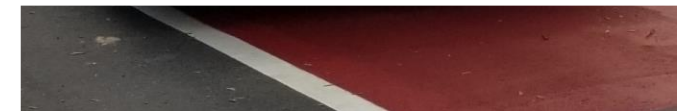
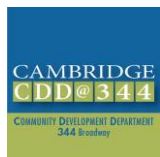


City of Cambridge

Net Zero Transportation Plan: Advisory Group Meeting #12

May 29, 2024





Welcome!

Check-in question: How did you spend your long weekend?

Meeting purpose:

- Review options for actions to include in the Plan (Reducing car ownership and electric vehicles) and get advisory group feedback



Agenda

- Welcome and check-in
- Community engagement update
- Review and improve strategies to incorporate in the Net Zero Transportation Plan
- Public comment
- Wrap up

Community engagement





Community engagement updates

- So far we have met with:
 - Joint Transportation Committees (February 28)
 - City of Cambridge Climate Committee (May 16)
 - Focus group organized by Community Engagement Team (CET@CDD) (May 20)
 - Islamic Society of Boston Cambridge (May 21)
- Reach out to Brandon if you would like to set up a community event/info session



Important points from Joint Transportation Committees (February 28)

- It's important to engage with the community, especially given socio-economic barriers
 - Bridge the gap between longtime residents and newer residents if the plan is to be successful
- Public transit and infrastructure need significant improvements
 - E.g., expanding the BlueBikes system, making buses free for residents
 - Important to improve biking and walking infrastructure to make them safer and more appealing (e.g., protected bike lanes, wider sidewalks, and modal filters)
- We should anticipate and plan around legal challenges to some of the actions (e.g., bike lanes, public transit vouchers, etc.)

Important points from Climate Committee (May 16)

- Support for improving public transportation and making it easier to not own a car
 - We should encourage active transportation (biking, walking, scooters, unicycles, etc.)
 - Infrastructure should promote safety when using these modes
 - Ideas around car-free days and congestion charges
- Equity is important
 - Transportation should be affordable and accessible for everyone
 - Actions should balance incentives and penalties ("raising parking meter prices is a penalty on the poor")
 - City of Boston made bus routes in environmental justice communities free, Cambridge could replicate that



Important points from ISB Cambridge info session (May 21)

- Buses, trains, and shuttles
 - Most important category for them.
 - Buses don't come frequently enough. We should make the T faster and have more buses and trains.
- Active transportation
 - Biking or using electric scooters would help people go further places.
 - More BlueBike kiosks would be great (especially in West Cambridge).
- Car-related categories
 - It seems like it will be harder to get people drive less or reduce car ownership.
 - Solar-powered cars would be a cool idea.
- City planning
 - Planting more trees would be helpful for climate goals.

Potential NZTP Actions





Big-picture reminders on why we're making this plan

1. If we don't get rid of emissions from transportation and other sources, **climate change impacts will make people's lives harder and cost more.**
 - **Extreme heat / worse air quality** (learning loss, more childhood asthma, death)
 - **Worse weather emergencies** (floods, dangerous storms, sea-level rise)
 - **More economic struggles** (increased demand for public services, like emergency response, food assistance, health insurance)
2. **City of Cambridge is committed to eliminating emissions** – we can influence how that happens. **We want a plan that is based on your advice.**
 - In cases where change is hard, how can we reduce the harm or the discomfort of that shift?
3. **We want to improve and expand people's transportation options.**
 - We believe we can create a plan that allows everyone to contribute in some way. Not every action or option works for every person, so we need a variety of options.
 - "Don't punish me for owning a car. Make it easier for me not to."

Action Categories

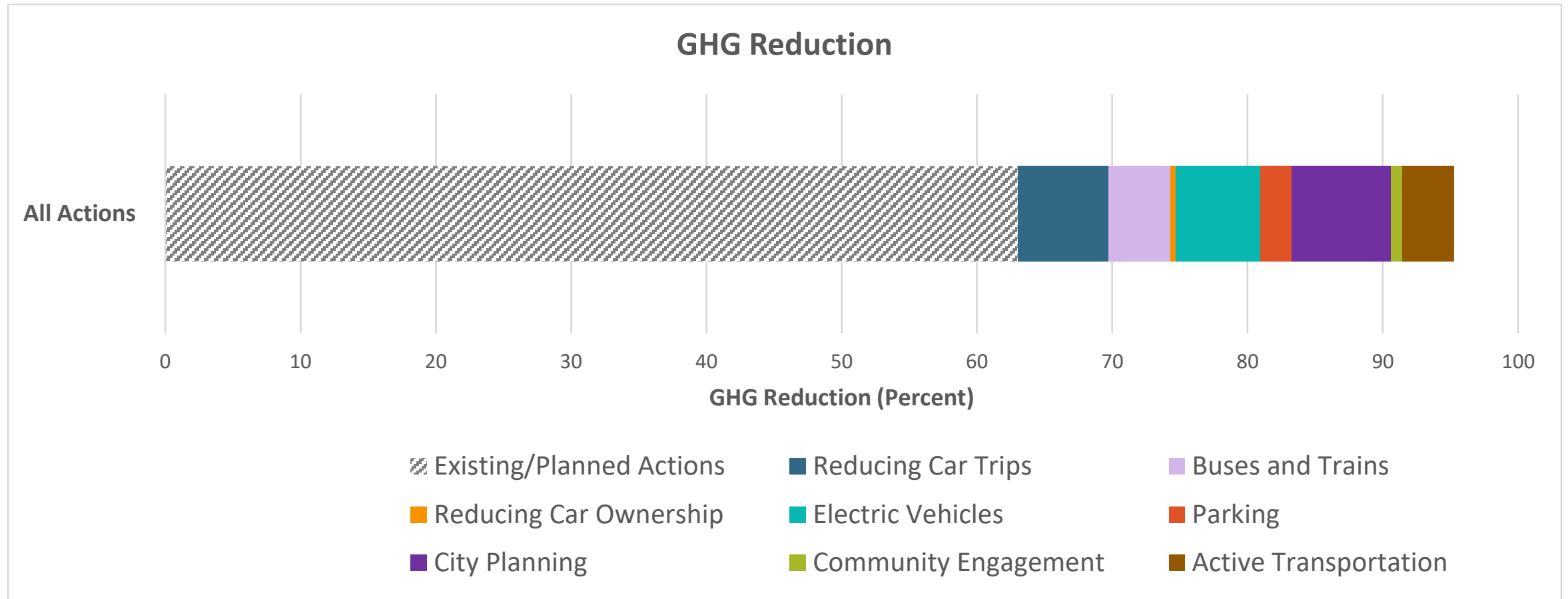


- **Reducing Car Ownership** actions reduce GHG emissions by reinforcing multi-modal choices
- **Electric Vehicles** actions reduce GHG emissions for cars, which will still be necessary for some trips

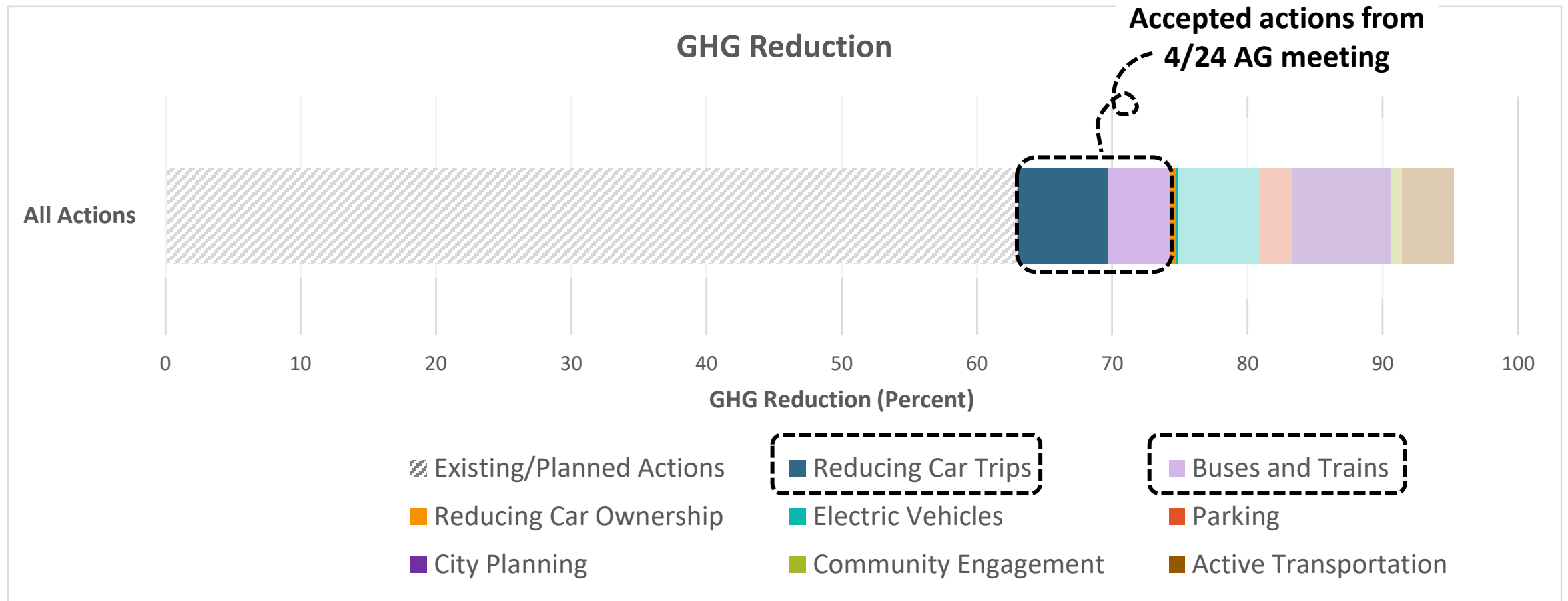
Our focus for today:

- In the context of the whole suite of actions we are considering, can you support including the actions we are discussing today?
- What improvements or alternatives can you suggest for other actions to be able to support them?

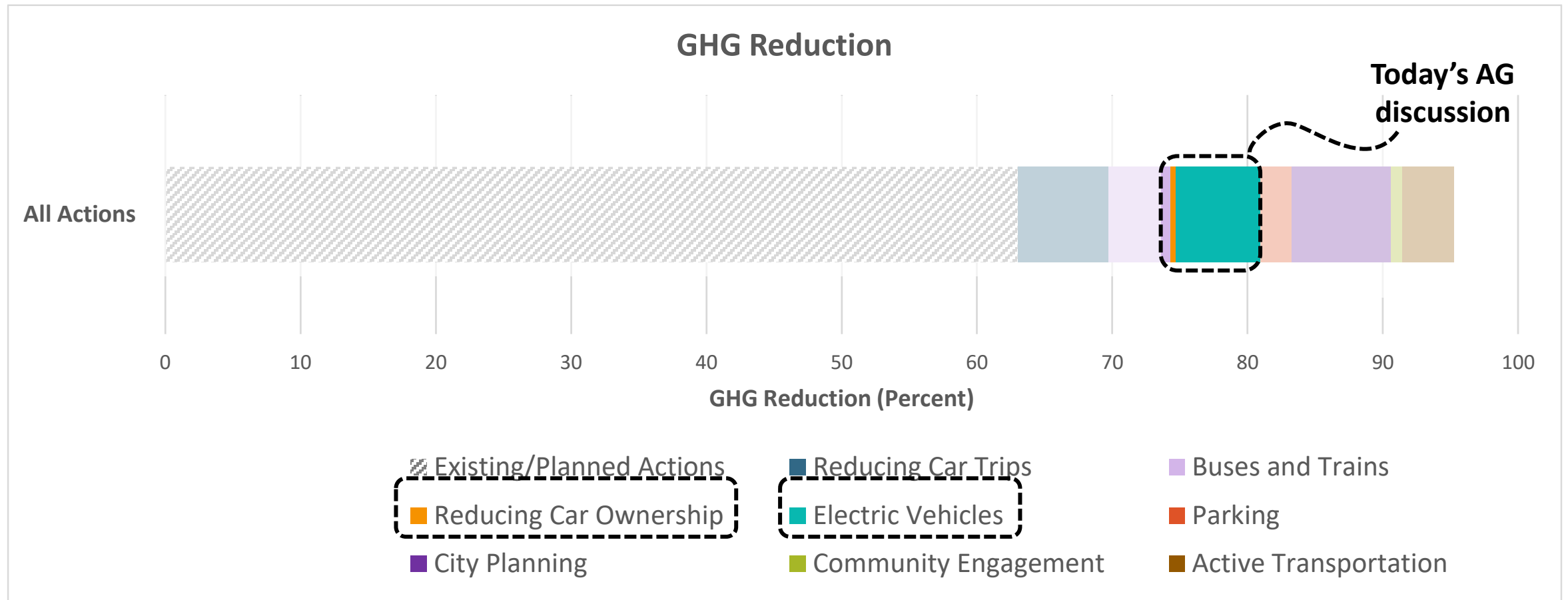
We need to get to 100% emissions reduction



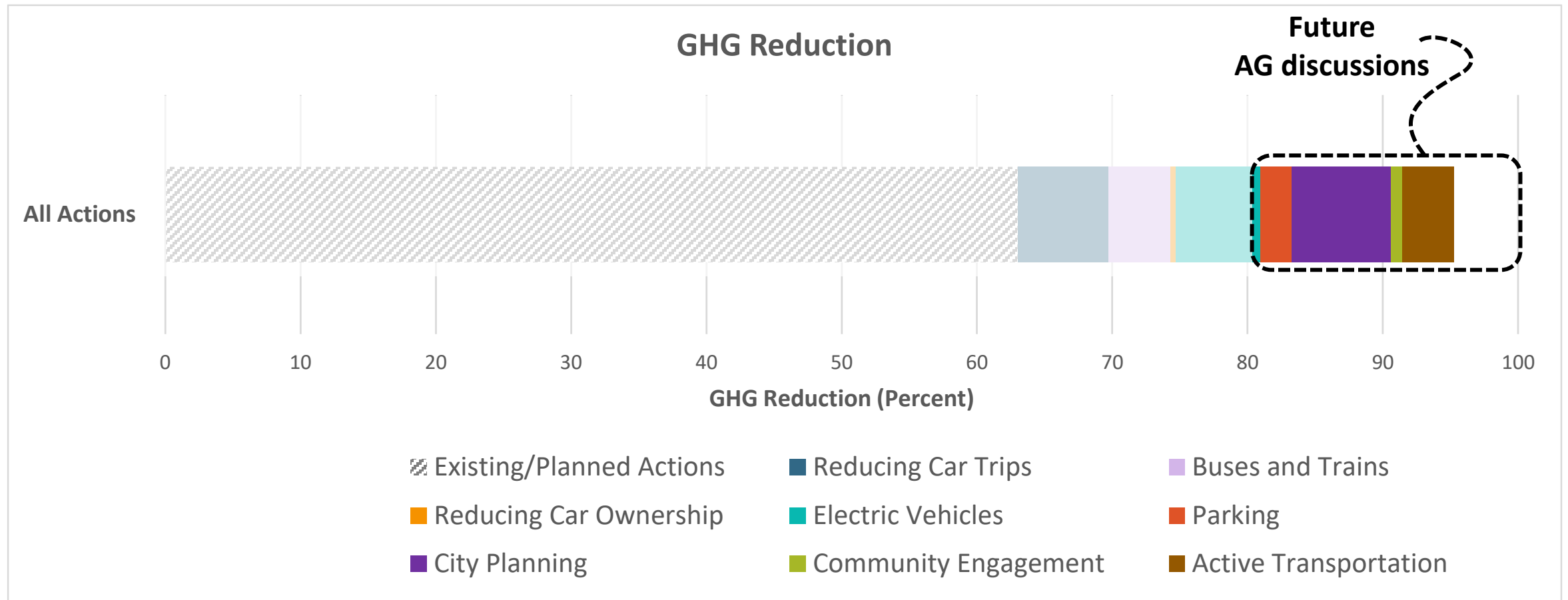
We need to get to 100% emissions reduction



We need to get to 100% emissions reduction



We need to get to 100% emissions reduction



Reducing Car Ownership

Proposed Action

Less than
1% GHG
Reduction

RCO-1. Provide incentives to residents with no registered vehicles

What This Could Look Like

Residents who don't have a registered vehicle in Cambridge receive a combination of incentives:

- Cash (not currently allowed under the Anti-Aid Amendment)

- Discounted transit fares
- Free Bluebikes membership, free bike gear, and/or a carshare membership

If fewer people own cars in Cambridge, there could be less competition for parking and less car traffic.

Notes

- There are ongoing programs in New Jersey and California that suggest how this strategy could support car-free living.
- This action has Anti-Aid Amendment implications.

Remove climate pollution from transportation

Make moving around Cambridge more convenient and enjoyable

Improve economic opportunity and address historic injustices

Create a stronger and more connected community

Reducing Car Ownership

Proposed Action



RCO-2. Advocate for higher registration fees for private cars

What This Could Look Like

- Cost of owning a car would increase, with discounts available for people with low incomes (not possible without State involvement)
- Registration fees could be raised for all vehicles with different prices could be applied based on fuel efficiency/ electrification level of vehicle
- Higher state registration fees could possibly be a way to fund better MBTA service

Remove climate pollution from transportation

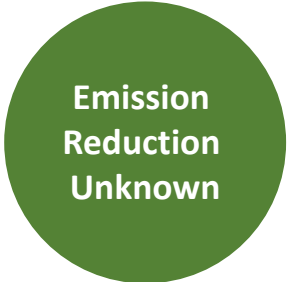
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Reducing Car Ownership

Proposed Action



RCO-3. Participate in State and regional discussions about a Greater Boston congestion or emission pricing scheme (road-pricing)

What This Could Look Like

- Coordinate with neighboring municipalities (not possible without state involvement)
- If the state created a congestion- or emission-pricing scheme, 1) all cars might pay a fee to enter Cambridge, with gas-powered cars paying more

than electric and hybrid cars, with discounts available for people with low incomes, and 2) there could be a significant reduction in traffic and air pollution, with potential for improved traffic safety, increased funds for transportation improvements.

Notes

- Impact is highly sensitive to implementation type and price.
- Case studies from NYC, Atlanta, and other cities suggest reductions ranging from 5%-20%.

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Electric Vehicles

Proposed Action

EV-1. Create public-private partnerships that significantly increase the availability of publicly accessible EV charging and fast charging, either curbside or following “gas station” model



What This Could Look Like

- EV charging would become much more accessible than today—publicly owned, privately owned, curbside, or off-street, as long as they are available to the public
- Cambridge will have 100 publicly accessible chargers by 2027, and 475 Level 2 chargers and 25 DC fast chargers by 2050
- Some parking spaces could be reserved for charging EVs only
- Some sidewalks space could be used for EV chargers

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Electric Vehicles

Proposed Action

EV-2. Work with Cambridge Housing Authority to install public electric vehicle charging stations and micromobility charging at CHA sites

Less than
1% GHG
Reduction

What This Could Look Like

- Install 4 Level 2 chargers at 20 properties (to charge a total of 80 vehicles)
- Residents at affordable housing locations could have more access to chargers

- Visitors to CHA residents who drive electric vehicles or e-bikes/e-scooters could more easily charge them

Notes

- Very important equity measure, but minimal emissions reductions due to small number of people this affects

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Electric Vehicles

Proposed Action

EV-3. Work with charging providers and/or Eversource to provide charging discounts for low-income electric vehicle owners and for charging at off-peak times

Less than
1% GHG
Reduction

What This Could Look Like

- People with low incomes could receive discounts for charging their electric vehicles
- Owning an EV might feel more possible to residents who have low incomes
- Charging an EV at off-peak

times could cost less than charging at peak times

Notes

- Because charging is already comparable to or cheaper than gas, this action is expected to support though not be a deciding factor for purchasing EV's.

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Electric Vehicles

Proposed Action

EV-4. Provide high degree of support to help residents who want to buy electric vehicles access existing state and federal incentives and rebates



What This Could Look Like

- EV-buyers would be able to more easily understand and access incentives that bring down the cost of buying a new electric vehicle
- Cambridge residents could switch from owning gas vehicles to electric vehicles more quickly with this program

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Electric Vehicles

Proposed Action

1.9%
Approx. GHG
Reduction

EV-5. Require new developments install EV charging (Level 2 or DC fast charging) to serve 25% of total number of parking spaces, make the remaining 75% of spaces be EV-ready (wiring installed to support installation of an additional EVSE in the future), and ensure sufficient capacity in the electrical panel and transformer(s) to support future installation of chargers serving all parking spaces.

What This Could Look Like

- More buildings could provide EV-charging and prepare for the future when all vehicles are eventually electric.
- Cambridge’s zoning requirements will match Boston’s EV Readiness Policy for New Developments.

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Check in on AG process so far

How has this AG process been for you thus far?

- How has this compared to other City processes you've been involved in?
- If it has been better, in what ways?
- What could we improve?

Public Comment





Public comment

- Public comments are welcome
 - Share thoughts in Zoom Q&A or verbally
 - To comment verbally, **raise your virtual “hand”** (or actual hand if in person)
 - Please limit your comments to **2 minutes** (we may reduce this time if the queue fills up)
- Please keep all comments...
 - **Relevant to the topics discussed today**
 - **Respectful**
 - **Focused on issues (not individuals)**

Check-out and Next Steps





Next steps

- ✓ We will share follow-up materials and a draft meeting summary
- ✓ Next meeting: **Wednesday, June 12 @ 8:45 AM***
 - Continue reviewing, refining, and incorporating draft actions

Check-out question: **What is one thing you are taking away from this meeting or a question you want to keep discussing next time?**