



MASSACHUSETTS

Green Prosperity and Poverty Reduction

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Low-income households in Massachusetts could receive significant benefits from clean-energy investment in the state. These potential benefits would include a substantial expansion in job opportunities, especially for people with high school degrees or less; rising wages; reduced home heating and utility costs; and improved access and convenience for public transportation. All of these benefits would be in addition to the environmental gains achieved through large-scale investments in energy efficiency and renewable energy (see Table 1).

These benefits will be encouraged by the clean-energy features of the American Recovery and Reinvestment Act, the February 2009 Obama stimulus program. They will also be supported by the American Clean Energy and Security Act, now being considered in Congress. Among the features of this pending bill are measures to ensure that low-income households will not be affected by possible future oil, gas, and coal price increases tied to the legislation.

Below, we look at the potential impact on Massachusetts of an economy-wide \$150 billion shift in spending from fossil fuels to clean energy. According to a recent study by PERI and the Center for American Progress, based on the state's current population and the size of its economy, that would bring roughly \$3.5 billion in clean-energy investments into Massachusetts.* This is equivalent to one percent of all economic activity in the state in 2008.

In Massachusetts, investment in a clean-energy economy would produce 38,410 jobs, over 19,000 for workers with high school degrees or less, and cut unemployment by over one percentage point.

EMPLOYMENT

A \$3.5 billion investment in clean energy in Massachusetts would create a net expansion of 38,410 jobs there, based on the state's labor market in 2008 (see Table 2). This would be enough to reduce unemployment in the state by 1.2 percentage points, from 5.3 to 4.1 percent as of 2008. A reduction in unemployment of this amount could, in turn, lead to a rise in the average wage for workers in the state of over two percent.

* Pollin, Robert, James Heintz, and Heidi Garrett-Peltier. 2009. "The Economic Benefits of Investing in Clean Energy: How the economic stimulus program and new legislation will boost U.S. economic growth and employment," Washington, DC: Center for American Progress.

The impact would be particularly strong for workers with lower levels of education. In Table 3, we categorize the jobs that would be added by investing in clean energy according to three categories: 'college degree jobs,' requiring at least a B.A. degree; 'some college jobs,' requiring some college but not a B.A.; and 'high school or less jobs.' This last category includes jobs that tend to offer decent opportunities for advancement and higher wages over time, such as jobs in construction, manufacturing and transportation. These jobs are in contrast to 'high school or less' jobs in hotels, restaurants, and personal service industries, where opportunities for advancement are much lower.

As Table 3 shows, this shift of \$3.5 billion from fossil fuels to clean energy will produce over 19,000 new 'high school or less' jobs (roughly half of all jobs generated by clean-energy investments in Massachusetts), including almost 13,000 of those jobs that tend to offer opportunities for rising earnings over time.

TABLE 1. BENEFITS FROM A CLEAN-ENERGY INVESTMENT PROGRAM FOR LOW-INCOME HOUSEHOLDS

1) New jobs created	<ul style="list-style-type: none"> • 38,410 new jobs overall • 19,235 jobs for workers with high school degrees or less
2) Falling unemployment produces rising wages	<ul style="list-style-type: none"> • Earnings could rise 2.3% for low-income workers as unemployment in Massachusetts falls by over one percentage point
3) Benefits of retrofitting buildings	<ul style="list-style-type: none"> • Retrofits could reduce living costs by up to 4%
4) Improved public transportation	<ul style="list-style-type: none"> • Increasing public transit use could reduce living costs by 1-4% for households near most urban centers • Discounting fares on Boston's well-used public transit system could reduce living costs by 1 - 2% • Households that forego the use of one car could reduce living costs by about 10%

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BUILDING RETROFITS

Massachusetts has a relatively old housing stock and a cold climate. This means significant opportunities exist for achieving energy savings for low-income people through building retrofits. Specifically, energy costs for the existing housing stock could fall enough for homeowners and renters to achieve energy savings in the range of four percent of their overall incomes.

In Massachusetts, homeowners and renters could save up to 4 percent of their income by investing in retrofits, and 1 to 4 percent of their living costs through improvements in public transportation.

For the 65 percent of state residents who own their homes, retrofits (such as replacing windows or upgrading insulation) could be facilitated by organizations such as banks, utilities or non-profit community groups who could provide financing and management, thereby relieving individuals of the need to take the initiative and bear the up-front costs of arranging retrofits of their homes. For the 35 percent of households who rent, policies will need to ensure that renters, not just landlords, receive benefits from energy efficiency investments. Renters who pay utility bills directly would see their bills fall in proportion to the overall energy savings, sharing the benefit with their landlords. Renters in subsidized housing, who typically do not pay for their utilities directly, should see their fixed rents reduced proportionally to the reduction in energy costs.

PUBLIC TRANSPORTATION

Overall, Massachusetts has limited public transportation with a notable exception. The city of Boston has an extensive and well utilized public transportation system; 33 percent of workers in that city commute by public transportation. A clean-energy investment agenda could therefore improve the accessibility and convenience of the state's public transportation system two ways: 1) expanding public transportation options outside of Boston and/or 2) reducing fares on the well-utilized public transportation options already in place.

Households outside of Boston could save in the range of 1 - 4 percent of their incomes if they increase their use of public transportation to between 25 percent and 50 percent of their local travel. Low-income riders who already use public transit heavily, such as in Boston, could save about one to two percent of their incomes if they receive discounts on their public transit fares of between 25 and 50 percent. Finally, any improvements to Boston's public transportation offerings that enable households to forgo the use of one car could reduce their living costs by roughly 10 percent.

TABLE 2. NET EMPLOYMENT EXPANSION THROUGH \$3.5 BILLION SHIFT FROM FOSSIL FUELS TO CLEAN ENERGY (BASED ON 2008 LABOR MARKET)

Job creation	38,410 jobs
Unemployment rate before clean-energy investments	5.3 %
Unemployment rate after clean-energy investments	4.1%

source: 2004-2008 Current Population Survey; Bureau of Labor Statistics 2008, IMPLAN.

TABLE 3. BREAKDOWN OF NET JOB EXPANSION BY FORMAL EDUCATION CREDENTIALS

College degree jobs • B.A. or above • \$27.00 average wage	12,168 (31.7% of clean-energy jobs)
Some college jobs • some college but not B.A. • \$15.00 average wage	7,006 (18.2% of clean-energy jobs)
High school or less jobs • high school degree or less • \$13.90 average wage	19,235 (50.1% of clean-energy jobs)
High school or less jobs with decent earnings potential • \$17.00 average wage	12,911 (33.6% of clean-energy jobs)

source: 2004-2008 Current Population Survey; IMPLAN.

The full report from which the data in this fact sheet are drawn can be found at www.peri.umass.edu.

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