

SENATE No. 2213

The Commonwealth of Massachusetts

PRESENTED BY:

Patrick M. O'Connor

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts in General Court assembled:

The undersigned legislators and/or citizens respectfully petition for the adoption of the accompanying bill:

An Act relative to solar-powered mobility networks.

PETITION OF:

NAME:

Patrick M. O'Connor

DISTRICT/ADDRESS:

Plymouth and Norfolk

SENATE No. 2213

By Mr. O'Connor, a petition (accompanied by bill, Senate, No. 2213) of Patrick M. O'Connor for legislation relative to solar-powered mobility networks. Telecommunications, Utilities and Energy.

[SIMILAR MATTER FILED IN PREVIOUS SESSION
SEE SENATE, NO. 1993 OF 2019-2020.]

The Commonwealth of Massachusetts

**In the One Hundred and Ninety-Second General Court
(2021-2022)**

An Act relative to solar-powered mobility networks.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

1 SECTION 1. The Executive Office of Energy and Environmental Affairs shall regulate
2 solar-powered mobility networks to encourage the shift from an oil-powered to sustainable
3 economy. If no commercial enterprise are approved to build such networks within 6 months, the
4 executive office shall conduct one or more pilot networks. Commercial and pilot networks shall
5 be granted non exclusive access to rights-of-way if the networks:

6 (i) are privately-funded construction;

7 (ii) are privately operated without government subsidies;

8 (iii) exceed 120 passenger miles per gallon (5 times the efficiency on existing roads) or
9 equivalent energy efficiency;

10 (iv) exceed safety performance of transportation modes already approved for use; and
11 (v) that are above ground gather more than 2 megawatt-hours of renewable energy per
12 network mile per typical day.

13 SECTION 2. The executive office of energy and environmental affairs shall promulgate
14 regulations for solar and renewable energy mobility networks based on the following criteria:

15 (i) system design, fabrication, installation, safety, insurance and inspection practices
16 consistent with the American Society for Testing and Materials International Committee F24 on
17 Amusement Rides and Devices;

18 (ii) environmental approvals shall be granted to networks exceeding 5 times the
19 efficiency of existing roads as measured in energy per passenger-mile, and

20 (iii) networks access may be rejected in writing for other reasons; and

21 (iv) provided, taxes and fees assessed on solar and renewable energy mobility network
22 providers, passengers and cargo shall be limited to 5 percent of the gross revenues and shall be
23 paid to the aggregate rights-of-way holders by the solar or renewable energy mobility network
24 provider.