

Bioheat® Fuel & Electrification Legislation in the Northeast/Mid-Atlantic

Biodiesel Blending Requirements and Incentives				
State	Basic Info	Brief Summary	Major Actions	Notes
Maine	Bioheat Study LD1080 (HP803) Introduced 3/5/19	Requires the Governor’s Energy Office to oversee a study on the feasibility of setting a requirement for the percentage of biofuel to be used in #2 and #6 heating oil and kerosene. Report is to be completed and submitted to the legislature by 2/15/20.	5/8/19 – Placed on special appropriations table pending final passage in Senate. 5/7/19 – Passed House. 4/30/19 – Amended to include #6 heating oil and kerosene. 3/5/19 – Referred to the Committee on Environment and Natural Resources.	
Massachusetts	APS Biofuels Program 225 CMR 16.00	Regulations implemented Jan. 1, 2018 allow renewable thermal energy credits under the state’s alternative energy portfolio (APS) for heating oil blended with 10% or higher qualified biodiesel (see notes for link to DEP regulations & guidance).	Current law	DEP Issued Guidance for APS Bioheat Credits (12/29/17) Qualifying Eligible Liquid Biofuel in the APS include B10+ with certain restrictions (11/8/18)
New York State <i>Corrected 4/4/19</i>	Bioheat Tax Credit Tax Law §210-B(25)	State residents that use biodiesel-blended heating oil are offered a “Clean Heating Fuel Tax Credit.” The credit, currently renewed through 12/31/2020, offers one cent for each percent (%) of biodiesel blended into heating oil. The fuel must be used for space or water heating. Eligibility starts at 6% blends and maxes out at 20 cents per gallon. Click for more information	Current Law	
New York State	Bioheat requirement Environmental Conservation Law §19-0327	5% blend (B5) required for heating oil in Nassau, Suffolk and Westchester counties effective 7/1/18. Governor may suspend if, in consultation with NYSERDA, there is a lack of adequate supply or meeting requirement would result in undue hardship for consumers.	Current Law	The region of New York state affected by the new law constitutes 70% of its total heating oil market. Note: A 5% blend requirement went into effect in New York City on Oct. 1, 2017, and the city will require higher blends going forward. See below.
New York City	Bioheat requirement NYC Admin. Code §24-168.1	Intro.0642 enacted 10/18/16 requires blends of biodiesel and heating oil as follows: Oct. 1, 2017: 5% Blend (B5) Oct. 1, 2025: 10% Blend (B10) Oct. 1, 2030: 15% Blend (B15) Oct. 1, 2034: 20% Blend (B20)	Current Law	Review and report on status of the bioheat law is required before the move to B10. By 2020, law requires consultation with stakeholders on compatibility issues and implementation. Requires a formal report by Sept. 30, 2023 on

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				whether “sufficient quantity of biodiesel is expected to be available.”
Rhode Island	Bioheat Requirement 23 RIGL §23-23.7	Requires blends of biodiesel and heating oil as follows: July 1, 2014: 2% Blend (B2) July 1, 2015: 3% Blend (B3) July 1, 2016: 4% Blend (B4) July 1, 2017: 5% Blend (B5) Note : Governor may suspend due to lack of availability of bioheat “at commercially reasonable prices to meet the needs of the residential, commercial, or industrial uses in this state and the inadequate availability constitutes an emergency, provided that the governor, shall specify in writing, the period of time the suspension shall be in effect.”	Current Law	Waivers for a particular type of boiler or fuel may be issued due to (1) insufficient supply, (2) price is 15% more or in preceding calendar year or is 8% more than pure petroleum-based fuel, (3) use would void warranty or cause compatibility issues that cannot be fixed or cost 15%+ of replacement costs of a new compatible boiler, or (4) there is no applicable ASTM or other standard to govern biofuel spec for purposes of receiving bids and enforcing contracts. (see §24-168(c))
Rhode Island	Expanded Bioheat Requirement H5447 Introduced 2/14/19	Expands existing law to require blends of biodiesel and heating oil as follows: July 1, 2020: 7% Blend (B7) July 1, 2021: 9% Blend (B9) July 1, 2022: 11% Blend (B11) July 1, 2023: 13% Blend (B13) July 1, 2024: 15% Blend (B15) July 1, 2025: 17% Blend (B17) July 1, 2026: 19% Blend (B19)	2/28/19 - Committee hearing, recommended measure be held for further study 2/14/19 – Referred to House Committee on Environment and Natural Resources	Biodiesel producer and terminal operators operators suggested amending the bill as follows: July 1, 2021: 7% Blend (B7) July 1, 2023: 10% Blend (B10) July 1, 2025: 15% Blend (B15) July 1, 2027: 20% Blend (B20)

Carbon Taxes & Pricing

State	Basic Info	Brief Summary	Major Actions	Notes
Connecticut	Cost of Carbon HB6436 Introduced 1/28/19	Amends the general statutes to establish a framework for a regional collaborative on assessing the cost of carbon energy on fossil fuel energy users.	1/28/19 – Referred to Joint Committee on Environment	
Connecticut	Carbon Pricing in RGGI HB6444 Introduced 1/28/19	Amends the general statutes to require the regional Greenhouse Gas Initiative to consider carbon pricing to reduce fossil fuel emissions.	1/28/19 – Referred to Joint Committee on Environment	
Connecticut	Carbon Tax HB6451 Introduced 1/28/19	Amends the general statutes to establish a carbon price on fossil fuels and return the cost in the form of an annual dividend to consumers.	1/28/19 – Referred to Joint Committee on Environment	Truth about Carbon Taxes - CT

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Connecticut	Carbon Pricing and the Green New Deal HB6452 Introduced 1/28/19	Amends the general statutes to establish a carbon price on fossil fuels to require the use of such funds to train workers in green technology job sectors training from renewable energies to electrical engineering.	1/28/19 – Referred to Joint Committee on Environment	Truth about Carbon Taxes - CT
Connecticut	Carbon Pricing and Regional Coordination HB6635 Introduced 1/29/19	Amends the general statutes to create a carbon pricing structure in conjunction with other states in the New England and Mid-Atlantic Region.	1/29/19 – Referred to Joint Committee on Environment	Truth about Carbon Taxes - CT
Connecticut	Carbon Pricing SB74 Introduced 1/17/19	Amends general statutes to establish a system of carbon pricing in order to reduce GHG emissions on a regional basis and transition from fossil fuels toward clean, sustainable energy sources.	1/17/19 – Referred to Joint Committee on Environment	
Connecticut	Carbon Tax SB1064 Introduced 3/12/19	Establishes a fee of \$15 per ton of CO ₂ e on 1/1/2021, increasing at least \$5 each year beginning 1/1/2022. Renewable biomass and waste vegetable oil biodiesel are excluded. Revenue goes to a restricted account in the General Fund, the “Clean Energy & Jobs Account.” 45% is used to provide direct dividends (such as refundable tax credits) to employers, 50% to residents, and 5% administrative costs.	3/13/19 – Public hearing 3/12/19 - Referred to Joint Committee on Environment	MEMA Testimony
Maine	Carbon Tax LD434 (HP343) Introduced 1/29/19	Establishes a \$5 per metric ton “assessment” on carbon content of fuel sold during FY 2020-2021, increasing by \$5 each FY from 2021-20200 to 2027-2028, remaining at \$40 each fiscal year thereafter. Does not apply to electricity, dyed diesel fuel or jet fuel. Revenue collected goes into a Carbon Content Assessment Fund which is disbursed to transmission and distribution utilities to reduce ratepayer costs.	3/7/19 – Committee meeting, was not reported out (ONTP) 2/28/19 – Committee hearing 1/29/19 – Referred to the Committee on Energy, Utilities and Technology	Stop the Carbon Tax - ME
Maine <i>Updated 4/9/19</i>	Fuel tax increase LD1237 (HP892) Introduced 3/14/19	Starting July 1, 2020, imposes a fee of 1% on the wholesale sale price of heating oil, propane, coal, kerosene and dyed diesel fuel that is intended for residential or commercial heating purposes Revenue goes to the Heating Fuels Efficiency and Weatherization Fund, which is administered by the Efficiency Maine Trust for the purpose of reducing heating fuel consumption and providing energy efficiency and weatherization products and services to consumers.	4/9/19 – Committee Work Session 4/3/19 – Hearing held 3/19/19 – Referred to the Committee on Energy Utilities and Technology	PGANE Testimony Oil Dealer Testimony (Form Letter Example)
Massachusetts	Carbon Tax H778 Introduced 1/22/19	Establishes a price of \$15 per metric ton of CO ₂ e on all sales of fossil fuels beginning 1/1/2020, increasing by \$10, adjusted for inflation, every	1/22/2019 - Referred to the committee on Environment, Natural Resources and Agriculture	

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		fiscal year thereafter. Revenue collected shall be deposited in a sequestered Clean Energy Dividend Fund for quarterly payment of a new “Clean Energy Dividend” to each Massachusetts resident and business.		
Massachusetts	Carbon Tax HB2810 Introduced 1/22/2019	Establishes a “greenhouse gas pollution charge” of \$20 per ton of CO ₂ e, increasing \$5 every year until the rate of \$40 is reached in the fifth year. After this the annual charge is \$5 multiplied by the total number of years since the fifth year of implementation in which the EEA Secretary has determined that actual emissions have exceeded the annual emissions target for that year as outlined in Section 3 of the bill, plus \$40. 30% of funds are deposited into a Green Infrastructure Fund to be invested in clean energy and transportation, and climate resiliency. Remaining funds are deposited into GHG Pollution Charges Fund. 75% goes to household fund and 25% employer fund for rebates & other assistance.	1/22/2019 – Referred to the Committee on Telecommunications, Utilities and Energy	
Maryland	Social Cost of Carbon HB504 Introduced 2/4/19	On and after 7/1/20, certain standards for purchase of vehicles by the Dept. of General Services must include the social cost of certain carbon emissions as part of a life-cycle cost; requiring the Dept. of Budget and Management to adopt certain regulations on or before 1/1/20; requiring the Dept. of General Services to calculate the social cost of carbon emissions during the preliminary design phase of the construction or renovation of any building; etc.	2/5/19 – Hearing 2/4/19 – First Reading, Committee on Appropriations	
Maryland	Carbon Tax - “Healthy Climate Initiative” HB1235 Introduced 2/8/19	Establishes a \$30 “charge” per ton of CO ₂ e, increasing by \$5 each year (or \$10 if annual targets are not being achieved) until net emissions from fossil fuels are zero. Deposits revenue in a Climate Infrastructure Fund. 40% goes to support clean transportation, 25% for climate resiliency, 25% for use of clean energy sources and energy efficiency in electricity and other energy consuming sectors, and 10% for employment transition for jobs lost due to reductions in fossil fuel use. Also establishes a Household and Employer Rebate Fund for rebates to low-and-moderate income households and vulnerable employers.	3/19/19 – Unfavorable Report by Economic Matters 3/8/19 – House Economic Matters Committee Hearing 2/8/19 – Referred to House Economic Matters Committee	2018 Handout with summary from bill advocates

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Maryland	Carbon Tax - "Healthy Climate Initiative" SB702 Introduced 2/4/19	(Identical to HB1235)	3/5/19 – Senate Finance Committee Hearing 2/4/19 – Referred to Education, Health and Environmental Affairs	
New Hampshire	Carbon Tax HB735 Introduced 1/3/19	Establishes a \$20 fee per ton of CO2e emissions by 2020, increasing by \$10 after 2030. There are provisions to ensure the fee is indexed to inflation. 20% of revenue goes to benefit low income households, small businesses and non-profits; 70% for rebates to state residents; 5% for rebates to commercial and industrial businesses, and 5% to cover administrative costs of imposing the fee.	2/21/19 - Retained in Committee by a 19-0 vote (Bill is likely dead) 2/19/19 - Executive Session 2/13/19 – House Science, Technology & Energy Full Committee Work Session 1/30/19 - Public Hearing	Governor Sununu (R) issued a vetoed threat. Stop the Carbon Tax - NH
New Hampshire	Study economic impact of national carbon pricing on NH SB75 Introduced 1/3/19	Establishes a commission to study the economic impact of national carbon pricing in New Hampshire.	3/27/19 – By a 5-0 vote the bill was re-referred to Committee for further review commission’s structure and guidelines. 3/19/19 – Committee Hearing 1/17/19 - Referred to Committee on Energy & Natural Resources	
New York State	Carbon Tax A39 Introduced 1/9/19	Establishes a carbon dioxide emissions tax on the distribution or sale of carbon-based fuels of \$35 per ton CO2e, increasing by \$15 per ton annually to a maximum of \$185 per ton. Establishes a Carbon Dioxide Emissions Fund. 60% used for tax credits for very low to moderate income residents; and 40% to support transition to 100% clean energy, mass transit, and climate adaptation.	1/9/19 - Referred to Committee on Ways & Means	
New York State	Carbon Tax S3608 Introduced 2/11/19	(Identical to Assembly Bill A.39)	2/11/19 – Referred to Committee on Budget & Revenue	
New York State	Carbon Tax A3459 Introduced 1/29/19	Establishes a \$5 tax per ton of carbon on any carbon-based fuel sold to retail customers in the state; increasing to one percent plus inflation for the first ten years, and then at least the annual rate of inflation thereafter. Revenues und a Carbon Tax Revenue Fund.	1/29/19 – Referred to Committee on Ways & Means	The bill is estimated to raise \$1 billion per year.

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Rhode Island	Economic & Climate Resilience Act of 2019 H5869 Introduced 3/15/19	Establishes a fee of \$15 per metric ton of CO2e on fuel sold, increasing \$5 each year until it reaches a rate of \$50 and increasing with inflation thereafter. Exempts renewable, carbon neutral biomass, waste vegetable oil biodiesel, and aircraft fuels. Revenues are deposited into an Economic & Climate Reliance Fund. 28% goes to support climate resilience, renewable energy, efficiency, adaptation and low carbon transition initiatives. 30% for direct dividends (refundable tax credit) to employers in the state and 40% to residents of the state to help offset costs. Note: bill only goes into effect once three states: MA, RI, and one or more additional states in RGGI enact a fee of at least \$5 per metric ton.	3/21/19 - Committee hearing held. It was recommended the measure be held for further study 3/15/19 - Referred to House Environment and Natural Resources	Stop the Carbon Tax - RI
Rhode Island	Economic & Climate Resilience Act of 2019 S662 Introduced 3/21/19	(Identical to H5869)	3/21/19 - Referred to Senate Environment and Agriculture	Stop the Carbon Tax - RI
Vermont	Carbon Tax H352 Introduced 2/21/19	Establishes a "carbon charge" of \$5 per ton of carbon content on the sale of each fuel by a distributor. Revenue is deposited into a Vermont Carbon-Free Investment Fund. 75% of funds are used for a Vermont Carbon-Free Investment Program that invests in home weatherization and alternative heating and to defray individual and business costs related to electric vehicle charging technologies. 25% is remitted to the existing Vermont Home Weatherization Assistance Fund.	2/22/19 - Referred to the Committee on Government Operations	
Vermont	Fuel tax increase H439 Introduced 2/26/19	Raises the existing 2-cent per gallon Fuel Tax on propane, heating oil, kerosene and dyed diesel to 4-cents per gallon. This doubles revenues from \$4.5 million to \$9 million and funds the state's Low Income Weatherization Program.	3/29/19 – Read in Senate and referred to Committee on Finance 3/27/19 – Bill passed House 3/26/19 – Vote on heating oil tax amendment approved 81-60 2/26/19 – Referred to House Ways & Means	
Vermont <i>Updated 4/3/19</i>	Eliminates all exemption from state fuel tax H541	Eliminates exemptions for non-profits, including hospitals and churches, from the state Fuel Tax, raising an additional \$850k.	4/3/19 – Read in Senate and referred to Committee on Finance 3/29/19 – Passed House 3/27/19 – Referred to Committee on Ways & Means	
Vermont	Carbon Tax	Establishes a \$5 charge per ton of carbon during	3/27/19 – Passed House 116-22	Stop the Carbon Tax - VT

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	H463 Introduced 2/26/19	FY2021, rising by \$5 each FY 2022-2028, until reaching \$40 per ton in 2028. . Tax begins on 10/1/2020 for gasoline and 7/1/2020 for all other fuels. Electricity (or fuel sold to a generation facility), dyed diesel and jet fuel are exempt. Funds a Carbon Charge Rebate Fund that is returned to residential, commercial, and industrial customers in the form rebate from Vermont retail electricity providers.	2/27/19 - Read First Time and Referred to the Committee on Energy and Technology	
Vermont	Carbon Tax H477 Introduced 2/27/19	Establishes a "carbon charge" of \$5 per ton of carbon during FY2021, rising by \$5 year 2022-2030 until reaching \$50 per ton. Tax begins on 10/1/2020 for gasoline and 7/1/2020 for all other fuels. Electricity (or fuel sold to a generation facility), dyed diesel and jet fuel are exempt. Revenues are deposited into a Carbon Charge Fund. Revenues are split between support and to expand public transportation in rural areas; supporting low income residents including weatherization and purchase of energy efficient appliances, heat pumps, etc., and incentives for the purchase of EVs and related infrastructure.	3/15/19 – Committee hearing 2/27/19 - Read First Time and Referred to the Committee on Energy and Technology	Supporters argue the bill will weatherize 25,000 homes, install 52,000 heat pumps, and incent the purchase of 35,000 EVs supported by 8.7000 charging stations (Feb. 2019 handout). 1/29/19 – VFDA Presentation Stop the Carbon Tax - VT

Electrification

State	Basic Info	Brief Summary	Major Actions	Notes
Connecticut	HB6586 Introduced 1/28/19	Amends the general statutes to (1) increase the number of electric vehicle charging stations and publicize the locations of such stations, (2) promote the sale of electric vehicles, (3) encourage bike shares in association with transit stations, (4) establish a Transportation Authority to operate public transit and protect transportation funds, and (5) prioritize public investment in transit-oriented development zones.	1/28/19 - Referred to Joint Committee on Transportation	
Connecticut	HB6589 Introduced 1/28/19	That title 14 of the general statutes be amended to permit EV manufactures who do not have existing relationships with new or used car dealers in the state to decide where and how to sell and service electric vehicles.	1/28/19 – Referred to Joint Committee on Transportation	

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Maine	GHG emissions study of proposed transmission line (See NECEC under regional initiatives below) LD640 (SP202) Introduced 2/7/19	Requires the Maine DEP to perform a complete and comprehensive study of the 145-mile CMP/Iberdrola/Avangrid transmission project to bring electricity from Hydro-Quebec to Massachusetts through Maine.	5/28/19 – Tabled in Senate 5/23/19 – Amendment adopted in House, sent to Senate for concurrence 5/9/19 – Amended in Senate 2/7/19 – Referred to the Committee on Environment and Natural Resources	Study is to be submitted on or before August 15, 2019.
Maine	An Act to Prepare Maine for a Low-carbon Transportation Future LD1257 (HP918) Introduced 3/14/19	Establishes a surcharge of \$25 per year on owner of an EV when at least 3,000 EVs are annually registered in Maine, increasing to \$50 per year when registrations reach 10,000 EVs. At least 50% of revenue used to construct or modify public EV infrastructure or to promote EVs. Also requires Governor to convene an EV Task Force to review and make recommendations to relevant Joint Standing Committees. Commissioner of Transportation must take actions regarding short- and long-term planning for road infrastructure and highway funding, including new vehicle or road use fees, and report with recommendations to relevant committees by 2/15/21.	5/23/19 – Placed in Legislative Files (DEAD) 3/19/19 – Referred to Committee on Transportation in concurrence 3/14/19 – Referred to Committee on Transportation, Sent for concurrence.	
Maryland	Clean Cars Act of 2019 HB1246 Introduced 2/8/19	Expands the vehicle excise tax credit for the purchase of certain plug-in electric drive vehicles to include the purchase of certain fuel cell electric vehicles. Credit would be up to \$3,000 per vehicle regardless of battery size (current credit is \$100 times the number of kilowatt-hours of the battery capacity of their electric vehicle with a maximum of \$3,000). Hybrid vehicles would not be eligible. Raises total amount awarded for fiscal year 2020 from \$3 million to \$6 million.	4/30/19 – Approved by Governor – Chapter 213	The tax credit can be used in combination with the federal credit of up-to \$7,500, which is now being phased-out for Tesla and GM.

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Massachusetts	Beneficial Electrification Commission HB2805 Introduced 1/22/19	Establishes a Beneficial Electrification Commission to study the economic, energy and environmental benefits of thermal electrification. It shall study how to leverage Mass Save to deliver beneficial electrification, to reduce costs, and identify strategies to promote all electric new construction and removing barriers to electrifying existing building stock. A full report is required by December 31, 2021 for consideration in the 2022-2024 Three Year Energy Efficiency Investment Plan.	5/28/19 – Hearing scheduled for 5/30/19 1/22/19 – Referred to the House Committee on Transportation, Utilities & Energy	
Massachusetts	Heat Pump Market Development & Modernization of State Heating Systems HB2930 / SB1803 Introduced 1/22/19	Creates a Heat Pump Market Development program, with focus on heating oil dealers, to expand markets for space and water heating using heat pump technology. The Massachusetts clean energy technology center may draw upon the Massachusetts Renewable Energy Trust Fund for this purpose, provided that enough funds are available, and may cease to offer such program after January 1, 2026. Requires certain new or renovated state government and municipal buildings to use alternate technologies that are not fossil fuel dependent to provide heat.	5/28/19 – Hearing scheduled for 5/30/19 1/22/2019 - HB2930 Referred to committee on Telecommunications, Utilities and Energy; SB1803 Referred to the committee on State Administration and Regulatory Oversight	
Massachusetts	Heat Pump Deployment SB1925 Introduced 1/22/19	Requires the Dept. of Energy Resources to adopt numerical targets by 2021 to be achieved by 2031 for statewide increases in the utilization of heat pumps for space heating & cooling and water heating.	5/28/19 – Hearing scheduled for 5/30/19 1/22/19 – Referred to Committee on Telecommunications, Utilities and Energy	
Massachusetts	HB3008 / SB2106 Introduced 1/18/19	Establishes a Modern and Sustainable Solutions for Transportation Trust Fund to expand and electrify mass transportation, lower costs of zero-emissions vehicles, especially for low- and moderate-income residents and rural drivers, and other purposes.	1/22/19 - Referred to the Joint Committee on Transportation	
Massachusetts	HB1770 (see HD3188) Introduced 1/22/2019	Prohibits zoning ordinances and by-laws from prohibiting or “unreasonably” regulating installation of alternative and renewable electric or heating, cooling	1/22/19 – Referred to Joint Committee on Municipalities and Regional Government	

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		and hot water systems; and allows municipalities to require for certain new construction or renovation an analysis of the feasibility and cost of installing such a system compared with a fossil fueled energy system. Section 3 of the bill amends Chapter 59 Section 45B of MGL for heat pumps, but could not find (typo in citation?).		
New York State	Home Battery Tax Credit A5664 Introduced 2/14/19	Proposes a new tax credit for residential energy storage systems of 25% of the purchase and installation costs, not to exceed \$7,000.	2/14/2019 – Referred to Ways & Means	
New York State	Exempting EVs from Congestion Pricing A6861 Introduced 3/22/19	Exempts EVs and other “clean vehicles” from proposed state congestion pricing fees.	3/22/19 – Referred to Committee on Transportation	
New York State	Exempting low-emissions vehicles from certain taxes S3602 Introduced 2/11/19	Exempts owners of low-emission and energy efficient vehicles from state’s 4% sales and compensating use taxes.	2/11/19 – Referred to Budget & Revenue	

Emission Reduction Targets

State	Basic Info	Brief Summary	Major Actions	Notes
Maine	Establishing a State Climate Change Council LR2478 Introduced 4/30/19	Establishes council of public, private and nonprofit sector members to guide Maine’s efforts to reduce Greenhouse Gas emissions by 45 percent by 2030 and at least 80 percent by 2050, and to achieve 80 percent renewable energy in Maine’s electricity sector by 2030 and 100 percent by 2050.		First Climate Action Plan due to be submitted by December 1, 2020.
Maine	LD797 (HP585) Introduced 2/12/19	Sets a requirement that Maine reduce state-wide annual GHG emissions by at least 80% below 1990 levels. Requires the establishing of interim net annual GHG reductions for 2030 and 2040.	3/28/19 – Committee meeting, Tabled by Committee 2/12/19 – Referred to Committee on Environment and Natural Resources	MEMA Testimony
Maine	LD818 (SP254) Introduced 2/14/19	Sets a requirement that Maine reduce state-wide annual GHG emissions by at least 80% below 1990 levels. Requires	4/11/19 - Placed in Legislative Files (DEAD) 3/28/19 – Committee meeting. Not	(MEMA Testimony same as above)

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		interim reduction for 2030.	reported out (ONTP) 2/14/19 - Referred to Environment and Natural Resources	
Maine	Maine Green New Deal LD1282 (HP924) Introduced 3/14/19	Sets a renewable portfolio standard goal of 80% reliance on renewable resources for electricity supply by 2040; and a state-wide goal of reducing GHG emissions by 75 to 80% below 2003 levels by 2040. Establishes a Task Force for a Green New Deal to create a plan to advance goals, including a training program to prepare workers for green jobs; and a residential energy strategy that provides incentives for installation of solar energy systems and heat pumps.	3/19/19 – Referred to Committee on Energy, Utilities & Technology	
Maryland	Greenhouse Gas Reduction Act Enacted: 2009, updated in 2016	Sets economy-wide GHG reduction goals of 25% below 2006 levels by 2020 and 40% by 2030.	Current Law	
Massachusetts	Global Warming Solutions Act (GWSA) Enacted: August 2008 Text of law	Sets economy-wide GHG reduction goals of 10-25% below 1990 levels by 2020, and 80% below 1990 levels by 2050. Summary	Current Law	
New York State	“The Cuomo Plan” aka Climate Leadership Act <i>Legislation BTD</i>	The plan mandates that 70% of the state’s electricity be renewable by 2030, and that NY’s electricity market be 100% “carbon free” by 2040. The DEC would be tasked with meeting an economywide GHG reduction target of 40% below 1990 levels by 2030 and issue regulations “to support compliance with” this limit.	1/17/19 - Announced by Governor Cuomo (D) as part of his 2019 Executive Budget.	
New York State	Climate and Community Protection Act (CCPA) A3876 / S2992 Introduced 1/31/19	Requires state to reduce GHG emissions by 15% from 1990 levels by 2020, 35% by 2025, 50% by 2030, 65% by 2035, 80% by 2040, 90% by 2045 and net-zero emissions by 2050. Like in Massachusetts and other states, the DEC will need to devise a scoping plan to meet CCPA’s objectives and may consider “use of market-based compliance mechanisms” such as	2/5/19 – A3876 Referred to Ways & Means 1/31/19 – S2992 Referred to Committee on Environmental Conservation	

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		carbon pricing or a cap & trade program. Bill also requires PUC to increase renewable electricity share from 30% to 50%.		
Rhode Island	Rhode Island Global Warming Solutions Act H5444 Introduced 2/14/29 S658 Introduced 3/21/19	Requires state to reduce GHG emissions by 10% below 1990 levels by 2020, 45% by 2036, and 80% by 2050. Creates a new office of global warming solutions implementation (GloWS Implementation) within the Dept. of Environmental Management and empowers issuance of rules and regulations to meet objectives of the Act.	5/1/19 - S658 Committee hearing, recommended measure be held for further study 2/28/19 – H5444 Committee hearing, recommended measure be held for further study	
Vermont	Vermont Global Warming Solutions Act H462 Introduced 2/26/19 S173 Introduced 3/27/19	Requires state to reduce GHG emissions by 25% from 1990 levels by 2025, 50% by 2035, and 75% by 2050. Secretary of Natural Resources must adopt and implement rules to achieve the greenhouse gas emissions targets from the electricity sector, transportation sector, and building sectors. Market-based compliance mechanisms may be used	3/28/19 - S173 Referred to Committee on Natural Resources and Energy 2/26/19 - H462 Referred to the Committee on Energy and Technology	

TCI, LCFS, Cap & Trade

State	Basic Info	Summary	Major Actions	Notes
Maryland	Maryland Participation in Regional TCI HB277 Introduced 1/25/19	Permits the Governor to include Maryland as a full participant in any regional agreement that limits or reduces GHG emissions from the transportation sector. If DC or Virginia impose a GHG fee on the sale or distribution of motor fuel, permits governor to impose a similar fee of up to the same amount. Requires report on status of regional initiative and other relevant information every six months beginning 11/1/19.	3/29/19 – Referred to Senate Education, Health and Environmental Affairs 3/20/19 – First Reading Senate Rules 3/20/19 – House passed 99-35 3/18/19 – House Committee on Environment and Transportation reported favorably 3/6/19 – Hearing Committee on Environment and Transportation	
Massachusetts	SB1924 Introduced 1/22/19	Creates a market-based compliance mechanism for the reduction of GHG emissions from (1) the transportation sector, at a minimum passenger	1/22/19 – Referred to Senate committee on Telecommunications, Utilities and Energy	

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		vehicles and light duty truck emissions; (2) commercial, industrial and institutional sectors including but not limited to buildings and industrial manufacturing; and (3) the residential building sector. Goal is that cost per ton of CO2e be at least \$15, increasing \$5 per year, up to \$60. System shall be designed to allow other states and Canadian provinces to join the program.		
Massachusetts	SB2009 Introduced 1/22/19	Makes numerous changes to the state's 2020, 2030 and 2040 statewide greenhouse gas emissions limits and implementation plans.	1/22/19 Referred to the Senate committee on Telecommunications, Utilities and Energy	
Massachusetts	SB2130 Introduced 1/22/219	Within one year of the effective date, the Dept. of Transportation shall promulgate regulations to develop and implement a clean fuel standard. Said clean fuel standard shall aim to reduce the carbon intensity of transportation fuels, while accounting for the full lifecycle greenhouse gas emissions of all fuels.	1/22/19 – Referred to Senate Committee on Transportation	
New Hampshire	SB275 Introduced 3/14/19	Reinforces support for Hampshire's participation in the Transportation and Climate Initiative of the Northeast and Mid-Atlantic States and requires that all of the state's motor vehicles be zero-emission vehicles by 2039.	5/2/19 – Due out of committee 4/2/19 – House hearing Technology and Energy 3/14/19 – Senate vote 16Y-8N 3/6/19 – Committee Report 2/11/19 – Hearing Senate Committee on Transportation	
New York State	A.5262 Introduced 2/8/19	Establishes within two year a state-wide LCFS that aims to reduce GHG emissions from the transportation sector by 20% by 2030. Further reductions are to be implemented based upon advances in technology.	2/8/19 – Referred to the Committee on Environmental Conservation	
New York State	S.4003 Introduced 2/25/19	(Identical to Assembly bill A.5262)	2/25/19 – Referred to the Committee on Environmental Conservation	
Vermont	Cap & Trade Program H91 Introduced 1/25/19	Establishes goal of reducing GHG emissions by 50% of 1990 levels by 2028 and 75% by 2050. Approves Vermont's involvement in a regional cap and trade program to reduce GHG emissions from transportation and HVAC, either an expansion of RGGI or	2/1/19 – Committee meeting. 1/25/19 - Referred to the Committee on Energy and Technology	

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		some other (TCI?).		
Vermont	Cap & Trade Program S.75 Introduced 2/5/19	(Identical to H91)	2/7/19 – Committee meeting 2/5/19 - Referred to Committee on Natural Resources and Energy	
Virginia	Prohibit state participation in Regional Cap & Trade Programs/RGGI HB2611 Introduced 1/9/19	Prohibits the Governor or any state agency from adopting any regulation establishing a carbon dioxide cap-and- trade program or bringing about Virginia’s participation in a regional market for the trading of carbon dioxide allowances. The bill provides that the Commonwealth shall be allowed to participate in such a cap-and-trade program if the House of Delegates and the Senate each adopt a resolution by a two-thirds vote that specifically references and approves the regulatory text proposed for adoption by a state agency.	3/14/2019 – Vetoed by Governor Ralph Northam (D) 2/13/19 – Passed Senate 20-19 2/13/19 – Reconsideration of Senate agreed 39-0 2/13/19 – Passed Senate 21-18 2/7/19 - Reported from Agriculture, Conservation and Natural Resources 8-6 1/29/19 – Passed House 51-48 1/23/19 – Reported from Agriculture, Chesapeake and Natural Resources 12-10	
Virginia	Prohibit state participation in Regional Transportation and Climate Initiative (TCI) HB2269 Introduced	h. Prohibits the Governor or any state agency from adopting any regulation establishing or bringing about the participation in the Transportation and Climate Initiative or any other regional transportation sector emissions program. The bill provides that the Commonwealth shall be allowed to participate in such a regional transportation sector emission program if the House of Delegates and the Senate of Virginia each adopt a resolution by two-thirds vote that specifically references and approves the regulatory text proposed for adoption by a state agency.	3/14/2019 – Vetoed by Governor Ralph Northam (D) Statement 2/12/19 – Passed Senate 21-19 2/7/19 – Reported from Agriculture, Conservation and Natural resources 8- 6 vote 1/29/19 – Passed House 50-48 1/23/19 - Reported from Agriculture, Chesapeake and Natural Resources 12-10 vote	
Other Proposals				
State	Basic Info	Summary	Major Actions	Notes
Connecticut	Leaking Nat Gas Pipelines and Rates SB232 Introduced 1/23/19	Requires the Public Utilities Regulatory Authority to report gas company’s percentage of lost or unaccounted-for gas, including the number of leaks and causes, throughout the distribution	3/12/19 – Favorable report from the Environment Committee 2/25/19 – Joint Favorable Substitute approved by Environment Committee 28-1	

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		system. Requires accountability and prohibits gas company from recovering the costs associated with leaked component of lost gas from ratepayers.	1/30/19 – Public Hearing 1/28/19 – Drafted by committee 1/25/19 – Environment Committee Vote to Draft 1/29/19 – Referred to Joint Cmte	
Massachusetts	Reporting requirements for transportation fuels S521 Introduced 1/22/19	Requires producers, importers, and wholesale distributors that sell, supply, or offer for sale transportation fuels to report all Massachusetts transportation fuel sales, and the source of any fuel sold, to the DEP for the purposes of tracking the individual and collective lifecycle greenhouse gas emissions and carbon intensity of all fuels.	1/22/19 - Referred to the committee on Environment, Natural Resources and Agriculture	
Massachusetts	Residential Energy Performance Labels HB2887 Introduced 1/18/19	(Identical to SB1983 below)	1/22/19 – Referred to committee on Telecommunications, Utilities and Energy	
Massachusetts	Residential Energy Performance Labels SB1983 Introduced 1/17/19	Requires the Dept. of Energy Resources to design an energy assessment and a residential energy performance label system for use by sellers of residential dwellings, or agents acting on behalf of the seller to disclose the energy performance of that dwelling to potential buyers. The energy assessment shall consider information regarding annual energy consumption, energy costs for electricity and thermal needs, a home’s envelope, including the foundation, roof, walls, insulation and windows, and heating, cooling, and hot water systems, and annual carbon emissions.	1/22/19 – Referred to committee on Telecommunications, Utilities and Energy	
New Jersey	Prevent the state’s participation in the Transportation Climate Initiative A5042 Introduced 2/14/19	Prohibits the state government or any agency, representative or employee thereof from entering into agreement or arrangement with others states regarding the formation of a cap & trade program for carbon emissions from combustion gas and diesel engines or any similar program.	2/14/19 – Referred to Assembly Environment and Solid Waste Committee	This bill is in response to a December 2018 announcement by the Commissioner of Environmental Protection that New Jersey was joining CT, DE, MD, MA, PA, RI, VT, VA and DC to design a new regional low-carbon transportation policy to reduce greenhouse gas

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				emissions from transportation called the “Transportation and Climate Initiative.”
New York State	Prohibiting use of diesel-powered generators in certain counties A1086 Introduced 3/8/19	Bans the use of diesel-powered generators in any county or part thereof that is designated non-attainment for ozone under Sections 7407 and 7511 of the Clean Air Act, or non-attainment for PM2.5 under section 7404. Exempts facilities with generating capacity of under 100 kW, that complies with or exceeds emissions standards adopted for PM and NOX, is solely used as backup during power outage, or uses cogeneration technology.	1/14/19 – Referred to Committee on Environmental Conservation	
New York State	Creation of Climate Change Task Force A3298 Introduced 1/29/19	Creates a New York State Climate Change Task Force which is tasked with drafting a climate change action plan.	1/29/19 – Referred to Committee on Environmental Conservation	
New York State	Creation of Climate Change Task Force S2742 Introduced 1/29/19	(Identical to A3298)	1/29/19 – Referred to Committee on Environmental Conservation	
Vermont	Carbon Impact of State Tax Credits S.102 Introduced 2/13/19	This bill proposes to direct the Joint Fiscal Office and the Department of Taxes to report to the General Assembly with recommendations for criteria to be used in evaluating the carbon impact of business tax credits in Vermont. The bill also requires the Joint Fiscal Office and the Department of Taxes to report on how to incorporate these carbon criteria into the biennial tax expenditure report.	3/12/19 – Committee Hearing 2/28/19 – Committee Meeting 2/26/19 – Committee Meeting	
Vermont	Act relating to approval of fossil fuel pipelines S.150 Introduced 3/12/2019	Requires “fossil fuel pipelines,” defined as a pipeline and ancillary facilities used to move fossil fuel from one location to another, to obtain approval from the General Assembly of that it promotes the general welfare. It does not apply to tanks or pipes located on the site of a motor vehicle service station, or pipes leading to a residential or commercial building from a fuel tank to which fuel is	3/12/19 – Committee Hearing	

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		delivered by motor vehicle. Expands similar requirements to natural gas infrastructure.		
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Regional Initiatives and Other Policies

New England/Eastern Canadian Regional Climate Change Action Plan

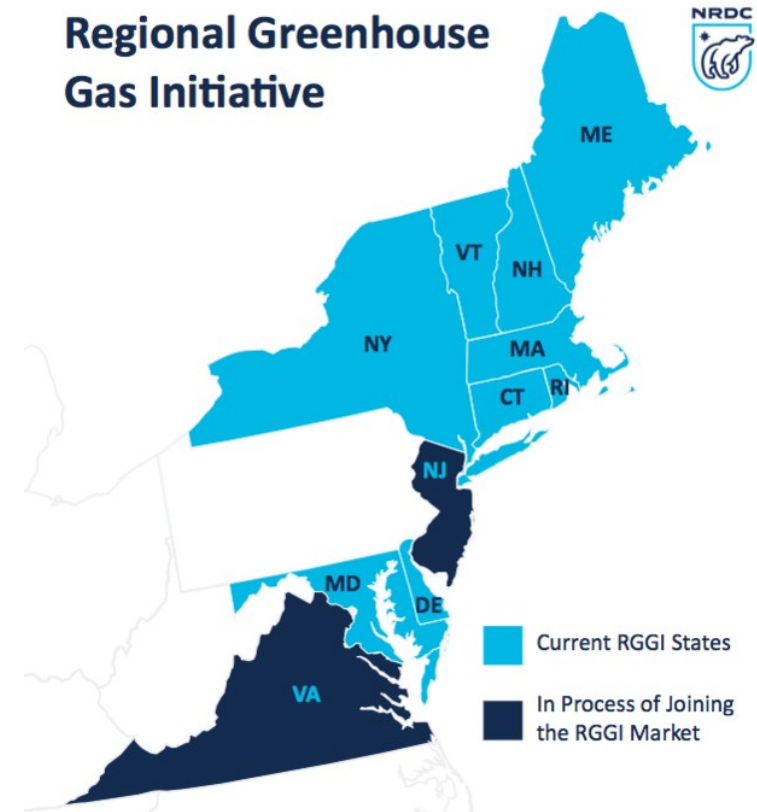
[Resolution 39-1](#) was agreed to at the Conference of New England Governors and Eastern Canadian Premiers on August 31, 2015. They agreed to reduce GHG emissions by least 35-45% below 1990 levels by 2030 (“reduction marketer”) and by 75-80% by 2050. The agreement cites the 2013 Regional Climate Change Action Plan Strategic Overview & Action Plan Blueprint for strategies, policies, and measures that might be required to meet the 2030 reduction marketer.

[2013 Regional Climate Change Action Plan Blueprint](#)
[2017 Update of Regional Climate Change Action Plan](#)

Regional Greenhouse Gas Initiative (RGGI)

Launched in 2009, the Regional Greenhouse Gas Initiative (RGGI) is the first mandatory market-based (“cap & invest”) program in the United States to reduce greenhouse gas emissions. RGGI is a cooperative effort among the states of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New York, Rhode Island, and Vermont to cap and reduce CO₂ emissions from the power sector. New York and Virginia are in the process of joining the RGGI program. Pennsylvania is not a participant, but [discussions have begun on how to change that](#). The RGGI CO₂ cap represents a regional budget for CO₂ emissions from the power sector. Auction revenues are used to support state and local programs, including energy efficiency upgrades. Proposals are surfacing in some states on how RGGI proceeds can be utilized to promote EVs and thermal electrification.

Regional Greenhouse Gas Initiative



Transportation and Climate Initiative (TCI)

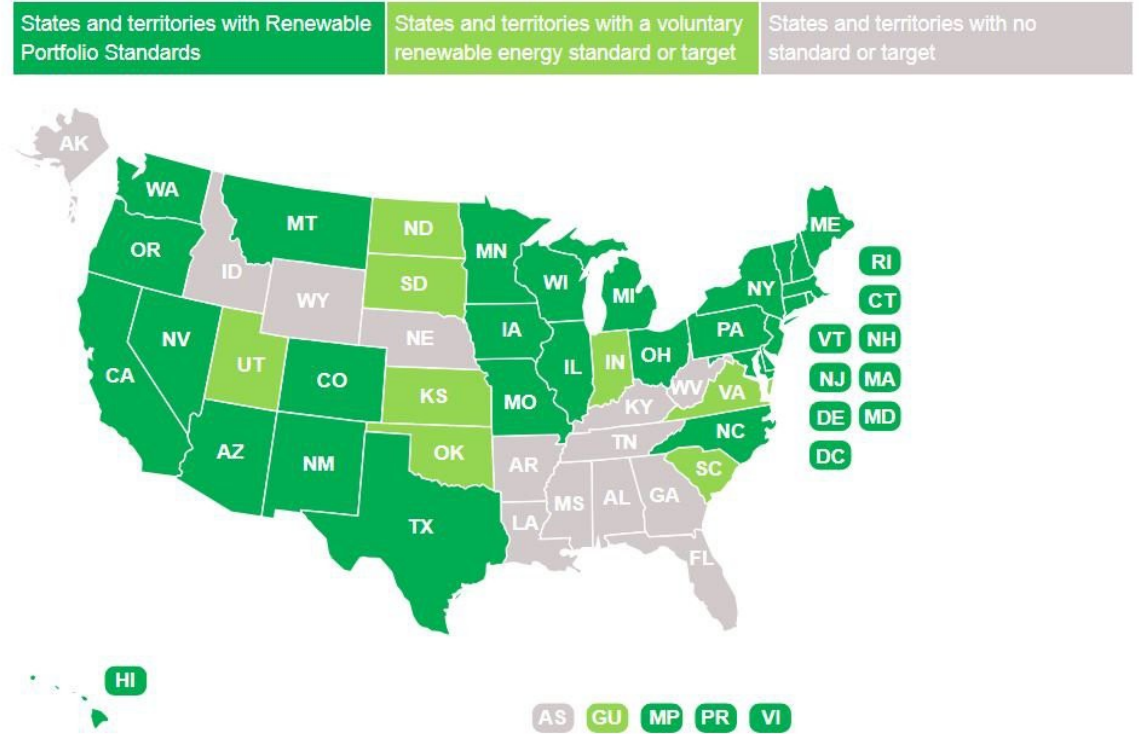
Established by agreement of nine Northeast and Mid-Atlantic states and the District of Columbia, the Transportation and Climate Initiative (TCI) would be an expansion of RGGI by another name. TCI is expected to develop a regional cap-and-trade-style program to reduce carbon emissions from the combustion of transportation fuels and invest proceeds from the program into low-carbon and more resilient transportation infrastructure. It is unclear how much this will resemble the RGGI program or the California CARB LCFS

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program, but it will likely emphasize the electrification of the transportation sector. For more information visit <https://www.transportationandclimate.org>.

New England Clean Energy Connect (NECEC) – Updated 4/15/2019

The New England Clean Energy Connect (NECEC) proposes bringing electricity from Hydro-Quebec to New England via a new 1,200 megawatt, 145-mile high-voltage direct current transmission line through Maine. According to [opponents](#), about 53 miles of the transmission line route would create a new transmission corridor requiring clearing a large, currently undeveloped section of Maine’s North Woods. The electricity is believed to be of most benefit to Massachusetts. Under an [agreement \(stipulation\) reached](#) on February 21, 2019, a \$15 million heat pump fund would be established to subsidize heat pump installations in Maine. A similar proposal is included for the expansion of EVs and EV infrastructure. The project’s \$1 billion cost would be borne by Massachusetts ratepayers and is seen as a “key piece” in meeting the targets under the Commonwealth’s emission reduction laws. On March 29, 2019, the Maine PUC recommended a certificate of public convenience for NECEC’s construction and endorsed the February stipulation. On April 11, 2019, the project was unanimously approved by the Maine Public Utilities Commission. Additional steps are required as the proposal advances and it will certainly face additional legal hurdles. The NECEC project will require approval from other regulators and a Presidential Permit from the U.S. Dept of Energy. *(Editor’s note: for more information, see “New England Energy Connect Project Faces Questions [link to NECEC article].”)*



Renewable Portfolio Standards

Most States have adopted a Renewable Portfolio Standard (RPS), Advanced Portfolio Standard (APS), or other law or regulation that requires a percentage of electricity to come from renewable sources. As noted in the chart above, Massachusetts allows renewable thermal energy credits to be generated under the state’s APS for heating oil blended with 10% or higher qualified biodiesel. The Massachusetts program allows heating oil dealers to improve the renewable aspects of their fuel, reduce emissions, and participate

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toward the state's overall GHG reduction goals. Other states are considering similar programs for heating oil, including Connecticut, which passed a law to study the development of such a program modeled after Massachusetts. [Click for a list of state RPS laws.](#)