

Setting Deadlines to Electrify the MBTA Commuter Rail

▶ Tell your Representative and Senator to co-sponsor: [H.3392](#), [S.2217](#).
Sponsors: Representatives Owens and Armini, Senator Crighton

Climate change is the fundamental threat of our time. The Intergovernmental Panel on Climate Change predicts that the planet's temperature will increase by 1.5°C before mid-century, if warming continues at the current rate. The consequences for public health, food security, and the habitability of large parts of our planet will be catastrophic. The transportation sector is the largest contributor of greenhouse gas emissions in Massachusetts. Electrification of the MBTA commuter rail is a necessary step to jump-start our transition to a clean energy and transportation future.

Electrifying the commuter rail is also an issue of clean air and environmental justice (EJ). EJ communities disproportionately suffer the negative impacts of transportation emissions. On average, residents of color in Massachusetts are exposed to pollution from vehicle emissions that are 26% to 36% higher than the exposure of white residents. The Commuter Rail Bill will help combat climate change, improve air quality near roadways, and further EJ. The bill will:

- ✓ **Require the MBTA to operate a fully electric commuter rail system by 2035.** The bill has a concrete, pragmatic plan to do that. A phased approach requires interim construction deadlines beginning in 2023 and interim operations deadlines for priority lines in 2024.
- ✓ **Prioritize electrification of lines serving EJ populations.**
- ✓ **Require regional rail frequent service,** with specific frequency targets for each line on a phased schedule between 2029 and 2035.



Conservation
Law Foundation



For more info, contact: Veena, veena.dharmaraj@sierraclub.org, or Johannes, jepke@clf.org

An Act Setting Deadlines to Electrify School Bus and Public Fleets and Establishing Programs to Encourage Private Fleet Electrification

- Tell your Representative and Senator to co-sponsor: [H.3139](#), [S.2218](#).
Sponsors: Representatives Barber and Meschino, Senator Crighton

Climate change is the fundamental threat of our time. The Intergovernmental Panel on Climate Change predicts that the planet's temperature will increase by 1.5°C before mid-century, if warming continues at the current rate. The consequences for public health, food security, and the habitability of large parts of our planet will be catastrophic. The transportation sector is the largest contributor of greenhouse gas emissions in Massachusetts. Electrification of the MBTA commuter rail is a necessary step to jump-start our transition to a clean energy and transportation future.

Electrifying fleets is also an issue of clean air and environmental justice (EJ). EJ communities disproportionately suffer the negative impacts of transportation emissions. On average, residents of color in Massachusetts are exposed to pollution from vehicle emissions that are 26 to 36% higher than the exposure of white residents. The Fleets Bill will help combat climate change, improve air quality near roadways, and further EJ. The bill will:

- ✓ **Require that all school buses and publicly-owned and leased vehicle fleets - from public works cars to school buses and garbage and recycling trucks - be electric by 2035.** The bill has a concrete, pragmatic plan to do that. A phased approach will require 50% electric fleets by 2025; 75% by 2030; and 100% by 2035. Purchases of electric vehicles (EVs) will start immediately. At least 60% of all purchases in 2023 will be electric; 80% in 2024; and 100% of all purchases in 2026.
- ✓ **Prioritize deployment** of public EV fleets to locations serving EJ populations.
- ✓ **Ensure collaboration of various agencies to support vehicle electrification** by requiring state employees to work together on a plan to support the transition of public and private fleets to EVs.
- ✓ **Require creation of an incentive program for private fleets** implemented by the Department of Energy Resources to encourage conversion of private fleets to EVs. This will include incentives for electrifying freight transportation, taxis, and limousines.



Conservation Law Foundation



For more info, contact: Veena, veena.dharmaraj@sierraclub.org, or Johannes, jepke@clf.org

Setting Targets for Regional Transit Authority Electrification

- Tell your Representative and Senator to co-sponsor: [H.3366](#), [S.2285](#).
Sponsors: Representative LeBoeuf, Senators Oliveira and Cyr

Climate change is the fundamental threat of our time. The Intergovernmental Panel on Climate Change predicts that the planet's temperature will increase by 1.5°C before mid-century, if warming continues at the current rate. The consequences for public health, food security, and the habitability of large parts of our planet will be catastrophic. The transportation sector is the largest contributor of greenhouse gas emissions in Massachusetts. Electrification of the MBTA commuter rail is a necessary step to jump-start our transition to a clean energy and transportation future.

Electrifying public transit fleets is also an issue of clean air and environmental justice (EJ). EJ communities disproportionately suffer the negative impacts of transportation emissions. On average, residents of color in Massachusetts are exposed to pollution from vehicle emissions that are 26% to 36% higher than the exposure of white residents. The RTA Electrification Bill will help combat climate change, improve air quality near roadways, and further EJ. The bill will:

- ✓ **Set a minimum electric vehicle procurement schedule for RTA vehicles.** The bill has a concrete, pragmatic plan to do that. A phased approach requires 40% of procurements be electric vehicles by 2025, 60% by 2028, 80% by 2032, and 90% by 2034.
- ✓ **Prioritize deployment of public electric vehicle fleets to locations serving EJ populations.**
- ✓ **Require the Department of Transportation to support the RTAs** with technical, planning, procurement, and worker retraining expertise.
- ✓ **Provide job retraining and hiring assistance** for anyone who becomes unemployed as a result of the electric vehicle transition.



Conservation
Law Foundation



For more info, contact: Veena, veena.dharmaraj@sierraclub.org, or Johannes, jepke@clf.org