

**Remarks of Attorney General Maura Healey  
Testimony to DEP on the VW Mitigation Trust  
As Prepared for Delivery  
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Good afternoon, and thank you for allowing me to join you here today.

At the outset, I want to thank the entire Department of Environmental Protection for holding these vital public discussions.

I want to particularly acknowledge Commissioner Marty Suuberg, Assistant Commissioner Christine Kirby, and the entire team in the Bureau of Air and Waste, for the assistance on the Volkswagen investigation and litigation, and for creating this public process.

And I have to recognize our partners from the City of Boston who are here today, and demonstrate the central role that cities and towns can play in transforming our transportation and energy sectors.

We're all here today for one reason: to talk about the future of Massachusetts.

That, in short, is what the Volkswagen Mitigation Trust is about.

This is an opportunity for us to cut dangerous carbon emissions and to create hundreds of thousands of good jobs while securing the healthy communities and strong economy the next generation will need to lead in the 21<sup>st</sup> century.

It's a critical moment, one that, in my office, we've been working toward for years.

Almost three years ago, my office, particularly attorneys and staff from our Environmental Protection and False Claims Divisions, took the lead in the joint effort by the EPA and almost every state AG to hold Volkswagen accountable.

Our investigation proved that not only had this company sold diesel cars and SUVs that illegally polluted our air, but they had consistently lied to the public and to all of us in government.

More than 15,000 Massachusetts residents were victims of Volkswagen's deception.

We heard from so many of those owners – some of them in tears -- who had purchased their vehicles because of these fraudulent environmental reports, because they wanted to do their part, as individuals, to help combat climate change.

Instead, they were duped into driving dirty, polluting cars.

Together with our partners, we held VW accountable.

We helped negotiate an unprecedented, multi-billion dollar settlement that required Volkswagen to buy back the cars, or to fix them, and make payments to affected drivers.

Over 2016 and 2017, Volkswagen also paid Massachusetts \$40 million for its violations of our consumer protection and environmental laws.

And as part of the settlement package, we helped secure the \$75 million in state mitigation funds we're discussing today.

Our question now is: what's the best way to use these funds?

Today, I'll focus my comments on three related topics:

First, how we can use these dollars to catalyze investments in EVs and clean energy.

Second, the urgent need for a comprehensive statewide plan on Electric Vehicles.

And finally, our opportunity to seize this moment to set ambitious new goals for clean energy—because EVs are only as clean as the energy powering them.

First and foremost, I'm here to suggest that the \$75 million coming to Massachusetts from the Volkswagen Environment Mitigation Trust shouldn't be spent on isolated projects.

Electric vehicles are the future – and we need to act now to be ready for this fundamental change.

From cars to pickups, from large trucks to school and transit buses, we need an electric transportation sector, and these funds can help put us on the path to making the switch.

That means we'll need everyone at the table— our mayors, our state environmental, energy, transportation leadership, the charging companies, regional transit, and our utilities.

We need everyone pulling in the same direction to ensure we're getting the multiplier effect that we need.

Second, let's support this shift by surging our commitment to electric vehicles.

We know we can't meet our climate goals until we transition our state's 2.3 million cars and trucks off of gasoline.

But more than that – this is happening, with or without us.

Our nation's auto-makers have made it clear that this is the future of transportation.

In October, GM announced it would be moving to an all-electric vehicle future with 18 fully electric models in the next 5 years, and last month Ford announced an \$11 billion investment in EVs.

Our residents are ready for this future.

Last week, tens of millions across the world watched in wonder as an electric vehicle was launched into space – and increasingly, they’re being rolled out here on earth.

In 2017, there were 200,000 EVs sold in the United States, a 25% increase over 2016.

Let’s get in on the ground floor of an industry that is transforming the way the entire world moves around.

We need to ratchet up incentives, educate consumers, and make smart infrastructure investments.

Today, I’m calling for a comprehensive state plan for electric vehicles.

The goal is simple: let’s make EVs accessible for everyone.

We need to make them accessible for people who live in apartment buildings and families of all incomes, and we need to create better incentives for buildings to put charging stations in parking lots and garages.

As the state’s advocate for electric customers, I want the utilities at the table to discuss infrastructure and rate planning that will benefit all Massachusetts residents.

And government needs to lead by example.

Let's surge our commitment to electric vehicles with a plan that goes well beyond the state's current goal of 300,000 registered zero emission vehicles by 2025.

And let's go one step further by making 100% of new buses purchased in Massachusetts electric by 2030.

Finally, let's double down on a clean energy future.

I'm calling today for our state to meet most of our electric power needs with renewable energy by 2050, and 50% or more by 2030.

Not only is this the right move for our environment, but we can create hundreds of thousands of new jobs in the process.

We know that because we already have – thanks to earlier investments, there are more than 100,000 clean energy jobs in Massachusetts today, more than double the number of coal jobs in the entire country.

Our renewable portfolio standard, or RPS, already requires utilities to purchase increasing amounts of renewable energy each year.

And we've already incentivized expanding solar energy while making landmark investments in off-shore wind.

Doubling down on this investment would put us in good, and growing, company.

Forty U.S. cities have committed to obtain their energy from renewable sources by 2050.

States like California are making these commitments too.

So, this isn't pie in the sky—it's a common sense strategy.

Now we need to set our sights higher.

Let's modernize the RPS, and embrace advances in energy efficiency, renewables, and storage that will get us to the next level.

In short, there isn't a moment to lose or a dollar to waste.

This is an opportunity to pull together and invest in a future that will transform Massachusetts.

And particularly at a time when the federal government has stepped back, states like Massachusetts have to lead the way – here at home, and across the world.

I look forward to working with the Department, with leadership in the House and Senate, and all of our partners in the weeks and months ahead.

Thank you.