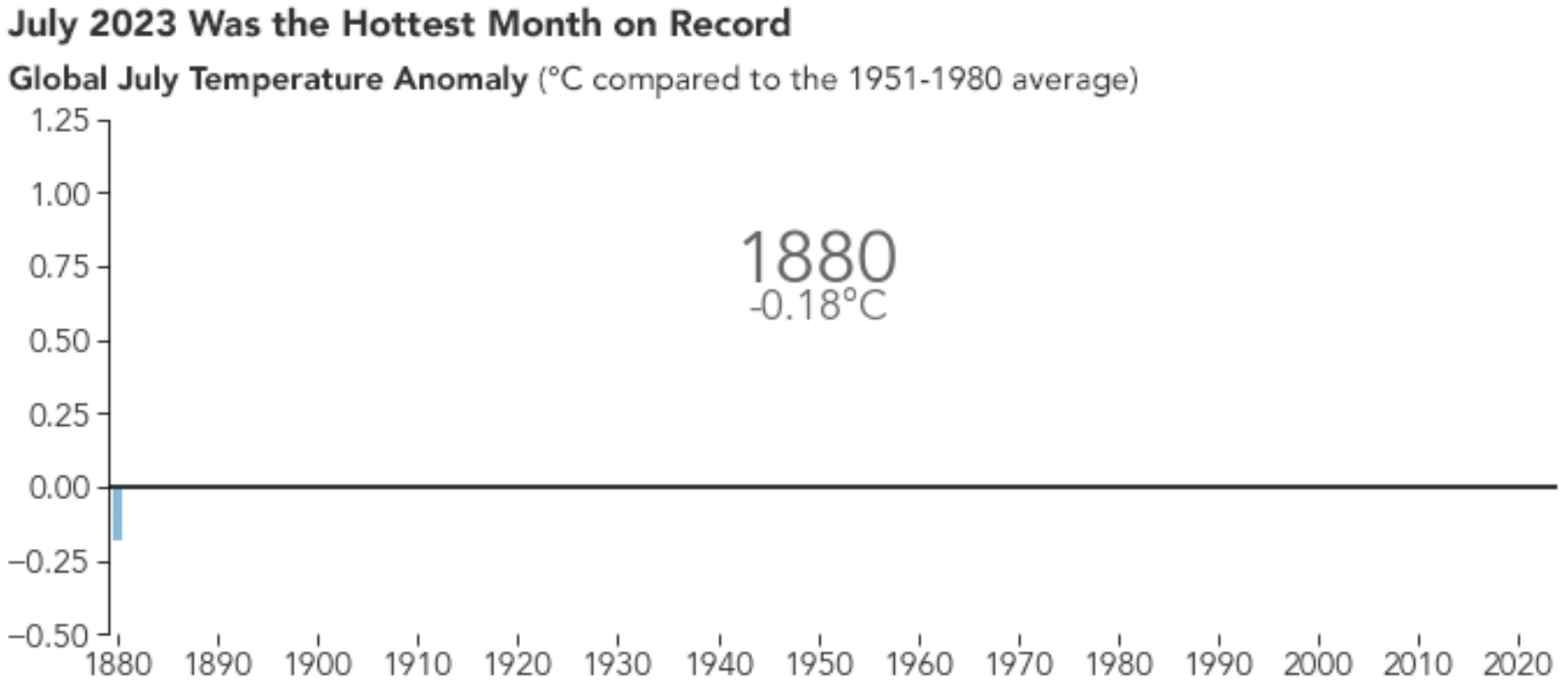
- Colder European winters
- Destabilization of jet stream, causing polar vortexes and heat domes
- Increased rates of ice sheet melt and sea level rise
- Shifting of global rain patterns
- Limiting ocean's ability to absorb atmospheric CO2

Not quite "Day After Tomorrow" bad…

Sources: CNN, Gizmodo, PBS Terra et al

July 2023 Was Hottest Month on Record

- The global average temperature in July 2023 was 2.12F warmer than the average July between 1951-1980
- The top 5 hottest Julys since 1880 have all happened in the past 5 years
- El Niño likely did not contribute to increased temperatures; NASA expects biggest impacts of El Nino to be felt in February, March, and April 2024



Source: NASA

Hydrogen-Powered Flight

Startups ZeroAvia and Universal Hydrogen have each successfully flown aircraft powered by hydrogen fuel-cells, expect to have commercial operations by 2025-2026

Source: Canary Media

Offshore Winds of Change

- MA released 4th solicitation for up to 3,600 MW, ~25% of state's annual electricity demand. OSW would be online by 2032.
- Foundations for NY's 132 MW South Fork, have been installed
- NJ's 1,100 MW Ocean Wind 1 expected to come online in 2025
- U.S. Dept of Interior approved RI's 704 MW Revolution Wind 1
- DOI held first OSW auction in Gulf of Mexico, awarding a lease for a 1,240 MW farm
- BOEM on track to complete reviews of at least 16 OSW projects by 2025, representing more than 27 GW

Vineyard Wind Coming Soon!

- First turbine has departed New Bedford to be installed at lease site…one down, 61 to go!
- Electricity from some turbines will reach the grid as early as October

Source: New Bedford Light

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Draft Grid Modernization Plans Submitted

- 2022 Climate Law directed MA electric utilities to create Electric-Sector Modernization Plans (ESMPs), to be reviewed by Grid Modernization Advisory Council (GMAC)
- ESMPs include summary of distribution system improvements/investments needed to meet future demand associated with electrification of transportation and building sectors while ensuring reliability and resiliency
- DPU will issue final ruling on plans by late summer 2024
- Plans revised every 5 years

Listening sessions open for public comment:
10/30/23, 6-7:30pm
11/1/23, 12-1:30pm
Email MA-GMAC@mass.gov to provide comments.

See ESMPs and additional information on GMAC website.

Fossil Fuel-Free Community Pilot Update

- 2022 Climate Law requires DOER to establish demonstration project in which municipalities may adopt zoning ordinances or by-laws that require new construction and major renovations to be fossil fuel-free
- DOER may select up to 10 communities to participate; DOER received applications from nine Prioritized Communities:

Acton	Brookline	Lexington
Aquinnah	Cambridge	Lincoln
Arlington	Concord	Newton

- One Priority Community is not participating; substitute communities may submit applications through Nov 10
- Selected communities will submit final “fossil fuel-free” by-laws or ordinances to DOER no later than July 1, 2024

Office of Climate Innovation and Resilience Report

Office directed to develop a comprehensive, unified, whole-of-government approach to advancing climate policy and achieving the Commonwealth's climate goals

Report will include several recommendations to better align decision-making and action on climate-related matters and offer more specificity to help agencies electrify fleets and decarbonize operations, while supporting broader climate mitigation and resiliency goals

The Climate Chief may propose legislative changes or changes to existing rules, regulations, executive orders, and other official policy documents

EVICC Initial Assessment

- An interagency EV Infrastructure Coordinating Council (EVICC) was established by the 2022 Climate Law to assess and report on **strategies and plans** necessary to deploy an equitable, interconnected, accessible, and reliable statewide EV charging network
- Initial assessment submitted to the legislature on August 11th
  - EVICC will continue developing plans based on the recommendations offered in the assessment

"The EVICC will collaborate with state fleet operators to collect data to determine the highest priority locations for electric vehicle charging at state facilities and direct resources to facilitate charging installations at those locations."

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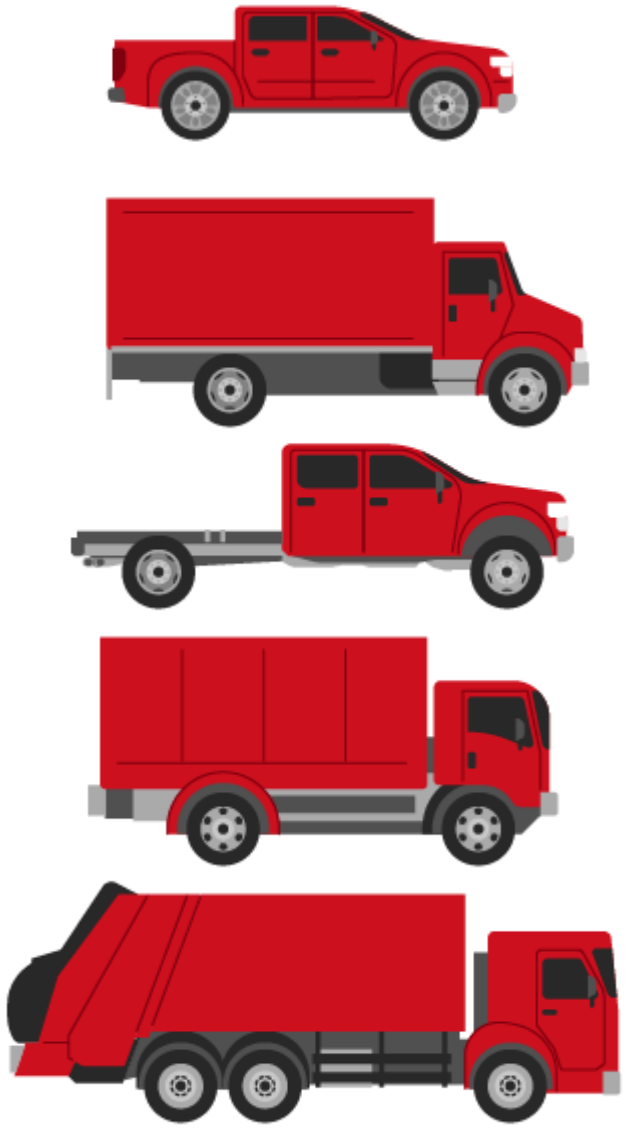
MassDEP VW and Refuse Truck Electric Solicitation Grant

- Grants available to public and private entities to mitigate NO_x and GHG emissions
- Funds can support diesel engine repowering (e.g., upfitting for alternative fuels) or replacement, including transit buses, airport ground service equipment, forklifts, and refuse trucks
- MassDEP will cover up to 60% of project costs, including engine purchase and installation, charging infrastructure, and other project elements depending on the eligible mitigation action

See more information on MassDEP's website, including application guidance and requirements

NEW MassDEP MD/HD Reporting Requirements

- MassDEP adopted regulation 310 CMR7.41, requiring the submission of a one-time report on vehicles greater than 8,500 pounds GVWR
- **Government agencies are required to report if the agency had one or more vehicles over 8,500 lbs. in operation in CY 2022**
- Reporting info includes garage location, vehicle make, model, weight class, and average daily miles driven
- The report will inform EV charging infrastructure development and programs to support and accelerate the adoption of medium- and heavy-duty EVs



Entities must submit the report to MassDEP by **5pm Friday, March 1, 2024**
See MassDEP's website for reporting requirements and instructions:
https://www.mass.gov/how-to/large-entity-reporting-requirement

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MASSACHUSETTS LEADING BY EXAMPLE PROGRAM
PUBLIC LEADERSHIP, STEWARDSHIP, COMMITMENT

News and Updates: LBE

2023 LBE Recognition Awards

Have ***you*** (or ***your entity***) launched, expanded, or completed clean energy or sustainability efforts in one or more of the following categories?

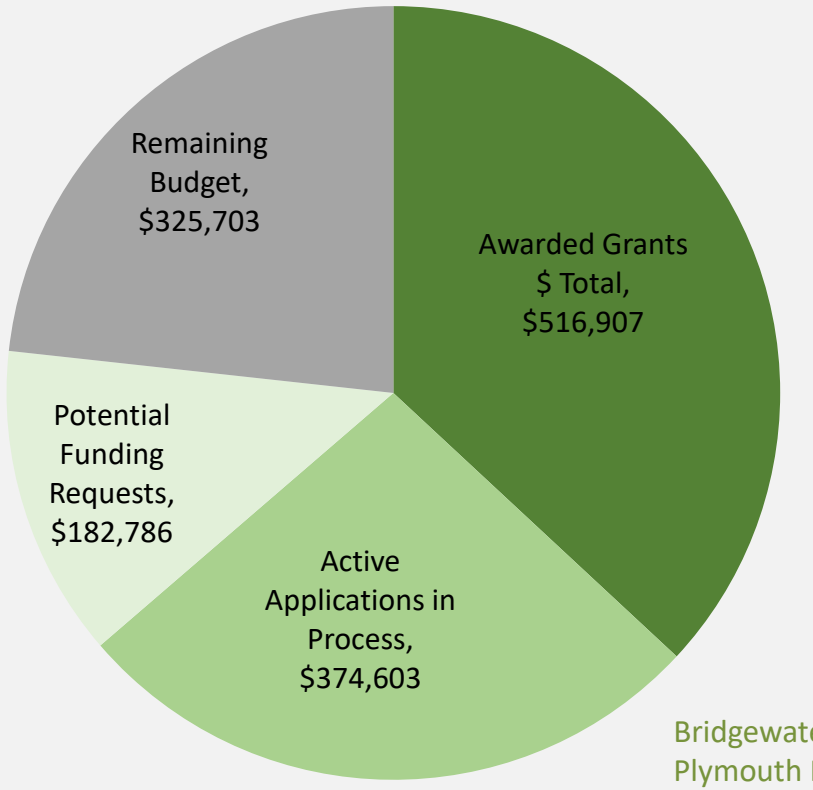
- ❑ New construction
- ❑ Existing buildings
- ❑ Renewable energy
- ❑ Clean vehicles
- ❑ Alternative transportation
- ❑ Sustainable landscaping
- ❑ Stakeholder engagement and education
- ❑ Other sustainability efforts

*Then **YOU** may be eligible for a Leading by Example Award!*

Tells us about it in an Express Interest form!

LBE Awards Ceremony will take place at State House in December
See www.mass.gov/LBEAwards for more details

LBE Fleet EV Charging Grant Program



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Military
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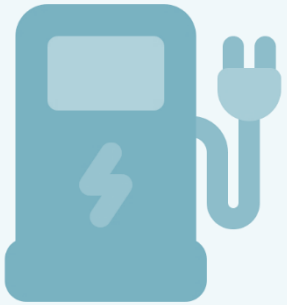
DFW
DOS

Bridgewater State
Plymouth Mosquito Control
Cape Cod Mosquito Control
DCR

- Additional funding recently added to program budget
  - Up to 100% of EV charging equipment (both hard-wired and portable), installation, and ongoing costs covered
    - **Apply now** to help your fleet prepare for future EV assets!



Average cost per charging port, all-in: $11,160

- Equipment costs relatively consistent for Level 2 charging
- Installation costs (e.g., electrical upgrades) vary by site

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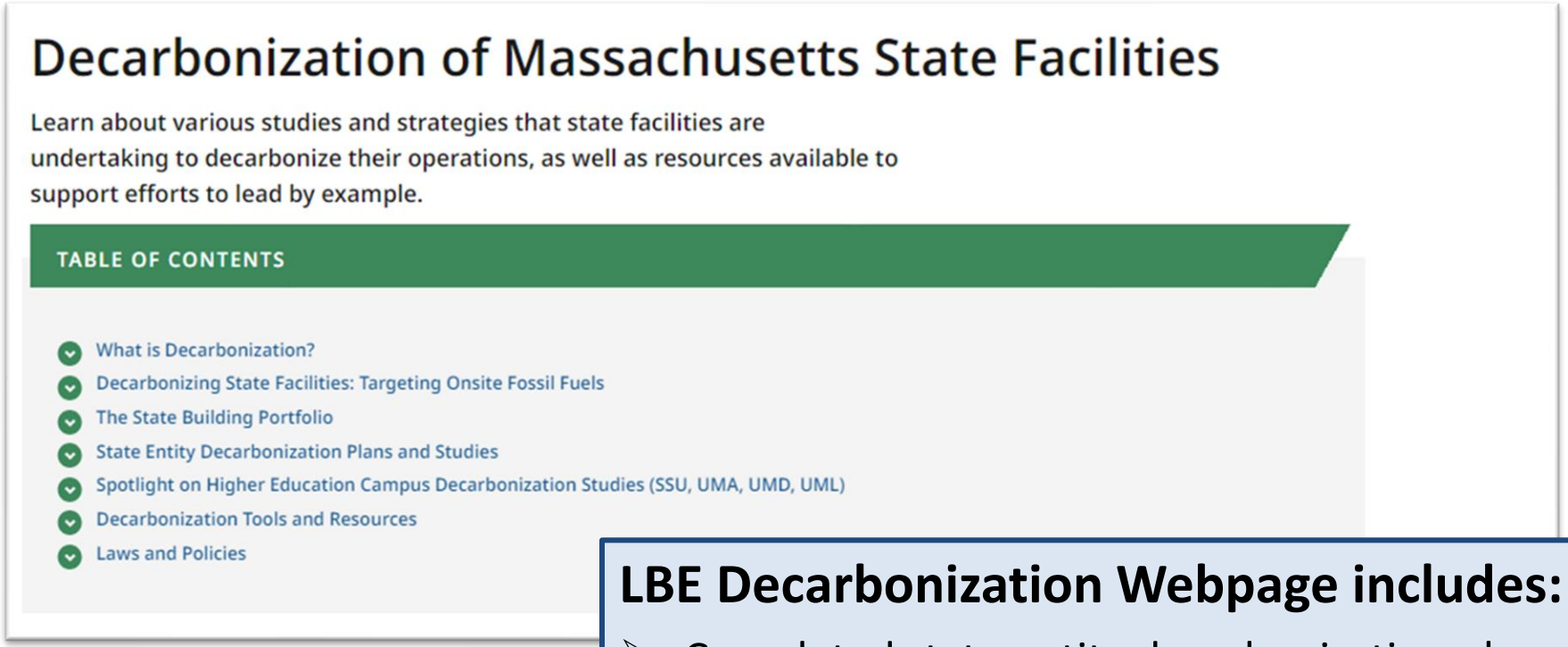
Decarbonization Webpage



LBE Decarbonization Webpage includes:

- Completed state entity decarbonization plans and study RFPs
- Informational resources on completed decarbonization studies
- Links to tools and resources to support decarbonization planning
- Links to laws, policies, and programs related to facility decarbonization

LBE FY23 Tracking Form

What is it?

- Form collects data on energy consumption, vehicle fleet, EV charging, renewable energy, and other sustainability efforts for FY23

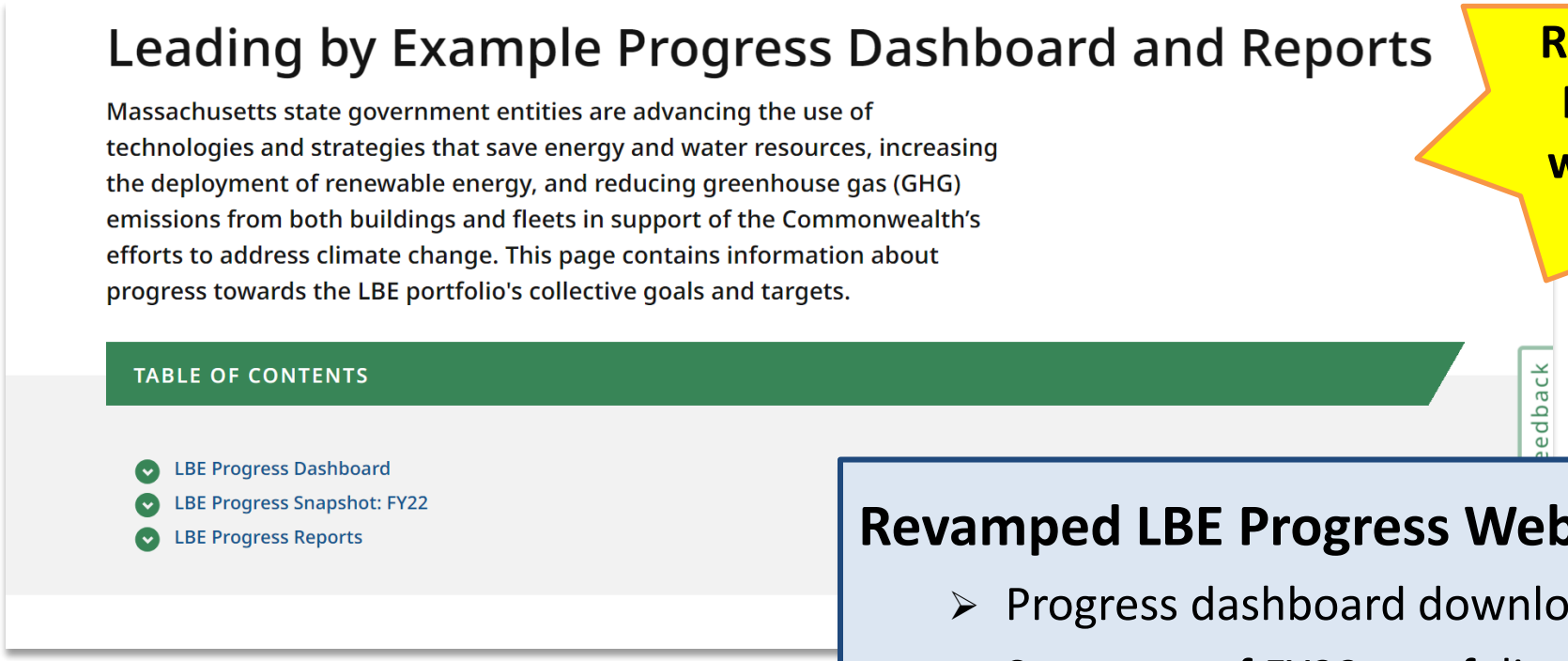
What's new?

- No major changes to FY23 form
- **Vehicle Fleet tab**
  - Updated to better align with EO594 fleet electrification goals & definitions – fleet summary table revised & expanded to capture more detail on MD & HD fleets
- **Sustainability tab**
  - Types of waste diversion programs your entity participates in (e.g., food donation, cardboard, landscaping waste, furniture reuse)
  - Irrigation at facilities & interest in participating in water-use assessment
  - Resilience efforts & planning

When is it due?

- Form is due **December 8, 2023**

LBE Progress Webpage



Revamped Progress webpage!

Revamped LBE Progress Webpage now includes:

- Progress dashboard download
- Summary of FY22 portfolio progress
- Annual portfolio progress reports (FY15-22)
- FY12 & FY20 comprehensive progress reports (*coming soon*)

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Intent of LBE Progress Dashboard

- **Goal:** Be as transparent as possible with the significant amount of existing data for the state portfolio
- **Transparent data enables:**
  - ✓ Insight on energy usage & emissions across state portfolio and at agency/campus level
  - ✓ Peer-to-peer comparison
  - ✓ Performance tracking over time
  - ✓ Tracking progress toward EO594 targets & directives

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LBE Progress Dashboard

Previous public reporting/data

- Some static graphs on website but lacking details on progress toward EO594 goals & objectives

Progress Dashboard

- Expands the granularity of LBE state portfolio data available on the LBE website
- Adds data for a wide range of topics (emissions, renewables, EVSE, etc.)
- Provides data at **portfolio-level, secretariat-level, and agency/campus-level**
- Shows movement towards all EO594 targets and other metrics

Dashboard Updates

- Dashboard will live on the new LBE Progress webpage and enable users to download
- Dashboard is current through FY22 and will be updated every fiscal year
- Launching new quarterly survey soon to enable more frequent tracking of certain data (e.g., EVs, EVSE, LEED buildings, etc.)

LBE Progress Dashboard

Section 1: Overall Onsite Fossil Fuel Emissions

NEXT SECTION

	FY04	FY05	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20*	FY21*	FY22	FY25	FY30	FY40	FY50
Total Annual Emissions (MTCO2e)	######	653,162	615,221	######	######	617,496	######	591,354	526,471	542,741	######	555,093	522,825	543,033	561,013	554,867	512,505	513,058	524,069	526,615	427,875	263,307	32,913
Reduction from FY04 (% change)	0%	-1%	-7%	-8%	-10%	-6%	-12%	-10%	-20%	-18%	-13%	-16%	-21%	-18%	-15%	-16%	-22%	-22%	-20%	-20%	-35%	-60%	-95%
Reduction from FY04 (MTCO2e)	0	5,106	43,048	52,400	64,471	40,772	79,876	66,915	131,797	115,528	86,236	103,175	135,444	115,236	97,256	103,401	145,763	145,210	134,199	131,654	230,394	394,961	625,355

EO 594 Onsite Fossil Fuel Reduction Targets

* FY20 & FY21 onsite fossil fuel emissions progress includes impacts derived, in part, from COVID-19 related closures.

Chart 1: Annual Onsite Fossil Fuel Emissions Progress & Near-term Targets

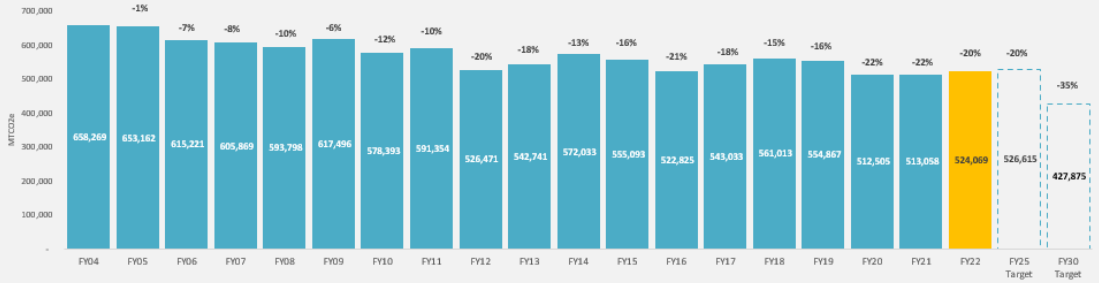
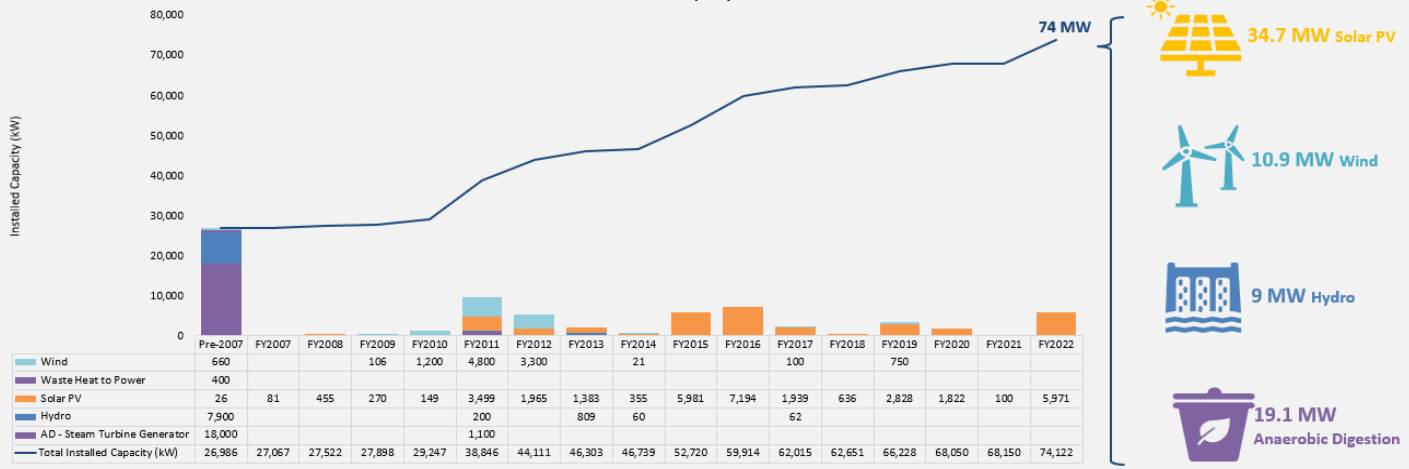


Chart 1: Since the FY04 LBE baseline, state government has reduced onsite fossil fuel emissions by 20%, avoiding more than 134,000 MTCO2e in FY22. Reductions have resulted from a variety of partner efforts including large scale energy projects, elimination of emission-intense fuels (such as coal and heavy fuel oil), and transition to cleaner fuel sources. FY20 & FY21 progress reflect impacts from partner efforts as well as reduced operations related to COVID-19 closures.

Section 1: Overall Installed Renewables

Chart 1: Annual & Cumulative Installed Renewable Capacity



	Pre-2007	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
Wind	660			106	1,200	4,800	3,300		21			100		750			
Waste Heat to Power	400																
Solar PV	26	81	455	270	149	3,499	1,965	1,383	355	5,981	7,194	1,939	636	2,828	1,822	100	5,971
Hydro	7,900					200		809	60			62					
AD - Steam Turbine Generator	18,000					1,100											
Total Installed Capacity (kW)	26,986	27,067	27,522	27,898	29,247	38,846	44,111	46,303	46,739	52,720	59,914	62,015	62,651	66,228	68,050	68,150	74,122

Chart 1: As of FY2022, 74 megawatts of renewable capacity have been installed at state facilities. Solar PV comprises 47% of installed capacity, followed by anaerobic digestion at 26%, and wind and hydro, comprising 15% and 12%, respectively.

Includes data at portfolio-level, secretariat-level, & agency/campus-level for:

- ↑ Progress Toward EO594 Targets
- Onsite Fossil Fuel Emissions
- Fuel Consumption
- Energy Use Intensity
- State Fleet Composition & Electrification
- EV Charging Stations
- LEED Certified Buildings
- Installed Renewables
- Sustainable Landscaping
- $ LBE Grants
- Equity

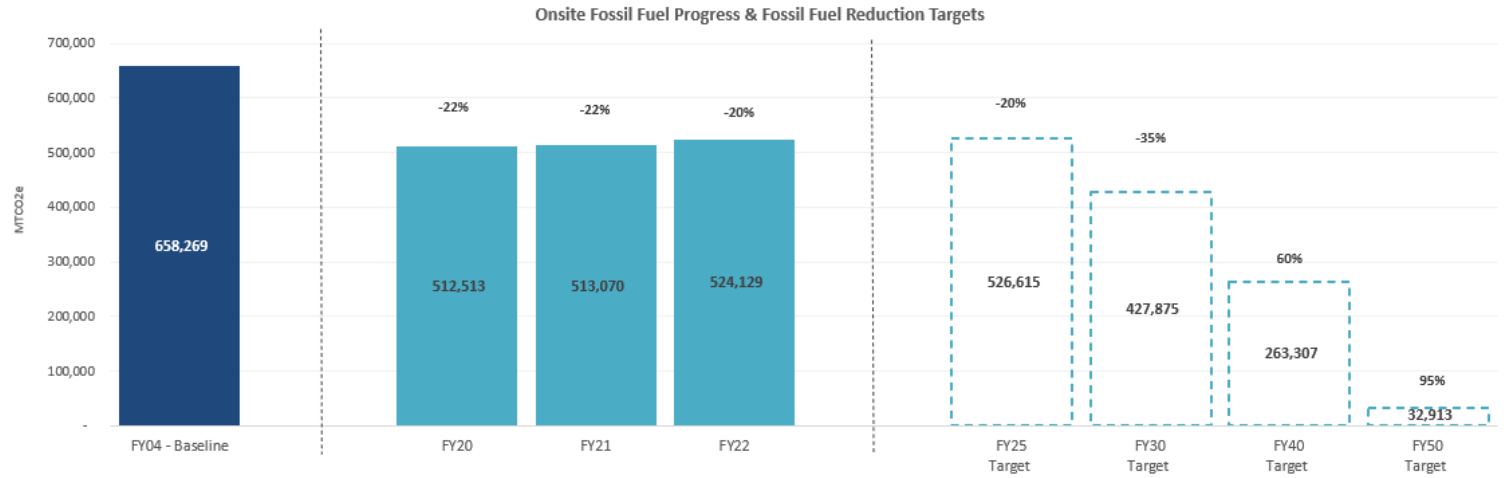
Dashboard: EO594 Progress

Executive Order 594: Progress to Targets

Executive Order 594 sets goals and requirements that will accelerate the decarbonization of fuels used to heat and cool state facilities, help to demonstrate new technologies and strategies necessary to meet the Commonwealth's energy goals, and quicken the shift to electric heating and vehicles. To help guide and measure the collective progress toward meeting these objectives, Executive Order 594 sets specific energy-related targets for Massachusetts state government between 2025 and 2050.
This section displays graphs on EO594 targets and LBE portfolio progress towards those targets.

To learn more, visit the Leading by Example Executive Order 594: Decarbonizing and Minimizing Environmental Impacts of State Government website.

Onsite Fossil Fuel Emissions



Since the Fiscal Year 2004 baseline, the 50 Leading by Example partners, including authorities, state agencies, and public higher education campuses, have reduced onsite fossil fuel emissions by 20%, avoiding more than 134,000 MTCO2e in FY22. FY20 & FY21 progress reflect impacts from partner efforts as well as reduced operations related to COVID-19 closures.

Visit the onsite fossil fuel emissions section to learn more about state government efforts toward achieving these targets.

Introduction | Key Terms & Definitions | **EO594 - Progress to Targets** | Onsite Fossil Fuel Emissions | Fuel Consumption | Energy Use Intensity | ZEVs & ...

Dashboard: Onsite Fossil Fuel Emissions

Section 1: Overall Onsite Fossil Fuel Emissions

NEXT SECTION

SCROLL DOWN

	FY04	FY05	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20*	FY21*	FY22	FY25	FY30	FY40	FY50
Total Annual Emissions (MTCO2e)	658,269	653,162	615,221	605,869	593,798	617,496	578,393	591,354	526,471	542,741	572,033	555,093	522,825	543,033	561,013	554,870	512,513	513,070	524,129	526,615	427,875	263,307	32,913
Reduction from FY04 (% change)	0%	-1%	-7%	-8%	-10%	-6%	-12%	-10%	-20%	-18%	-13%	-16%	-21%	-18%	-15%	-16%	-22%	-22%	-20%	-20%	-35%	-60%	-95%
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EO 594 Onsite Fossil Fuel Reduction Targets

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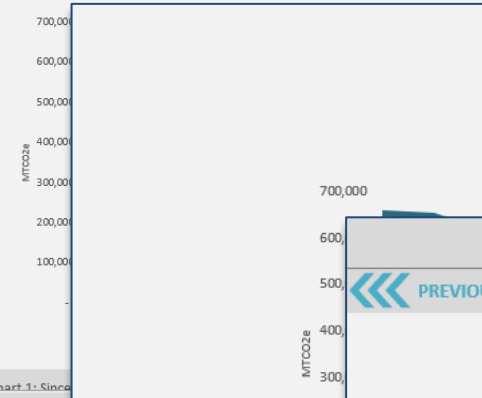
Chart 1: Annual Onsite Fossil Fuel Emissions Progress & Near-term Targets



Introduction | Key Terms

Chart 1: Annual Onsite Fossil Fuel Emissions by Entity Type

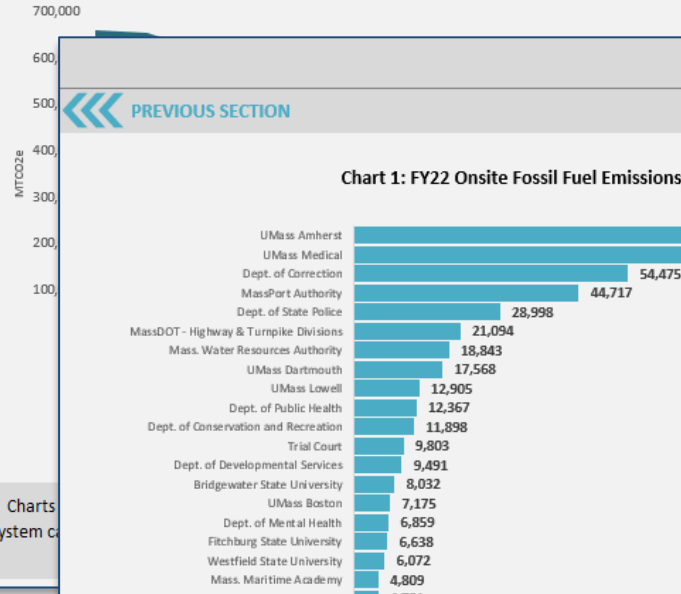
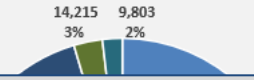


Chart 2: FY22 Onsite Fossil Fuel Emissions Contribution by Entity Type



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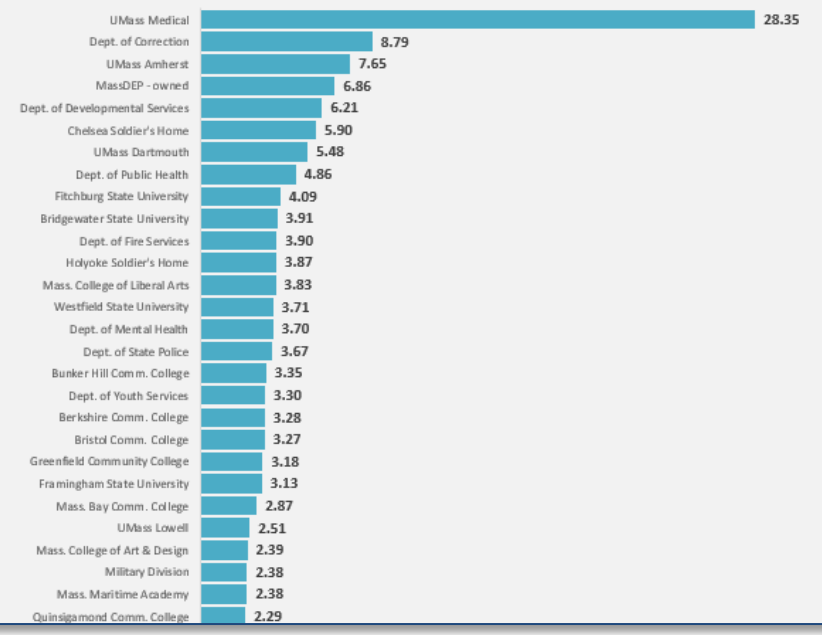
PREVIOUS SECTION

Section 3: Onsite Fossil Fuel Emissions by Entity

NEXT SECTION

Chart 1: FY22 Onsite Fossil Fuel Emissions by Entity

Chart 2: FY22 Onsite Fossil Fuel Emissions per Square Foot by Entity



Dashboard: Fleet

This section displays graphs related to the composition of the state fleet and progress towards fleet electrification and decarbonization.
Note: In this tab, "Authorities" includes the MBTA non-revenue fleet.
The fleet numbers do not include the approximately 3,180 vehicles in the State Police fleet due to use largely as emergency response vehicles which are currently exempt from EO 594. The fleet numbers do include the Sheriff Department fleets but it is important to note these fleets may include a few emergency response vehicles.

Section 1: Zero-Emission and Alternative Fuels Assets in the State Fleet

Chart 2: Fleet Breakdown by Vehicle Technology Type

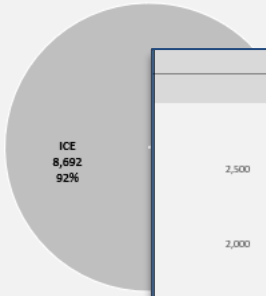


Chart 2: Ninety-two percent of th
5% is comprise

Chart 3: Year-over-Year ZEV Progress & Technology Breakdown

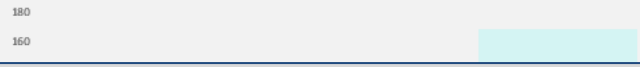


Chart 1: There
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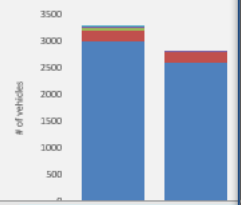


Section 2: State Fleet Composition by Asset & Entity Type

Chart 1: State Fleet Composition by Vehicle Type

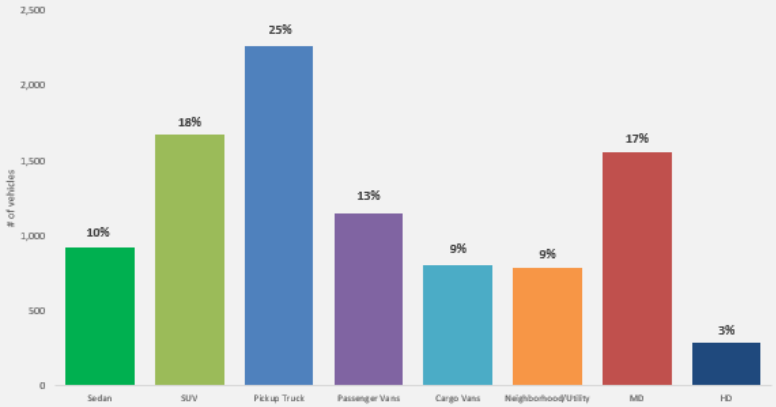


Chart 1: Currently, the state fleet is comprised of about 9,400 on-road and neighborhood/utility vehicles ranging across all vehicle classes and includes executive branch, university and college, and authority fleets. Light-duty and neighborhood/utility vehicles account for 80% of the fleet (GVWR of 8,500 lbs or less).

Chart 2: State Fleet Contribution by Vehicle Type

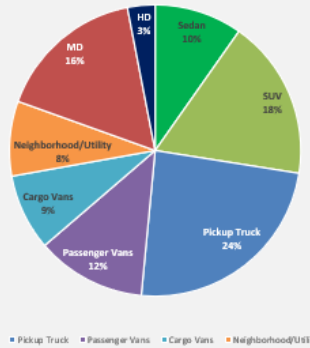


Chart 2: Of the roughly 9,400 fleet vehicles, about a quarter (24%) is comprised of pickup trucks, with passenger and cargo vans together comprising another 21%. SUVs account for 18% of the fleet while sedans make up 10% of the fleet. Neighborhood and utility vehicles make up 8%. Specialty assets used for construction & maintenance purposes comprise the majority of medium and heavy duty classes which comprise 19% of the fleet.

Chart 3: Fleet Distrubution by Asset & Entity Type

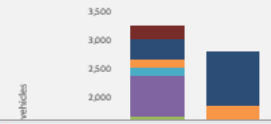
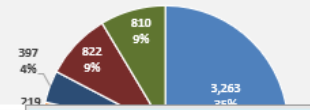


Chart 4: Fleet Distribution by Entity Type



... EO594 - Progres

ts | Onsite Fossil Fuel Emissions | Fuel Consumption | Energy Use Intensity | ZEVs & State Fleet | EV Charging Stations | Insta ...

Dashboard: EV Charging

Chart 5: EV Charging Stations by Entity Type
Chart 6: EV Charging Stations by Entity

Chart 1: Annual & Cumulative EV Charging Stations

Stations (as of 8/20/202	FY25 Target	FY30 Target
334	350	500

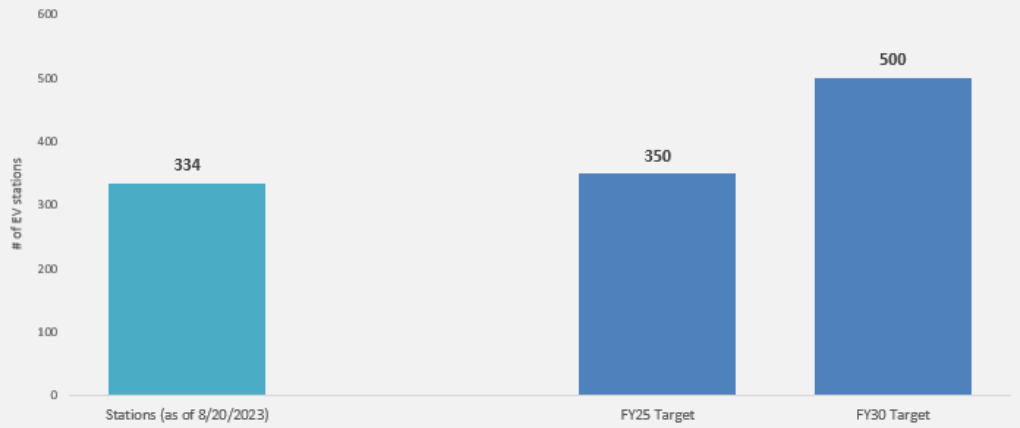
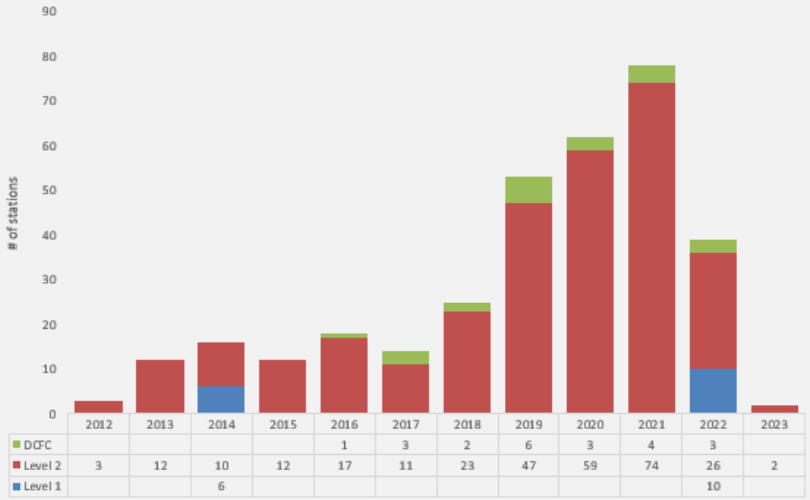


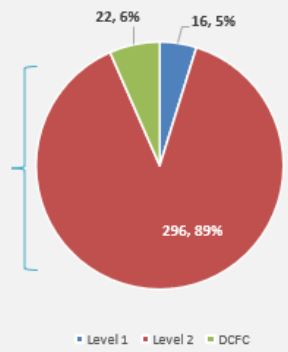
Chart 1: As of the end of July 2023, there are 328 EV charging stations (551 ports) installed & active at state facilities. To meet the FY25 target, the LBE portfolio will need to install an additional 22 stations.

Chart 2: Annual EV Charging Station Installations by Type



	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
DCFC					1	3	2	6	3	4	3	
Level 2	3	12	10	12	17	11	23	47	59	74	26	2
Level 1			6								10	

Chart 3: EV Station by Type



Charts 2 & 3: Of the 328 installed & active stations, 88% are Level 2 charging infrastructure. Additionally, 23 DC fast charging stations have been installed to support rapid charging needs.

Please see EO 594, Section 5C Electric Vehicle Supply Equipment Guideline for more information on what consititutes Level 1, Level 2, and DCFC charging

... | EO594 - Progress to Targets | Onsite Fossil Fuel Emissions | Fuel Consumption | Energy Use Intensity | ZEVs & State Fleet | EV Charging Stations | Insta ...

DOER
Massachusetts Department of Energy Resources

Updated BPLE Calculator

Live on the LBE Sustainable Landscaping website

Select your equipment and provide some basic equipment details (or use provided default data)…

Step 1	Select Equipment	Riding Zero-Turn Mower 48"

Commercial Battery-Powered

	Default Data	Use Default Data?	Input (if Default not used)
Price of Equipment	$27,000.00	*Yes*	
Mass Save Rebate*	$3,500.00	*Yes*	
Prompt Pay Discount	use drop down --->		0%
Add-ons	*Include total cost of any additional features, such as extra chargers, lights, solar canopy, etc*		
Additional Number of Batteries to be Purchased	use drop down --->		0
Cost per Additional Battery	$0.00	*Yes*	
Equipment Specifications			
Battery size (kWh)	24	*Yes*	
Electricity Information			
Electricity cost ($/per kWh)	$0.16	*Yes*	
Hours of Operation			
Hours per day	use drop down --->		8
Days per month	use drop down --->		15
Months per year	use drop down --->		6
Warranty			
Length of warranty (years)	use drop down --->		3

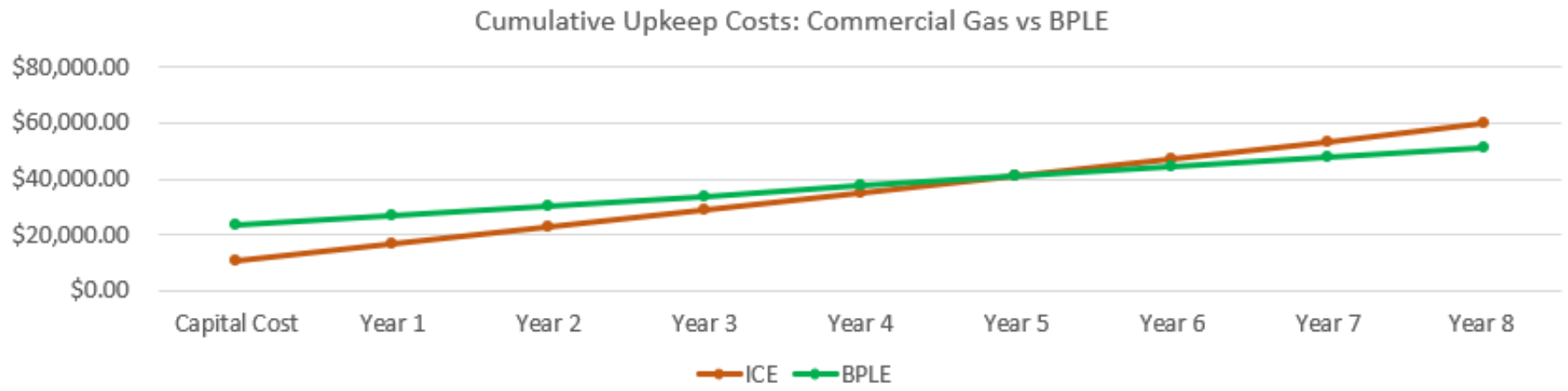
ICE

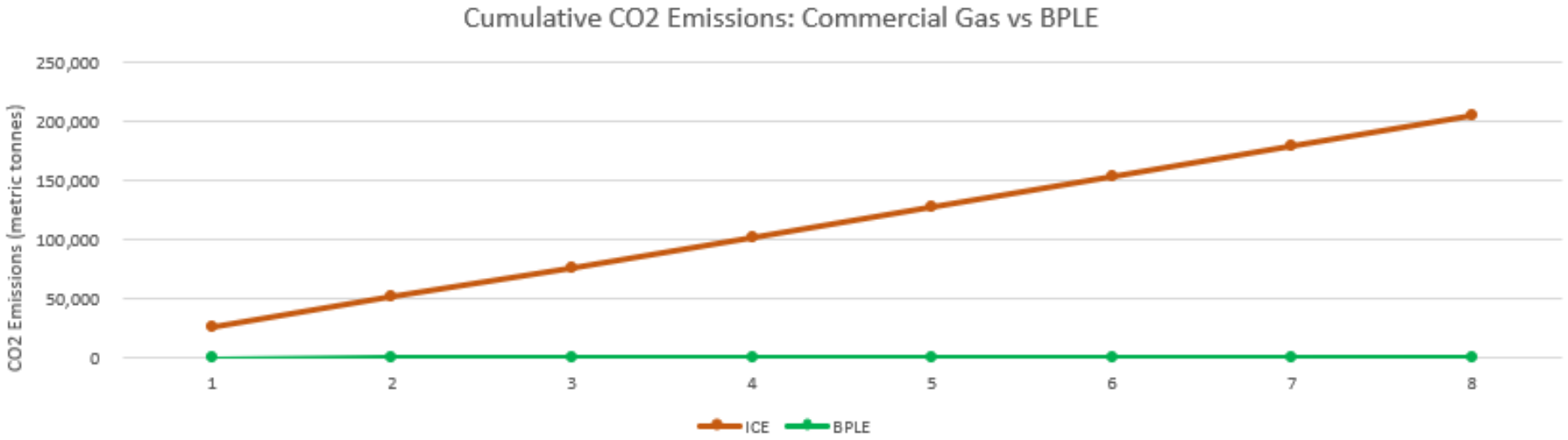
	Default Data	Use Default Data?	Input (if Default not used)
Price of equipment	$10,719.00	*Yes*	
Prompt pay discount (PPD)	use drop down --->		0%
Add-ons	*Include total cost of any additional features, such as extra lights, extra tanks, etc*		
Equipment Specifications			
Horsepower	23.5	*Yes*	
Gallons of gasoline per hour	2	*Yes*	
Fuel Information			
Price per gallon of gas	$3.38	*Yes*	
Hours of Operation			
Hours per day	8.0	*Yes*	
Days per month	15.0	*Yes*	
Months per year	6.0	*Yes*	
Warranty			
Length of warranty (years)	use drop down --->		3

Updated BPLE Calculator

Live on the LBE Sustainable Landscaping website

…and see the total cost of ownership and emissions reduction potential of switching to BPLE!

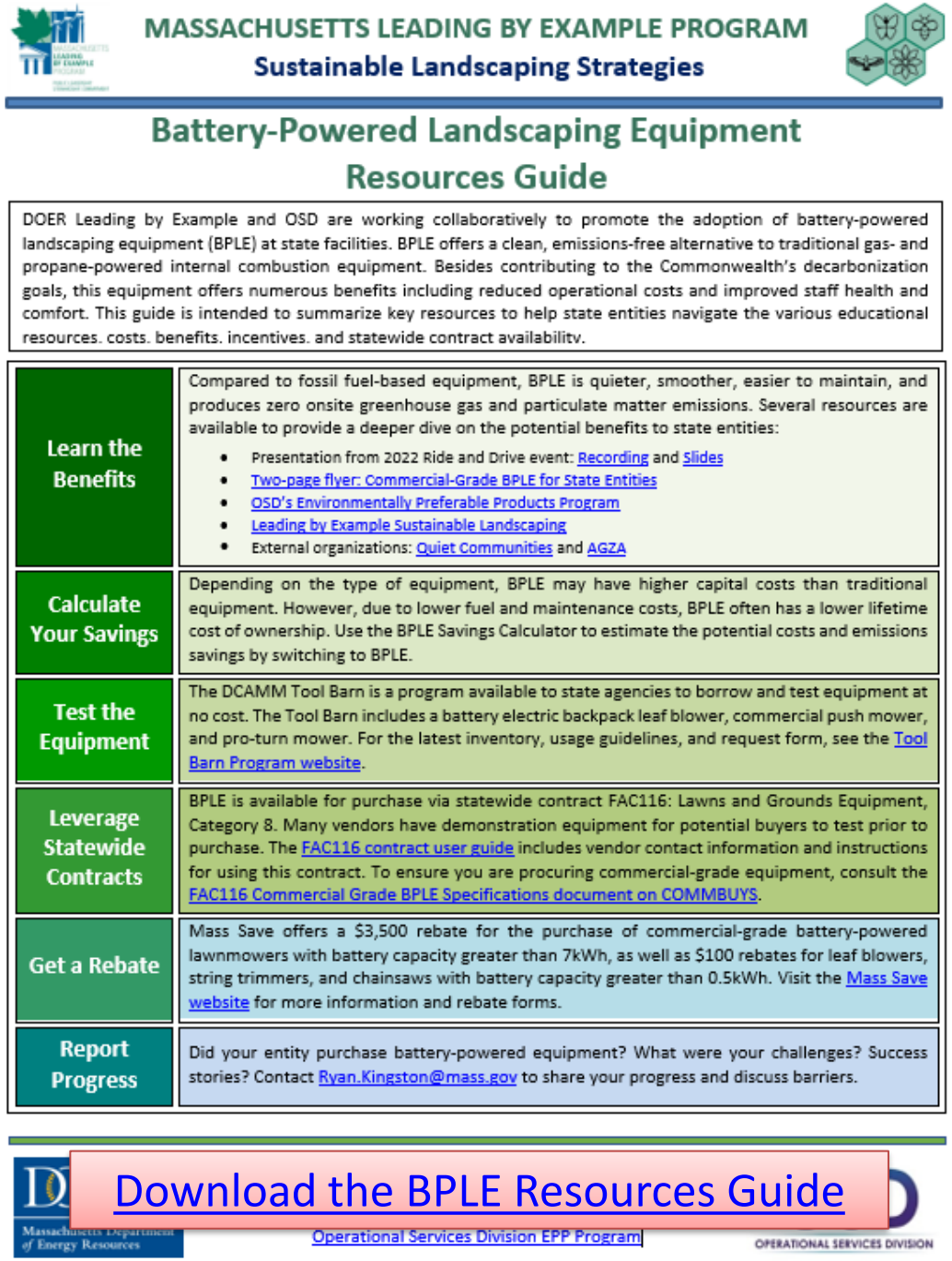




See a similar calculator for ICE vs Electric Vehicles on LBE's Clean Transportation page!

New BPLE Flyer

- One-stop shop for public entities to learn benefits of BPLE, how to try out equipment, where and how to purchase, and how to take advantage of Mass Save rebates.
- Be sure to report BPLE you procure on the FY23 LBE Tracking Form!



MASSACHUSETTS LEADING BY EXAMPLE PROGRAM
Sustainable Landscaping Strategies

Battery-Powered Landscaping Equipment Resources Guide

DOER Leading by Example and OSD are working collaboratively to promote the adoption of battery-powered landscaping equipment (BPLE) at state facilities. BPLE offers a clean, emissions-free alternative to traditional gas- and propane-powered internal combustion equipment. Besides contributing to the Commonwealth's decarbonization goals, this equipment offers numerous benefits including reduced operational costs and improved staff health and comfort. This guide is intended to summarize key resources to help state entities navigate the various educational resources, costs, benefits, incentives, and statewide contract availability.

Learn the Benefits	Compared to fossil fuel-based equipment, BPLE is quieter, smoother, easier to maintain, and produces zero onsite greenhouse gas and particulate matter emissions. Several resources are available to provide a deeper dive on the potential benefits to state entities: • Presentation from 2022 Ride and Drive event: Recording and Slides • Two-page flyer: Commercial-Grade BPLE for State Entities • OSD's Environmentally Preferable Products Program • Leading by Example Sustainable Landscaping • External organizations: Quiet Communities and AGZA
Calculate Your Savings	Depending on the type of equipment, BPLE may have higher capital costs than traditional equipment. However, due to lower fuel and maintenance costs, BPLE often has a lower lifetime cost of ownership. Use the BPLE Savings Calculator to estimate the potential costs and emissions savings by switching to BPLE.
Test the Equipment	The DCAMM Tool Barn is a program available to state agencies to borrow and test equipment at no cost. The Tool Barn includes a battery electric backpack leaf blower, commercial push mower, and pro-turn mower. For the latest inventory, usage guidelines, and request form, see the Tool Barn Program website.
Leverage Statewide Contracts	BPLE is available for purchase via statewide contract FAC116: Lawns and Grounds Equipment, Category 8. Many vendors have demonstration equipment for potential buyers to test prior to purchase. The FAC116 contract user guide includes vendor contact information and instructions for using this contract. To ensure you are procuring commercial-grade equipment, consult the FAC116 Commercial Grade BPLE Specifications document on COMMBUYS.
Get a Rebate	Mass Save offers a $3,500 rebate for the purchase of commercial-grade battery-powered lawnmowers with battery capacity greater than 7kWh, as well as $100 rebates for leaf blowers, string trimmers, and chainsaws with battery capacity greater than 0.5kWh. Visit the Mass Save website for more information and rebate forms.
Report Progress	Did your entity purchase battery-powered equipment? What were your challenges? Success stories? Contact Ryan.Kingston@mass.gov to share your progress and discuss barriers.

Download the BPLE Resources Guide

Operational Services Division EPP Program

MOR-EV

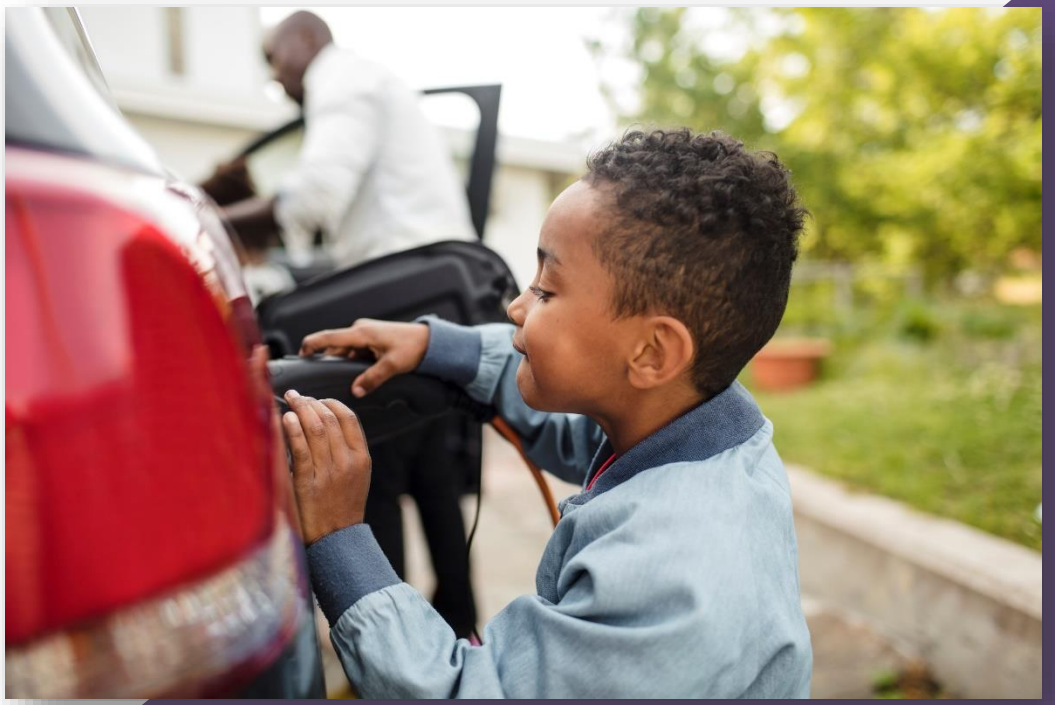
Massachusetts Offers Rebates for Electric Vehicles

New Program Changes

Buying or Leasing an EV for Yourself?

MOR-EV Standard, **MOR-EV Used**, and **MOR-EV+ Rebates**

- $3,500 for eligible new battery electric (BEVs) or fuel cell electric vehicles (FCEVs)
- $3,500 rebate for used BEVs/FCEVs if income-qualifying resident
- $1,500 MOR-EV+ rebate adder if income-qualifying resident
- Rebates now available at point of purchase or lease through participating MA auto dealerships



Buying or Leasing EVs for Your Fleet?

MOR-EV Trucks and **MOR-EV Medium- and Heavy-Duty Rebates**

- Public fleets can access funding for eligible new BEVs and FCEVs

New! – Pickup trucks **6,000**-10,000 pounds GVWR and other body types 8,501-10,000 pounds; maximum $80K MSRP; **$7,500 rebate**

– Vehicles over 10,000 pounds; maximum $2M MSRP; **$15,000-$90,000 rebate**

- Rebates can be combined with new federal tax credit elective pay incentives
  - *Cannot* be combined with funds from other state-administered programs (e.g., MassDEP's programs, including MassEVIP Fleets for vehicles <8,500lbs)

MOR-EV Trucks

- $7,500 rebate available after purchase or lease
- Pickup trucks 6,000-10,000 pounds GVWR
- All other body types 8,501-10,000 pounds GVWR
- Maximum $80,000 total MSRP
- Minimum lease term or vehicle retention period: 36 months

MOR-EV Medium-/Heavy-Duty Rebates

- $15,000-$90,000 rebate depending on GVWR over 10,000 pounds
- All applicants must apply for **Rebate Reservation Voucher** before claiming the rebate
- Declining block structure: after 200 rebates reserved in collective Block 1, value of rebates declines by 15%
- 10% rebate adder if registered or operating in an EJC
- Maximum $2M total MSRP
- Minimum lease term or vehicle retention period: 48 months

Vehicle Class	GVWR (lbs.)	Block 1 Incentive Amount
3	10,001-14,000	$15,000
4	14,001-16,000	$30,000
5	16,001-19,500	$45,000
6	19,501-26,000	$60,000
7	26,001-33,000	$75,000
8	33,001+	$90,000

DOER
Massachusetts Department of Energy Resources

Meeting Spotlight

Breakout Discussion 1: Electrification Efforts

- EO594 directs state agencies to effectively eliminate onsite use of fossil fuels in buildings, vehicles, and equipment
- This directive aims to reduce greenhouse gas emissions from fuels and equipment that are in direct control of state government
- Strategies to meet this directive include:


Procuring EVs and deploying charging stations

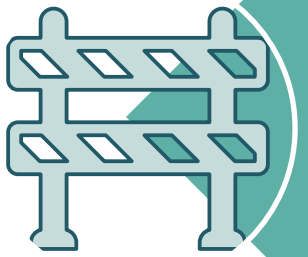

Switching to battery-powered landscaping equipment


Undertaking studies to strategize facility electrification

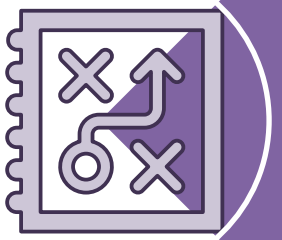

Deploying heat pumps

Breakout Discussion 1: Electrification Efforts

What are 1-3 goals you have related to electrification of your facilities/fleets/equipment? *(New to this year or continuation of previous efforts)*



What do you see as your biggest challenge in accomplishing these goals?



What needs to happen in order for you to achieve those goals?

Report-Out

Breakout Discussion 2: Supporting Commonwealth Decarbonization

- Achieving net-zero emissions across the Commonwealth by 2050 (or earlier) will require an all-of-government approach
- State facilities can support the Commonwealth's broader climate goals through a number of strategies that go beyond vehicle and facility electrification, including:


Reducing peak electricity demand


Reducing energy use

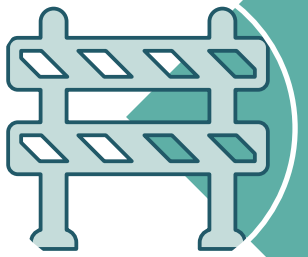

Deploying battery energy storage systems


Installing renewable energy resources

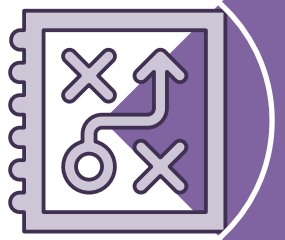

Conducting internal or external education and outreach

Breakout Discussion 1:
Supporting Commonwealth Decarbonization

What are 1-3 goals you have that will support the Commonwealth's broader decarbonization goals? *(New to this year or continuation of previous efforts)*



What do you see as your biggest challenge in accomplishing these goals?



What needs to happen in order for you to achieve those goals?

Report-Out

Next LBE Council Meeting

Save the Date!

November 14th

10am-12pm

Upcoming Tentative Meeting Dates:
January 9th
March 12th