



Massachusetts

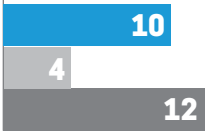
Massachusetts ranked second in the 2020 State Energy Efficiency Scorecard, scoring 42.5 points out of a possible 50, two points less than it earned in 2019.



UTILITIES



TRANSPORTATION



BUILDING POLICIES



STATE-LED INITIATIVES



APPLIANCE STANDARDS



MASSACHUSETTS

NATIONAL MEDIAN SCORE

POINTS POSSIBLE

Driven by the strength of a robust policy framework under the state’s 2008 Green Communities Act, Massachusetts continues to lead the nation in the levels of utility savings it delivers and its comprehensive programs and policies to strengthen efficiency in the buildings and transportation sectors. These include incentives for electric vehicles (EVs) and strong building energy codes that include strengthening amendments for solar readiness. Recent energy legislation has enabled major steps to better align energy efficiency with emissions reductions goals, such as policy revisions to enable strategic electrification through measures that switch homeowners from oil and propane furnaces to electric heat pumps, and incentives to reduce winter and summer peak demand. Other major policy advances this year include instituting a Clean Peak Standard, crediting clean energy delivered during hours of peak demand.

UTILITIES

Massachusetts utilities continue to achieve among the highest-reported levels of electric savings in the country. Recent program plans have shifted towards a broader fuel-neutral accounting of savings following 2018 legislation expanding the definition of energy efficiency. The new approach allows program administrators to deliver a wider variety of measures—such as energy storage, renewable energy, and strategic electrification—and gives flexibility in leveraging energy efficiency to reduce emissions. Utility revenues are decoupled from sales, and performance incentives are in place to encourage program administrators to meet or exceed energy savings targets.

TRANSPORTATION

The state’s comprehensive set of efficiency transportation policies includes tailpipe emissions standards, targets to reduce vehicle miles traveled, significant levels of transit funding, and a dedicated transit revenue stream. Massachusetts has a comprehensive freight plan and offers incentives to consumers for the purchase of high-efficiency vehicles. The state has more EV registrations and public charging stations per capita than most states. Massachusetts also incentivizes the creation of low-income housing near transit facilities and considers the proximity of transit facilities when distributing federal Low-Income Housing Tax Credits to qualifying property owners.

BUILDING ENERGY EFFICIENCY POLICIES

The Board of Building Regulations and Standards adopted the 2018 International Energy Conservation Code (IECC) and American Society of Heating, Refrigerating, and Air-Conditioning Engineers (ASHRAE) Standard 90.1-2016, with strengthening amendments. In 2009, Massachusetts became the first state to adopt a “stretch code,” an above-code appendix to the “base” building energy code. As of 2020, 284 municipalities have adopted it. Although this code hasn’t been updated since 2017, the state plans to do so as part of the next code update to the 2021 IECC. Massachusetts has implemented a variety of activities to ensure robust energy code training and compliance.

STATE GOVERNMENT-LED INITIATIVES

Massachusetts has shown exemplary commitment to encouraging investment in efficiency through a variety of grant, rebate, and bond programs. State government leads by example by setting energy requirements for public buildings and fleets, benchmarking energy use, and encouraging the use of energy savings performance contracts. The state is a member of the Regional Greenhouse Gas Initiative and reinvests cap-and-trade proceeds toward energy efficiency.

APPLIANCE STANDARDS

Although Massachusetts has had appliance efficiency standards in place in the past, the state does not currently have any beyond those required by the federal government.