

Meeting Minutes
Clean Energy Future Committee
April 26, 2019

8:00 – 9:00 a.m.

Arlington Town Hall, Lyons Hearing Room

Approved at the 5/24/19 Meeting

Members Present: Dave Levy, Ken Pruitt, Shelly Dein, Jim DiTullio, Emily Sullivan, Adam Chapdelaine, Pasi Miettinen, Dan Amstutz, Marc Breslow, Nellie Aikenhead, Coralie Cooper, Ryan Katofsky.

Members Absent:

The meeting convened at **8:02** a.m.

Minutes:

The Committee unanimously approved the Minutes from the March 22th Meeting

Introductions

Ken Pruitt introduced Dan Gatti, Union of Concerned Scientists, to speak to charging infrastructure, electric vehicles, and clean fuels. Mr. Gatti's role is to help advise states between Virginia and Maine on transportation sector improvements.

Mr. Gatti complimented the approach to measuring transportation emissions in Arlington as part of the overall approach to reducing Greenhouse gas emissions. Mr. Gatti however noted that total driving in terms of car usage, miles driven, has increased year over year. Mr. Gatti noted this is a big difference from overall electric consumption, which has seems to have been decoupled from economic growth.

Mr. Gatti recommended two approaches to the issue:

- 1) Stop the growth in total driving
- 2) Identify solutions for how to transfer the miles driven to zero emission vehicles

Mr. Gatti noted that today, battery vehicles have the overall advantage compared to other clean sources of transportation in terms of existing scale. That said, battery powered cars may never get to the same price point of a gasoline vehicle but it may be the technology that we need to empower more.

Mr. Katofsky asked about the benefit of ride sharing companies and services and wondered if that was net helping or hurting in the effort to reduce emissions. Mr. Gatti noted he's not totally sure if ride sharing is a good thing. Sharing vehicles is not an end to itself in terms of overall reducing emissions. Mr. Gatti noted that the Union of Concerned Scientists is doing an analysis of ride hailing services and emissions but also emphasized that electrification of any vehicle is critical.

Mr. Gatti noted that vehicle emissions are the largest single source of emissions in MA and its share has gone up since 1990. He noted that clearly, Massachusetts as a Commonwealth needs to do more work in the space. Mr. Gatti cited the MOR-EV rebate for electric vehicles getting reduced in '19 and noting it wasn't big enough to begin with. Further, the funding mechanism needs to be addressed for it.

Mr. Gatti noted that Eversource does have \$45mm for Make Ready charging infrastructure, and also said that today charging is almost exclusively done at homes. Mr. Gatti is thinking about a grant-focused program for municipalities to build various infrastructure including charging stations.

In addition, Mr. Gatti noted four pillars for further expansion of vehicle electrification

- 1) The federal tax credit for electric vehicles needs to be extended
- 2) Charging infrastructure needs further expansion
- 3) Consumer awareness and education
- 4) Other uses need to be thought about including heavy duty vehicle electrification, including buses.

Mr. DiTullio asked if there is also a movement to abandoning the car entirely. Mr. Gatti and Mr. DiTullio acknowledged there are some things to observe on trends for car ownership and how that plays into the equation.

Ms. Dein asked about fast charging stations and expansion of that infrastructure.

Mr. Gatti said all new construction should have charging stations or be charging steady ready.

Mr. Levy asked Mr. Gatti to pick between expanding bus service and expanding the rebate program for electric vehicles. Mr. Gatti noted that because almost all transportation today is done in a single occupancy vehicle, rebate programs would provide more emissions reductions than bus expansion.

Mr. Miettinen believed that 25% of Arlington vehicles are ready to be replaced by electric vehicles today based on consumer insights. In that scenario, he questioned if public charging stations were required.

Mr. Pruitt asked what gaps a municipality could address in this effort. Mr. Gatti responded that municipal fleets as a unit could be electrified and help significantly.

Arlington Transportation Update from Dan Amstutz

Dan Amstutz, Senior Transportation Planner since September 2018 spoke to the committee (he is also a member of the committee). He spoke about his role in both working on local discreet issues in Arlington but also focusing on a more sustainable transportation initiative and focusing on how to make walking, biking and public transportation more attractive.

Mr. Amstutz spoke about the large number of commuters that live in Arlington commuting to Somerville, Cambridge and Boston for work.

Mr. Amstutz spoke about the Bus Rapid Transit pilot project in Arlington and examining an effort to make that project permanent. In addition, Mr. Amstutz spoke about his role in serving as Arlington's representative in regional planning coordination for transportation improvements.

Finally Mr. Amstutz spoke about the bikeshare programs, including Lime Bike, electric scooters, ebikes and other forms of transportation to help get single occupancy vehicles off the road.

The meeting adjourned on at 9:03am.

Minutes submitted by Dave Levy.